

To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: Project Status Quarterly Report - Q2-2013

Ref: YORK #5082521

Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report for Q2-2013 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 for Q2-2013 is attached and reflects activities from April 1 to June 30, 2013.

Analysis

HIGHLIGHTS

BRT- Rapidways & Stations program is progressing, and target completion date is on track for Q1-2019

- Highway 7 East (H3), from Bayview Avenue to Warden Avenue - under heavy construction. Project-to-date overall construction is nearing 70% completion.
 - Early hand-over of west side of Highway 7 East, from Bayview Avenue to East Highway 404 - commissioning work nearing completion and rapid transit service as of August 18th
 - Media event - opening ceremony on August 16th
 - Remaining Highway 7 East, to Warden Avenue completion by 2014

- Davis Drive (D1), from Yonge Street to Highway 404 - under construction, with the focus on utility relocations and environmental work. Project-to-date overall construction is over 30% completion.
 - Keith Bridge and retaining walls along corridor close to complete, enabling road widening work and construction on stations to commence
 - Major utility relocations and road structural work (i.e. culverts, storm sewer, etc.) is underway

- Highway 7 West (H2-VMC), Edgeley Blvd. to Bowes Road - final design at 90%.
 - Property land purchases and property-related activities are underway, enabling construction work to commence around the CN bridge area
 - Utility relocations design in final stages, with gas and telecom field work commencing
 - Construction of Viva Concourse - the interface to the Spadina Subway - VMC station is underway

- Yonge Street (Y2.1, Y2.2, Y3.2) - procurement process in progress, with RFQ phase closed in March 2013.
 - RFQ evaluation completed, with three (3) selected proponents moving to the RFP phase
 - RFP package released on July 25th - with contract award targeted in Q1-2014 and construction to start shortly thereafter
 - Property land purchases, property-related activities such as environmental work, and constructability studies are underway
 - Y2.1 - from Highway 7 to Major Mackenzie Drive
 - Y2.2 - from Leventdale Road to 19th Avenue/Gamble Road
 - Y3.2 - from Mulock Drive to Davis Drive

- York Consortium 2002' s work on Preliminary Engineering for remaining of Highway 7 West (H2) is complete - agreement that procurement of Design-Build-Finance contract will be led by Infrastructure Ontario.
 - H2 - from Yonge St. to Bowes Road and Edgeley Blvd. to Pine Valley

- BRT - Rapidways & Stations program is fully funded by the Province of Ontario and represents a total transportation infrastructure investment of \$1.8 billion in the Region - part of Metrolinx's *'The Big Move'* first wave of projects (\$16.0 billion).

The Toronto-York Spadina Subway Extension (TYSSE) is tracking to be complete by late 2016. Budget remains at \$2.6 billion, of which \$1.1 billion (40%) is constructed in the Region.

- Since the start of the program, the Region's contribution is \$157.1 million, excluding the Capacity Buy-In MOU and the Viva Concourse at H2-VMC.

- Region's commitment to this program is \$351.6 million (one third), with the Federal Government, and the Province of Ontario contributing similar amounts for the \$1.1 billion of construction in the Region
- North Twin Tunnels - tunneling operations in Region officially inaugurated on March 13th of this year. 'Torkie' began tunneling on March 19th, followed by 'Yorkie' on April 2nd - both were launched from the Highway 407 Station site and headed toward Black Creek Station, with the tunnel section completed on June 14th. Both TBMs have now been repositioned back at Highway 407 Station for the final drive to VMC Station - anticipated to start by the fall.
- South Twin Tunnels - Tunnel Boring Machines (TBM), 'Holey' and 'Moley' completed final tunnel drive at Downsview Station on March 5th of this year.
- Heavy construction is progressing at all of the three (3) stations in the Region - Black Creek, Highway 407 and Vaughan Metropolitan Centre.

Canada Strategic Infrastructure Fund (CSIF) Program is underway and delivery of the three (3) projects are projected to be completed by Q2-2016

- 10% deposit made to Nova Bus to secure production of 27 articulated rapid transit vehicles – two (2) confirmed to be received in July and remainder by end of year.
- Construction for the Operations, Maintenance and Storage Facility in Headford Business Park, Richmond Hill is underway.
 - Construction permits, except for the Building permit, received from Town of Richmond Hill
 - Grading and foundation work underway
 - In spite of the rain this spring/summer - Design-Builder (PCL) has taken steps to ensure completion date remains on schedule
- Cornell Terminal progressing.
 - Land purchase offers made - waiting for offer acceptance
 - Preparatory work for procurement for conceptual design and preliminary engineering underway
- CSIF Program is evenly shared between the Federal Government and the Region for an overall funding of \$170.0 million.

York Region & YRRTC Strategic Initiatives

Yonge North Subway Extension - focus on TPAP and Metrolinx Investment Strategy

- Transit Project Assessment Process (TPAP):
 - An initial public open house was held on May 1st to introduce the Underground Train Storage Facility Transit Project Assessment Addendum and the alignment options being considered.
 - A second Technical Advisory Committee meeting was also held in late May to present results of the initial public open house and to confirm that the preferred option is the alignment adjacent to the CN rail corridor north of Richmond Hill Centre Station.
 - A second public open house was then held on June 12th to present the preferred option and the mitigation strategies.
 - Field investigation work for the preferred alignment is underway and will form part of the addendum submitted to MOE in the fall.

- On November 29, 2012, Metrolinx announced the proposed next wave of projects as part of *'The Big Move'* transportation infrastructure plan for the Greater Toronto and Hamilton Area (GTHA), confirming that the Yonge North Subway Extension to Richmond Hill Centre still remains one of its top 15 priority projects.

- Following its proposed "short-list" of investment tools on April 2nd, Metrolinx issued its recommended Investment Strategy - Revenue Tools on May 27th to the Province. The recommended investment tools to fund the proposed next wave of projects valued at \$34 billion, or \$2 billion a year, are:
 - Increase in HST of 1%
 - Regional Fuel & Gasoline tax - 5 cents per litre
 - Business Parking Levy - averages 25 cents per space per day
 - Levy is variable - higher value location, pay more; lower value location, pay less
 - Increase in Development Charges of 15%
 - Some municipalities are already using this tool to fund own transit projects - increase to be transferred to Metrolinx for proposed next wave of projects

2013 Year-to-Date Capital Expenditures were \$161.0 million - of which the Region's contribution was \$29.3 million (Table 1)

- With the heavy construction of the Highway 7 East and Davis Drive Rapidways, expenditures for the BRT- Rapidways & Stations program were \$77.9 million.
- Toronto-York Spadina Subway Extension (TYSSE) expenditures were at \$73.8 million, which compares to the \$1.1 billion of construction in the Region.
 - Region's contribution was \$24.6 million, bringing overall contribution to \$157.1million, since the start of the program
- Remaining \$9.3 million driven by:
 - 10% deposit to secure production of 27 articulated rapid transit vehicles - \$2.4 million
 - Operations, Maintenance and Storage Facility - \$6.7 million

Table 1 - YRRTC Capital Expenditures - Q2-2013

Capital Expenditures		Regional Program \$M	Metrolinx Program \$M	Inception To-Date \$M	Budget \$M
1	BRT Rapidways & Stations		77.9	395.8	1,786.5
2	BRT Facilities & Terminals	9.2	■ ■ ■	58.4	244.4
3	Spadina Subway Ext.	73.8	■ ■ ■ ■ ■	492.0	1,098.7
	Construction	73.8	■ ■ ■ ■ ■	471.2	1,054.7
	Viva Concourse	-	■ ■ ■ ■ ■	0.8	14.0
	Capacity Buy-In	-	■ ■ ■ ■ ■	20.0	30.0
4	Yonge North Subway Ext.	0.0	■ ■ ■ ■ ■	3.3	78.6
5	Rapidway Studies	0.1	■ ■ ■ ■ ■	0.9	3.2
Total Capital		\$83.1	\$77.9	\$950.3	\$3,211.4
Total Regional Funded		\$29.3	■ ■ ■ ■ ■	\$195.5	\$547.5

2013 Year-to-Date Net Operating Expenditures were \$4.6 million (Table 2)

- Year-to-date Net Operating Expenditures represent 39% of Budget for 2013.
Highlights:
 - Gross Operating Expenditures of \$12.4 million, of which \$4.2 million was recovered from the Metrolinx and Region Capital programs for staff & admin. expenses
- Net Operating Expenditures will finish the year within the Budget of \$11.8 million – driven by government relations services and financing costs from debentures being issued.

Table 2 - YRRTC Operating Expenditures - Q2-2013

Operating Expenditures	Total Operating Expenditures \$M	Regional Operating Expenditures \$M	Metrolinx Operating Expenditures \$M
YRRTC Staff & Administration	4.0	1.4	2.6
Region Staff & Administration	1.9	0.5	1.4
Financing Costs	6.5	6.5	0.0
Gross Operating	12.4	8.4	4.0
Capital Recoveries	(4.2)	(0.2)	(4.0)
Revenues	(3.6)	(3.6)	0.0
Net Operating - Tax Levy	\$4.6	\$4.6	\$0.0

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

September 9, 2013

Attachment: (1)



Project Status Quarterly Report - Q2-2013

September 19, 2013

Table of Contents

1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW	4
2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS	5
2.1 MANAGEMENT HIGHLIGHTS.....	5
2.1.1. Q2-2013 YEAR-TO-DATE UPDATE	5
2.2 DESIGN & CONSTRUCTION ACTIVITIES	7
2.2.1. BUS RAPID TRANSIT (BRT) PROGRAM	7
ENTERPRISE DRIVE (H3.3)	7
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3)	7
DAVIS DRIVE (D1).....	8
HIGHWAY 7 – PINE VALLEY DRIVE TO RICHMOND HILL CENTRE (H2-VMC & H2).....	9
YONGE STREET (Y2.1, Y2.2 & Y3.2)	10
HIGHWAY 7 - ENTERPRISE DRIVE FROM BIRCHMOUNT ROAD TO JUST EAST OF KENNEDY ROAD (H3.4).....	10
OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF).....	11
2.2.2. TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM (TYSSE)	12
SPADINA SUBWAY EXTENSION	12
BLACK CREEK STATION	12
HIGHWAY 407 STATION	13
VAUGHAN METROPOLITAN CENTRE (VMC) STATION	14
TWIN TUNNELS.....	15
2.2.3. YONGE NORTH SUBWAY EXTENSION (YNSE).....	16
2.3 PROCUREMENT (SOLICITATION) ACTIVITIES	17
2.3.1. AWARDED CONTRACTS - NEW	17
2.3.2. AMENDED CONTRACTS – EXISTING	18
2.3.3. OUTSTANDING SOLICITATIONS	19
2.3.4. UPCOMING SOLICITATIONS	19
3.0 COMMUNICATIONS	20
3.1 GOVERNMENT RELATIONS PROGRAM	20
3.2 PUBLIC RELATIONS PROGRAM.....	20
3.3 BUS RAPIDWAYS & STATIONS (BRT) PROGRAM	21
HIGHWAY 7 - RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1 & H3.2)	21
3.4 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM.....	21
3.5 YONGE NORTH SUBWAY EXTENSION PROGRAM.....	21
4.0 QUARTERLY FINANCIAL UPDATES	22

4.1 CAPITAL EXPENDITURES SUMMARY	22
<i>METROLINX MASTER AGREEMENT - \$1.755 BILLION</i>	23
<i>QUICKWINS ANNOUNCEMENT - \$67.6 MILLION</i>	24
<i>FEDERAL CSIF CONTRIBUTION AGREEMENT - \$170.0 MILLION</i>	24
<i>TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM - \$1.099 BILLION</i>	25
<i>YONGE NORTH SUBWAY EXTENSION PROGRAM</i>	26
4.2 OPERATING EXPENDITURES SUMMARY	27
5.0 LOOKING FORWARD	28
APPENDIX 1: PROJECT DESCRIPTIONS	29
VIVANEXT PROJECT DESCRIPTIONS	29
<i>HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3 - H3.1 AND H3.2)</i>	29
<i>DAVIS DRIVE (D1)</i>	29
<i>HIGHWAY 7 - VAUGHAN METROPOLITAN CENTRE (H2 VMC)</i>	30
<i>HIGHWAY 7 – REMAINING (H2)</i>	30
<i>YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1)</i>	30
<i>YONGE STREET – LEVENDALE AVENUE TO 19TH AVENUE (GAMBLE ROAD) – (Y2.2)</i>	31
<i>YONGE STREET - (Y3.2)</i>	31
<i>HIGHWAY 7 – ENTERPRISE DRIVE FROM BIRCHMOUNT TO JUST EAST OF KENNEDY ROAD (H3.4)</i>	31
APPENDIX 2: AWARDED CONTRACTS	32
APPENDIX 3: CONTRACT VALUE INCREASES	34
APPENDIX 4: OUTSTANDING SOLICITATIONS	36
APPENDIX 5: UPCOMING SOLICITATIONS	37

1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW



2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS

2.1 MANAGEMENT HIGHLIGHTS

2.1.1. Q2-2013 YEAR-TO-DATE UPDATE

- BRT-Rapidways & Stations program is progressing well, and target completion date is on track for Q1-2019.
- Highway 7 East (H3) – from Bayview Avenue to Warden Avenue - under heavy construction with the project-to-date construction nearing 70%.
 - Early hand-over of west side of Highway 7 East, from Bayview Avenue to Highway 404 – commissioning work nearing completion and rapid transit service live as of August 18th.
 - Media event - opening ceremony on August 16th.
 - East segment – structural work in progress at Apple Creek Bridge and Warden Bridge, road widening, paving and boulevard construction from Allstate Parkway to Montgomery Road and Highway 404 area.
- Davis Drive (D1) – from Yonge Street to Highway 404 – final design completed and now in active construction season. Project-to-date construction is over 30%.
 - Construction activity moving forward: retaining walls along corridor, culverts, storm sewer and watermain relocation work on-going. Keith Bridge construction to resume in July for the north side.
 - Significant progress made regarding utility relocations work, mainly attributed to Enbridge and Newmarket Hydro advancements – now about 40% complete.
- Highway 7 West (H2-VMC) – VMC to Bowes Road – final design in progress at 90%.
 - Property-related activities underway, enabling construction between Jane St. and CN MacMillan Bridge area.
 - Utility Relocations Design in final stages. Enbridge has started work west of CN bridge; telecoms (Rogers and Bell) to start in August; and Powerstream completing final design west of CN MacMillan Bridge, with work scheduled to start in September.
 - Construction of Viva concourse - the interface to the Spadina Subway-VMC station is underway.
- Yonge Street (Y2.1, Y2.2, Y3.2) – public procurement process for design-build contract in progress, with the RFQ phase having been completed in March 2013. Three (3) proponent teams have been selected for the RFP Phase.
 - RFP to be released on July 25th, with constructability studies, property surveys and environmental work in support of the RFP already underway.
 - Design-build contract award targeted in Q1-2014.
- Toronto-York Spadina Subway Extension (TYSSE) on track to be completed by late 2016. Revised cash flow has been presented to the Executive Task Force (ETF) – budget remains at \$2.6 billion, with \$1.1 billion (40%) allocated as construction in the Region. Note that the Region's contribution is \$351.6 million to the project, with the remainder funded by Senior Governments.
 - North Twin Tunnels - tunneling operations in Region officially inaugurated on March 13th this year. 'Torkie' began tunnelling on March 19th, followed by 'Yorkie' on April 2nd – both were launched from the Highway 407 Station site and headed towards Black Creek Station, with the tunnel section completed on June 14th. Both TBMs have now been repositioned back at Highway 407 Station for the final drive to VMC Station – anticipated to start by Fall 2013.
 - Note: South Twin Tunnels – Tunnel Boring Machines (TBM), 'Holey' and 'Moley' completed final tunnel drive at Downsview Station on March 5th this year.
 - Heavy construction is progressing at all of the three stations in the Region – Black Creek, Highway 407 and Vaughan Metropolitan Centre (VMC).

- Canada Strategic Infrastructure Fund (CSIF) program underway and delivery of the 3 projects by Q2- 2016.
 - 10% deposit made to Nova Bus to secure production of 27 articulated rapid transit vehicles – 2 confirmed to be received in July and remainder to be received by late Fall 2013.
 - Construction of the Operations, Maintenance and Storage Facility in Headford Business Park, Richmond Hill is underway.
 - Construction permits, except building permit, received from Town of Richmond Hill.
 - Grading and foundation work is underway.
 - In spite of the rain this spring/summer – Design-Builder (PCL) has taken steps to ensure completion date remains on schedule – end of Q2-2015.
 - Cornell terminal is progressing with land offers being made and awaiting offer acceptance.
 - Preparatory work for procurement for conceptual design and preliminary engineering underway.
- Studies for the Yonge North Subway Extension to Richmond Hill Centre – ‘the missing link’ to other rapid transit network projects - focus on TPAP and Metrolinx Investment Strategy.
 - Technical investigation work for the Transit Project Assessment Process (TPAP) for the train storage facility in the works - Technical Advisory Committee meeting was held in March to present preliminary findings of the study.
 - An initial public open house was held on May 1st to introduce the Underground Train Storage Facility Transit Project Assessment Addendum and the alignment options being considered.
 - A second Technical Advisory Committee meeting was held in late May to present results of the first open house and confirm the preferred option as the alignment adjacent to the CN rail corridor north of Richmond Hill Centre Station.
 - A second public open house was held on June 12th to present the preferred option and the mitigation strategies.
 - Field investigation work for the preferred alignment is underway and will form part of the addendum submitted to MOE in the fall.
 - On November 29, 2012, Metrolinx announced the proposed next wave of projects as part of ‘The Big Move’ transportation infrastructure plan for the Greater Toronto and Hamilton Area (GTHA), confirming that the Yonge North Subway Extension (YNSE) to Richmond Hill Centre still remains one of its top 15 priority projects.
 - Following its proposed ‘short-list’ of investment tools on April 2nd, Metrolinx issued its recommended Investment Strategy-Revenue Tools on May 27th to the Province. The recommended investment tools to fund the proposed next wave of projects valued at \$34 billion or \$2 billion a year, are:
 - Increase in HST of 1%.
 - Regional Fuel & Gasoline tax - 5 cents per litre.
 - Business Parking Levy - averages 25 cents per space per day.
 - Levy is variable - higher value location, pay more; lower value location, pay less.
 - Increase in Development Charges of 15%.
 - Some municipalities are already using this tool to fund own transit projects - increase to be transferred to Metrolinx for proposed next wave of projects.

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 rapidway and station, in the City of Markham, has been in operation since March 6, 2011. This section of the rapidway for York Region is the first of another 22 new vivaNext stations to be built on Highway 7 from Warden Avenue to Richmond Hill Centre (H3).

HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3)

PROJECT DESCRIPTION

- The Highway 7 (H3) rapidway extends approximately 6.3 km from Richmond Hill Centre to Warden Avenue in the Town of Richmond Hill and the City of Markham. Twenty-two stations will be constructed along the route to the Enterprise Drive station.

NEW DEVELOPMENTS

Utility Relocations

- Utility relocations by Powerstream, Enbridge, Rogers, Telus Bell and MTS-Allstream from Highway 404 to South Town Centre Boulevard (east section) are heavily underway with completion expected by Q4-2013.
- Utility relocations on South Town Centre Blvd., Cedarland Drive and Warden Avenue (south section) are on-going with overall design at ~85%. Field work is underway and is scheduled to be completed by Q1-2014.

Design-Build Construction

- West segment final paving operations for the surface course are on-going. Red asphalt paving for rapidway and intersections is on track for the August opening.
- Station equipment (TVMs, Signs, Cameras, etc.) is being installed for East Beaver Creek, Leslie, West Beaver Creek, Valleymede, Chalmers and Bayview Stations.
- Planting operations along west segment (Chalmers to East Beaver Creek) is nearing completion.
- Bayview Towers interior finishings in progress – tiling, painting, handrailing; on track for final completion by



Q3-2013, despite tiling and elevator workers' labour disputes.

- Pedestrian access construction to adjacent businesses along Highway 7 East, West segment is on-going and nearing completion.
- Road widening and boulevard construction along east segment from Allstate to Montgomery is on-going. Construction of planter boxes and concrete paver base has begun.

DAVIS DRIVE (D1)

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 the rapidway will include 3 median and 2 new curb-side stations.

NEW DEVELOPMENTS

Property

- Relocation work of the historic Union Hotel buildings is underway and targeted to be completed by Q4-2013.



Utility Relocations

- Utility relocations along the corridor are approximately 40% complete.
- Newmarket Hydro (NMH) has built all required caissons and is now working on the poles installation along the corridor.
- Enbridge's relocation work from Yonge St. to Lorne Ave. is ongoing – relocation work has begun from Prospect St. to Roxborough Rd as well, and is anticipated to be complete by Q3-2013.
- KED is performing the civil component of the communication duct bank work in various locations throughout the corridor.

Design-Build Construction

- All drawings have been "issued for construction", except for temporary traffic signals for the east end of the project.
- Keith Bridge north side and Western Creek culvert construction will be resuming in July.
- Construction of the retaining walls at Penn Ave., 333 Davis Drive and 291 Davis Drive, is on-going.
- Watermain relocation activities are underway at various locations and installation of the storm sewers is well underway.
- Road widening, boulevard work and station construction will be start shortly.



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

PROJECT DESCRIPTION

- The H2-VMC and H2 projects include the design and construction of rapidways primarily along Highway 7 West from Helen Street in the City of Vaughan to Yonge Street in the Town of Richmond Hill – 16.2 km.
- The H2-VMC component of the project refers to the 3.5 km section from just east of Highway 400 to east of Bowes Road, and the design and construction of 3 stations along the rapidway. It will be staged to coordinate with the opening of the Toronto-York Spadina Subway Extension in late 2016.
- The H2 component refers to the remaining 12.7 km – which will include the construction of 10 stations along this segment together with the design and implementation of related infrastructure and facilities, including intelligent transportation systems. Construction is expected to commence in mid-2015, with completion in late 2018.

NEW DEVELOPMENTS (H2-VMC)**Property**

- Between Highway 400 and CN MacMillan Bridge – a number of properties have been acquired. Additional land requirements have been identified and acquisition is underway – targeted to be completed in Q4-2013.
- East of CN MacMillan Bridge - property requirements have been firmed up, with acquisitions underway.

Utility Relocations

- Utility relocations design is in final stages and field work has begun – Enbridge has commenced relocations work in June, while telecoms (Rogers & Bell) and Powerstream will commence in August and September respectively.

Design-Build Construction

- Design-Build Contract was executed by all parties on February 15, 2013. Original Guaranteed Time for Handover date was December 15, 2015, as set out in Article A-4 of DB Agreement, but was then amended to October 1, 2016, due to the revised completion timelines of the Spadina Subway Extension to late 2016.
- Detailed design nearing completion. Ninety per cent design has been issued for the Jane St. to west section of CN MacMillan Bridge, and the east section of the bridge is proceeding to 90% of final design.
- Geotechnical work and tree inventory/removal within right-of-way between Jane St. and CN MacMillan bridge have been completed.
- Construction of Viva concourse - the interface to the Spadina Subway-VMC station is underway.

NEW DEVELOPMENTS (H2-MAIN, EXCLUDING VMC)**Property**

- Property acquisition related activities procurement will commence in Q4-2013.

Design-Build Construction

- Meetings continue between YRRTC, Infrastructure Ontario (IO), and Metrolinx to prepare for the Design-Build (rapidway construction contract) procurement via a Design-Build-Finance model, facilitated by IO.
- YRRTC is developing a due diligence work program for presentation to Metrolinx and IO. The program will complete additional engineering and investigational work along the corridor to reduce risk exposures as part of the rapid construction contract procurement.

YONGE STREET (Y2.1, Y2.2 & Y3.2)

PROJECT DESCRIPTION

- The Yonge Street (Y2.1) rapidway in the Town of Richmond Hill will extend approximately 3.9 km from Richmond Hill Centre (Highway 7) to Major Mackenzie Drive. This section of the rapidway will include 4 median stations. Construction on Y2.1 is scheduled to commence in early to mid-2014, with completion by the end of 2017.
- The Yonge Street (Y2.2) rapidway in the Town of Richmond Hill will extend approximately 4.1 km from Major Mackenzie Drive to 19th Avenue. This section will include 3.0 km of rapidway and 3 median stations. Construction on Y2.2 is scheduled to commence in early to mid-2014, with completion by the end of 2017.
- The Yonge Street (Y3.2) rapidway in the Town of Newmarket will extend approximately 2.4 km from Mulock Drive to Davis Drive. This section of the rapidway will include 3 median stations. Construction on Y3.2 is scheduled to commence in early to mid-2014, with completion by the end of 2017.

NEW DEVELOPMENTS**Property****HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1) & LEVENDALE AVENUE TO 19TH AVENUE/GAMBLE ROAD (Y2.2)**

- Property acquisition work is in progress - draft surveys are currently under review.
- Pre-Qualification for Appraisals completed and Public Tenders are being developed to be released on Merx.
- Environmental Services contract has been awarded and work is underway.

MULOCK DRIVE TO DAVIS DRIVE - (Y3.2)

- Property acquisition is underway – all identified properties targeted to be in possession by Q1- 2014.
- Environmental Services contract awarded and work is underway.

Design-Build Construction

- For all Yonge St. segments, public procurement process in progress. RFQ closed March 2013 and three (3) consortium teams have been selected to move forward to the RFP process.
- RFP was released on July 25th – on track for contract award in Q1-2014.

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

PROJECT DESCRIPTION

- H3.4 refers to the section of the rapidway that will connect the existing Enterprise Drive rapidway at Birchmount Road and continue through Markham Centre east to Kennedy Road. The project includes approximately 1.5 km of rapidway and two stations.
- This section is bundled with H2 and will be delivered using a Design-Build-Finance. Construction is expected to commence in 2015, with completion in late 2018.

NEW DEVELOPMENTS (H3.4)**Preliminary Engineering**

- Final adjustments and clarifications on the terms of reference for the preliminary engineering RFP are underway. The assignment will complete the remaining design work from west of the GO rail line to Kennedy Road and incorporate changes east of the GO rail line resulting from Markham's study – expected to be issued in Q3-2013.

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 CSIF agreement with the Region contributing 50% and Transport Canada contributing same. Property acquisition was funded under the QuickWins provincial announcement. The anticipated completion date is by end of Q2-2015.



NEW DEVELOPMENTS

Design-Build Construction

- Construction permits, except building permit, have been received from the Town of Richmond Hill.
 - Grading and foundation work underway.
 - In spite of the rain this spring/summer – Design-Builder (PCL) has taken steps to ensure completion date remains on schedule.



2.2.2. TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM (TYSSE)

SPADINA SUBWAY EXTENSION

PROJECT DESCRIPTION

- This project relates to an 8.6 km subway extension from the existing Downsview Station to the Vaughan Metropolitan Centre (VMC). The extension is scheduled to open for service in late 2016.
- Property requirements for the subway extension project include both surface and sub-surface elements.

NEW DEVELOPMENTS

- Land arrangements to secure the YRT bus terminal at VMC Station have been finalized – York Region is now in possession of the lands.

BLACK CREEK 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 is being constructed in phases. The first phase of construction 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 conceptually designed, with final design scheduled to be completed in 2013.

NEW DEVELOPMENTS

- General construction activities continue south and north of Steeles Avenue.
- The Station Contractor has successfully diverted traffic south onto a temporary traffic bridge to allow construction activities to continue underneath with minimal interruption to Steeles Avenue traffic.
- As excavation continues south of Steeles Avenue, concrete slabs are being placed for individual segments of station box.
- Tunnel Boring Machine (TBM) extraction shaft north of Steeles Avenue has been completed. ‘Yorkie’ and ‘Torkie’ successfully completed the drive to Steeles Ave and have been extracted.
- YRT bus terminal Phase II design has commenced and is approaching 10% design.

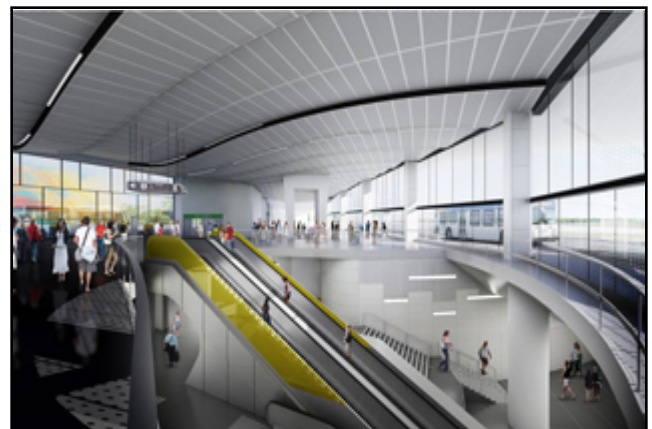
HIGHWAY 407 STATION

PROJECT DESCRIPTION

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

BACKGROUND

- This station is being constructed as part of the North Tunnels contract. Two tunnel drives (one to the north and one to the south) will be completed from this site prior to construction of the station.
- An advanced contract to pre-build storm water management facilities, relocate Black Creek and a Vaughan sanitary sewer, construct a bridge over Black Creek, and install a signalized intersection with Jane Street was awarded to B. Gottardo in spring 2010. This contract 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

- Excavation of the main station box is complete, and is being followed by excavation of the bus terminal foundation and footings.
- Concrete placement of station box walls has commenced.
- ‘Yorkie’ and ‘Torkie’ have been transported back to Highway 407 Station from Steeles West Station for the final drive to VMC Station – tunnel boring anticipated to start in Fall of 2013.
- Conveyor belt system is being re-assembled to accommodate the final TBM drive to VMC Station.

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 will be 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-VMC rapidway 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 bus terminal and tunnel connection have been finalized and a number of agreements executed in December last year. The Architects agreement is being finalized in order to commence detailed design on the terminal.



NEW DEVELOPMENTS

- The Station Contractor has commenced construction of the temporary traffic bridge deck spanning the station box on Highway 7. The bridge deck will be utilized to shift traffic north and allows construction activities to continue beneath with minimal interruption to Highway 7 traffic.
- General station box excavation is near complete, excluding Highway 7.
- Torontont traffic has been successfully diverted to a temporary traffic bridge, similar to that of Highway 7, allowing for excavation to continue north towards Highway 7.
- The Station Contractor has commenced work on the extraction shaft for the final TBM drives, which will be handed over to the Tunneling Contractor by Q4-2013.
- General concrete placement of the tail tracks section is complete, and is being followed by station platform and YRT bus terminal pedestrian tunnel.

TWIN TUNNELS

PROJECT DESCRIPTION

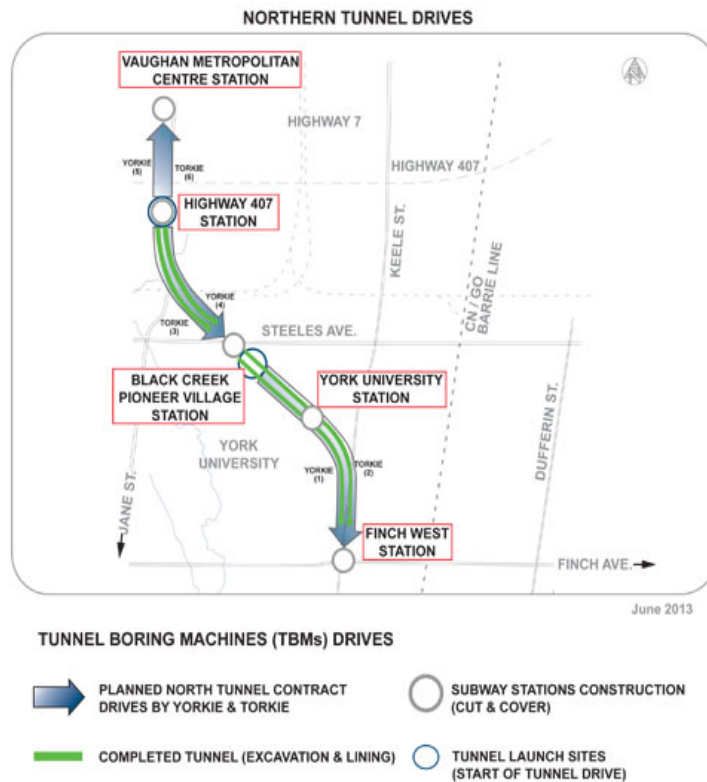
- Two 5.4 metre diameter twin tunnels bored from the Downsview Station to the VMC Station.

BACKGROUND

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

- North Twin Tunnels - tunneling operations in Region officially inaugurated on March 13th this year. 'Torkie' began tunnelling on March 19th, followed by 'Yorkie' on April 2nd – both were launched from the Highway 407 Station site and headed toward Black Creek Station, with the tunnel section completed on June 14th. Both TBMs have now been repositioned back at Highway 407 Station for the final drive to VMC Station - to start this Fall.
- South Twin Tunnels – Tunnel Boring Machines (TBMs), 'Holey' and 'Moley' completed final tunnel drive at Downsview Station on March 5th this year.



2.2.3. YONGE NORTH SUBWAY EXTENSION (YNSE)

PROJECT DESCRIPTION

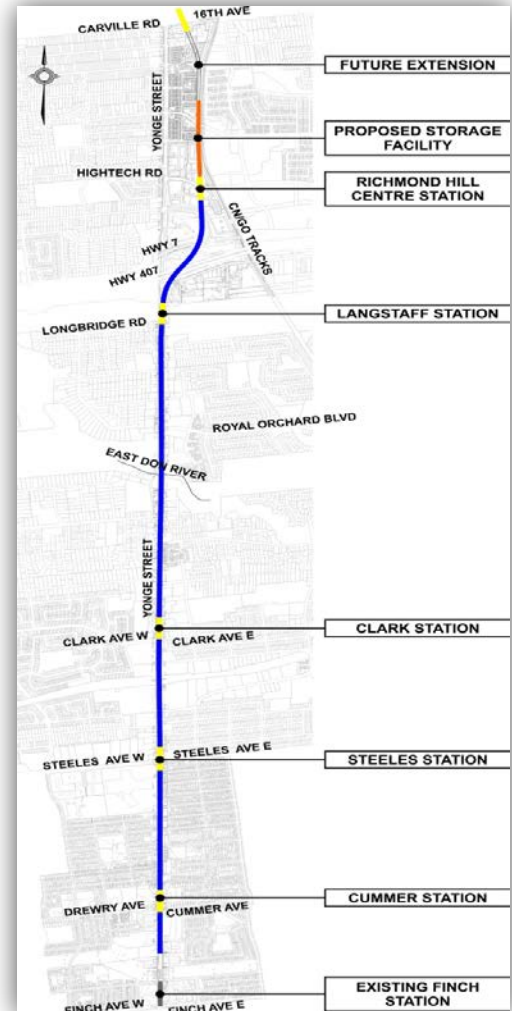
- This project relates to a proposed 6.8 km extension of the Yonge North Subway Extension (YNSE), from the existing Finch station to the Richmond Hill Centre, plus storage.
- On November 29, 2012, Metrolinx announced the proposed next wave of projects as part of 'The Big Move' transportation infrastructure plan for the Greater Toronto and Hamilton Area (GTHA), confirming that the Yonge North Subway Extension to Richmond Hill Centre still remains one of its top 15 priority projects.

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).

NEW DEVELOPMENTS

- An initial public open house was held on May 1st to introduce the Underground Train Storage Facility Transit Project Assessment Addendum and the alignment options being considered.
- A second Technical Advisory Committee meeting was held in late May to present results of the first open house and confirm the preferred option as the alignment adjacent to the CN rail corridor north of Richmond Hill Centre Station.
- A second public open house was then held on June 12th to present the preferred option and the mitigation strategies.
- Field investigation work for the preferred alignment is underway and will form part of the addendum submitted to MOE in the fall.



2.3 PROCUREMENT (SOLICITATION) ACTIVITIES

All tables express values exclusive of taxes.

2.3.1. AWARDED CONTRACTS - NEW

Twenty-six (26) contracts with a total value of \$22.4 million were awarded this quarter. The below table identifies a *Categorized Summary of YRRTC Solicitations* awarded – please see Appendix 2 for a more detailed breakdown.

Category		Q1-2013	Q2-2013	YTD
Corporate	Total (\$)	25,000	-	25,000
	Count	1	-	1
Preliminary Engineering	Total (\$)	-	1,057,800	1,057,800
	Count	-	7	7
Property	Total (\$)	1,098,670	679,831	1,778,501
	Count	3	7	10
Construction	Total (\$)	901,801	20,265,486	21,167,287
	Count	2	9	11
Communications	Total (\$)	126,238	373,950	500,188
	Count	1	3	4
Total		\$2,151,709	\$22,377,067	\$24,528,776
Total Count		7	26	33

Of the 26 contracts awarded this quarter, the significant ones were:

- H2-VMC
 - \$6.2 million awarded to Powerstream for utility relocations.
 - \$0.8 million awarded to Bell Canada for utility relocations.
- Yonge Street Rapidway
 - \$0.5 million awarded to Promark Telecon Inc. for Y2.1 Sub-surface Engineering Investigations.
 - \$0.5 million awarded to Cole Engineering Group Ltd. for Y2.2 & Y3.2 Sub-surface Engineering Investigations.
 - \$0.5 million awarded to S2S Environmental Inc. for Assignment 2 of Y2.1 & Y2.2 Environmental Services.
- TYSSE
 - \$12.4 million for the construction of the Viva BRT connection to the subway at Vaughan Metropolitan Centre Station to the Toronto Transit Commission (TTC).

2.3.2. AMENDED CONTRACTS – EXISTING

The below table identifies a *Categorized Summary of YRRTC Contract Amendments* for this quarter – please see Appendix 3 for a more detailed breakdown.

Category	Type	Q1-2013	Q2-2013	YTD
Corporate	Closed	-	1	1
	Extension	-	-	-
	Increased Amount (\$)	58,625	-	58,625
Program Management	Closed	-	1	1
	Extension	-	-	-
	Increased Amount (\$)	-	-	-
Preliminary Engineering	Closed	-	-	-
	Extension	-	-	-
	Increased Amount (\$)	65,022	-	65,022
Property	Closed	-	3	3
	Extension	4	-	4
	Increased Amount (\$)	226,074	-	226,074
Construction	Closed	-	2	2
	Extension	3	20	23
	Increased Amount (\$)	57,099	2,017,913	2,075,012
Subway	Closed	-	3	3
	Extension	-	4	4
	Increased Amount (\$)	-	-	-
Communications	Closed	-	1	1
	Extension	-	-	-
	Increased Amount (\$)	8,750	-	8,750
Total Closed *		-	11	11
Total Extension **		7	24	31
Total Increased Amount ***		\$415,570	\$2,017,913	\$2,433,483

* Closed – refers to contracts closed off during the period.

** Extension – refers to total number of contracts extended for the period.

*** Increased Amounts – refers to increases to existing contracts for the period – due to contingencies and/or added scope.

2.3.3. OUTSTANDING SOLICITATIONS

At the end of this quarter, a total of nine (9) solicitations remain outstanding, with contracts valued at approximately \$1.3 million to be awarded in Q3-2013.

The below table identifies a *Categorized Summary of YRRTC Solicitations* currently advertised or under evaluation, but have not yet been awarded for this quarter – please see Appendix 4 for a more detailed breakdown.

Category	Estimated Value	Estimated Start Period
		Q3-2013
Preliminary Engineering	\$50,001 to \$100,000	4
	\$100,001 to \$500,000	1
	\$50,001 to \$100,000	1
Property	\$100,001 to \$500,000	2
	\$500,001 to \$1,000,000	1
TOTAL		9

2.3.4. UPCOMING SOLICITATIONS

Several upcoming solicitations are scheduled for this coming quarter, with contracts valued at over \$320.0 million to be awarded over the next twelve months.

The following table identifies a *Summary of YRRTC Solicitations*, which are categorized by the anticipated project start date, but have not yet been advertised – please see Appendix 5 for a more detailed breakdown.

Category	Estimated Value	Estimated Project Start Period		
		Q3-2013	Q4-2013	Q1-2014
Preliminary Engineering	\$1,000,001 to \$5,000,000	-	1	-
	\$25,001 to \$50,000	2	-	-
Property	\$50,001 to \$100,000	7	-	-
	\$100,001 to \$500,000	6	-	-
Construction	\$500,001 to \$1,000,000	1	-	-
	>\$5,000,000	-	-	1
Subway	\$500,001 to \$1,000,000	-	1	-
Communications	\$10,001 to \$25,000	1	-	-
TOTAL		17	2	1

Major upcoming solicitations include:

- Bus Rapidways and Stations program
 - Property acquisition related services (i.e. surveyors, appraisers, transformer relocations) for the Yonge St. (Y2.1, Y2.2 & Y3.2) and the balance of Highway 7 West (H2) rapidways.
 - Design-Build for the Yonge Street rapidway.
 - Preliminary engineering for the H3.4 rapidway.

3.0 COMMUNICATIONS

3.1 GOVERNMENT RELATIONS PROGRAM

Information continues to be shared with various Regional and Municipal Councillors, as well as Provincial and Federal stakeholders about the vivaNext activities to assist with respective communication needs, including key messages to address specific topics.

3.2 PUBLIC RELATIONS PROGRAM

- On-going management of public communications, stakeholder relations and online engagement continues.
- On-going management and coordination of communications with Corporate Communications, YRT and Transportation Services. Blogs continue to be a good vehicle to educate and communicate with a steady increase of Twitter and Facebook followers – per below table.
- Installed/replaced new spring marketing light pole banners along the Viva corridors.
- In June 2013, vivaNext launched an extensive Business Support campaign which included, print, digital banner ads, and theatre slides. The communications staff attended theatres in Richmond Hill, Markham and Newmarket to further promote the initiative by handing out “Shop” bags. This event was well received and is part of the on-going support to local businesses impacted by the vivaNext construction.
- Participation of the vivaNext team at public community events.
- Engaging the public via vivaNext blog, Twitter, YouTube and Facebook sites. Recent social media efforts have shown spikes of activity after each of the public events that Community Liaison staff attended, generating relatively steady results:



Measure/Statistics	Average Q1	Average Q2
Visitors to vivanext.com	6,940	9,182
Page views on vivanext.com	22,554	35,398
Followers on Twitter	1,396	1,541
Friends on Facebook	408	889

3.3 BUS RAPIDWAYS & STATIONS (BRT) PROGRAM

HIGHWAY 7 - RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1 & H3.2)

- Community Liaison staff continues to meet with stakeholders along the corridor and expand information sharing with business owners, property management personnel, the Markham Board of Trade and Richmond Hill Chamber of Commerce. Comprehensive communications plan continues to help mitigate impact and community concerns.
- Construction bulletins and traffic advisories issued on a regular basis - creating awareness regarding lane closures and construction impacts.



3.4 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM

- The joint community office has maintained regular hours and continues to provide information and personnel to respond to questions about the Toronto-York Spadina Subway Extension and Highway 7 West, Vaughan Metropolitan Centre bus rapidway projects.
- On-going efforts to work with the TYSSE joint communications group to promote communications through the website and social media channels, as well as to coordinate project events and newsletters.
- 11 bulletins were issued for this quarter.

3.5 YONGE NORTH SUBWAY EXTENSION PROGRAM

- On-going efforts to continue in moving the Yonge North Subway Extension program forward, and respond to information requests from the public.
- An open house was held on May 1st to introduce the Underground Train Storage Facility Transit Project Assessment Addendum. A second open house was held on June 12th to present the preferred option and the mitigation strategies.
 - See update on Yonge North Subway Extension.

4.0 QUARTERLY FINANCIAL UPDATES

4.1 CAPITAL EXPENDITURES SUMMARY

The total value of the capital programs being delivered carries a value of \$3.2 billion, with York Region's contribution at \$547.5 million and the remainder funded by Senior Governments:

- Federal = 14% or \$436.6 million
- Provincial = 69% or \$2.2 billion
- York Region = 17% or \$547.5 million

Capital expenditures were \$161.0 million this quarter, bringing the total to \$950.3 million since inception of the programs. The main drivers of the expenditures were from:

- Bus Rapidways and Stations program – \$77.9 million, driven by the heavy construction of the Highway 7 East (H3), Davis Drive (D1) and activity ramping up on Highway 7 West (H2-VMC).
- Buses and Operations, Maintenance & Storage Facilities – \$9.2 million.
 - 10% deposit to secure production of 27 articulated rapid transit vehicles – \$2.4 million.
 - Construction work ramping up for the Operations, Maintenance & Storage Facility – \$6.7 million.
- Toronto-York Spadina Subway Extension (TYSSE) – \$73.8 million, driven by heavy construction on stations and tunneling work in York Region.

Capital Expenditures Summary by Program – Year-to-Date & Inception-to-Date

Program	Project Expenditures Year-to-Date	Project Expenditures Inception-to-Date	Total Project Budget	Project Budget Remaining	% Remaining
Bus Rapidways and Stations	77,946,077	395,787,075	1,786,567,170	1,390,780,095	78%
Facilities & Terminals	6,785,865	32,010,650	195,302,201	163,291,551	84%
Vehicles - viva Buses	2,456,335	26,421,271	49,075,700	22,654,429	46%
Toronto-York Spadina Subway Extension	73,815,986	491,958,468	1,098,696,695	606,738,227	55%
Yonge North Subway Extension	6,198	3,272,235	78,548,713	75,276,478	96%
YR & YRRTC Strategic Initiatives	77,284	888,749	3,166,709	2,277,960	72%
Total	\$161,087,745	\$950,338,447	\$3,211,357,188	\$2,261,018,741	70%

METROLINX MASTER AGREEMENT - \$1.755 BILLION

Funding 100% of York Region's vivaNext BRT capital program, as per The Big Move announcement for transportation infrastructure plan for the Greater Toronto and Hamilton Area (GTHA), the Metrolinx Master Agreement of \$1.755 billion includes:

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

With the Highway 7 East (H3), Davis Drive (D1) rapidways under heavy construction and Highway 7 West (H2-VMC) activities ramping up, this quarter's expenditures were \$77.6 million, bringing the total to \$367.8 million since inception of the program.

The below table shows the project expenditures year-to-date and inception-to-date by rapidway, and provides a comparative versus the respective budgets.

Project	Project Expenditures Year-to-Date	Project Expenditures Inception-to-Date	Project Budget	Project Budget Remaining	% Remaining
H3 - Highway 7 East	50,815,434	207,893,516	287,308,753	79,415,237	28%
D1 - Davis Drive	13,458,356	124,252,092	266,040,000	141,787,908	53%
H2 - Highway 7 West - VMC	10,075,994	18,054,908	210,015,930	191,961,022	91%
Y2.1 - Yonge Street	664,408	4,946,295	191,177,718	186,231,423	97%
Y2.2 - Yonge Street	626,802	4,758,075	169,016,354	164,258,279	97%
Y3.2 - Yonge Street	795,823	5,137,937	109,065,377	103,927,440	95%
H2 - Highway 7 West - Main	1,097,435	2,642,918	412,488,547	409,845,629	99%
H3.4 - Enterprise Dr.	62,580	127,681	109,902,914	109,775,233	100%
Total	\$77,596,834	\$367,813,422	\$1,755,015,593	\$1,387,202,171	79%

QUICKWINS ANNOUNCEMENT - \$67.6 MILLION

A total of \$105.6 million was announced as QuickWins funding. Under this provincial announcement, this funding consisted of a \$67.6 million in funds advanced and an additional contribution of \$38.0 million – which was subsequently transferred and included in the Metrolinx Master Agreement of \$1.755 billion.

The below table shows the project expenditures year-to-date and inception-to-date, and only relates to the \$67.6 million funding announcement.

Program	Project Expenditures Year-to-Date	Project Expenditures Inception-to-Date	Total Project Budget	Project Budget Remaining	% Remaining
H3.3 - Enterprise Dr.	84,255	18,150,736	18,341,556	190,820	1%
D1 - Davis Drive	-	1,652,913	1,652,913	-	0%
H2 - Highway 7 West (extended VMC)	-	660,346	660,346	-	0%
H2 - Highway 7 West (Main)	264,989	6,918,831	6,918,831	-	0%
Y2 - Yonge Street	-	590,827	590,827	-	0%
Operations, Maintenance & Storage Facility (OMSF) - Land	-	16,480,078	17,980,078	1,500,000	8%
H4.1 - Bus Terminal - Cornell Land	15,023	1,383,606	7,901,322	6,517,716	82%
BRT Vehicles - viva Buses	-	13,554,127	13,554,127	-	0%
Total	\$ 364,267	\$ 59,391,464	\$ 67,600,000	\$ 8,208,536	12%

FEDERAL CSIF CONTRIBUTION AGREEMENT - \$170.0 MILLION

The Federal CSIF contribution agreement, worth \$170.0 million, was executed on March 15, 2011 – a 50:50 contribution partnership between the Federal Government and York Region.

Year-to-date expenditure was \$9.2 million, driven by:

- 10% deposit to secure production of 27 articulated rapid transit vehicles – \$2.4 million.
- Construction having started in mid-April for the Operations, Maintenance & Storage Facility – \$6.7 million.

The below table shows the project expenditures year-to-date and inception-to-date:

Project	Project Expenditures Year-to-Date	Project Expenditures Inception-to-Date	Project Budget	Project Budget Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	6,689,008	14,064,591	113,619,000	99,554,409	88%
Cornell Bus Terminal	81,833	81,833	21,019,000	20,937,167	100%
BRT Vehicles - viva Buses	2,456,335	12,867,144	35,362,000	22,494,856	64%
Total	\$9,227,177	\$27,013,568	\$170,000,000	\$142,986,432	84%

TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM - \$1.099 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:

- Region’s commitment to this program is \$351.6 million, with the Federal government and the Province of Ontario contributing similar amounts for the Region’s share of \$1.1 billion.

In addition, the Region is required to pay an additional \$30 million in “capacity buy-in” to TTC, as per the Memorandum of Understanding (MOU) with the City of Toronto. As well, the Region has committed \$14.0 million towards designing and building an interface-concourse between the subway and the Viva Station at Vaughan Metropolitan Centre (VMC).

TYSSE is under heavy construction, and is now expected to be completed by late 2016 – with the revised completion timeline announcement by TTC on October 22, 2012.

Since the start of the program, the Region has contributed \$157.1 million of the total construction costs. This excludes the “capacity buy-in” MOU and the interface-concourse at Highway 7 West, Vaughan Metropolitan Centre (H2-VMC).

The table below shows the project expenditures year-to-date and inception-to-date, and relates to the \$1.1 billion funding:

	Project Expenditures Year-to-Date	Project Expenditures Inception-to-Date	Project Budget	Project Budget Remaining	% Remaining
York Region - Capacity Buy-In	0	20,000,000	29,980,000	9,980,000	33%
York Region - viva Concourse	0	774,482	14,000,000	13,225,518	94%
York Region - Construction	24,605,329	157,061,329	351,600,000	194,538,671	55%
Province -Construction	24,605,329	157,061,329	351,600,000	194,538,671	55%
Government of Canada - Construction	24,605,329	157,061,329	351,600,000	194,538,671	55%
Total*	\$73,815,986	\$491,958,468	\$1,098,780,000	606,821,532	55%

Note: Total funding for the project @ \$2.6 billion – 60% for the City of Toronto and 40% for York Region, whose budget is reflected above.

YONGE NORTH SUBWAY EXTENSION PROGRAM

The Conceptual Design Study Final report was received and endorsed by the Board in April of 2012 – representing all of the actual project expenditures since inception of the program.

YRRTC continues to pursue funding opportunities for the Preliminary Engineering work related to the Yonge North Subway Extension – the Project Budget of \$74.2 million from the Region is strictly conditional upon securing a funding partner to contribute 50% of the costs – a 50:50 partnership.

	Project Expenditures Year-to-Date	Project Expenditures Inception-to-Date	Project Budget	Budget Remaining	% Remaining
Conceptual Design	6,198	3,272,235	4,310,000	1,037,765	24%
Preliminary Engineering	-	-	74,240,000	74,240,000	100%
Construction	-	-	-	-	-
Total	\$ 6,198	\$ 3,272,235	\$ 78,550,000	\$ 75,277,765	96%

In regards to construction, no project budget has been set up as sources of funding are still being sought. Listed below are the latest updates on this transportation “missing link” for York Region:

- On November 29, 2012, Metrolinx announced the proposed next wave of projects as part of ‘The Big Move’ transportation infrastructure plan for the Greater Toronto and Hamilton Area (GTHA), confirming that the Yonge North Subway Extension to Richmond Hill Centre still remains one of its top 15 priority projects.
- Following its proposed “short-list” of investment tools on April 2nd, Metrolinx issued its recommended Investment Strategy-Revenue Tools on May 27th to the Province. The recommended investment tools to fund the proposed next wave of projects valued at \$34 billion or \$2 billion a year, are:
 - Increase in HST of 1%.
 - Regional Fuel & Gasoline tax – 5 cents per litre.
 - Business Parking Levy – averages 25 cents per space per day.
 - Levy is variable – higher value location, pay more; lower value location, pay less.
 - Increase in Development Charges of 15%.
 - Some municipalities are already using this tool to fund own transit projects – increase to be transferred to Metrolinx for proposed next wave of projects.

4.2 OPERATING EXPENDITURES SUMMARY

2013 Year-to-Date Net Operating Expenditures were \$4.6 million (Table 1), or 39% of Budget for 2013.

Highlights:

- Gross Operating Expenditures of \$12.4 million, of which \$4.2 million was recovered from the Metrolinx and Region Capital programs for staff & administration expenses.
- Net Operating Expenditures will finish the year within the Budget of \$11.8 million – driven by government relations services and financing costs from debentures being issued.

Table 1 - YRRTC Operating Expenditures – Q2-2013

Operating Expenditures	Total Operating Expenditures \$M	Regional Operating Expenditures \$M	Metrolinx Operating Expenditures \$M
YRRTC Staff & Administration	4.0	1.4	2.6
Region Staff & Administration	1.9	0.5	1.4
Financing Costs	6.5	6.5	0.0
Gross Operating	12.4	8.4	4.0
Capital Recoveries	(4.2)	(0.2)	(4.0)
Revenues	(3.6)	(3.6)	0.0
Net Operating - Tax Levy	\$4.6	\$4.6	\$0.0

5.0 LOOKING FORWARD

Bus Rapidways & Stations Program

1. On-going heavy construction of Highway 7 East (H3) – and preparation for “Go-Live” of the first median rapidway segment in the west side, from Bayview Avenue to Highway 404 on August 16th, 2013, i.e. commissioning and getting into operations readiness. Installation of station facilities is underway and final paving including red asphalt from Bayview to Highway 404 completed by end of July.
2. On-going heavy construction of Davis Drive (D1) – with significant progression on utility relocations along the corridor in order to prepare for road widening. Construction of the new Keith Bridge, and culvert replacement and extension of Eastern and Western Creek ramp up in next quarter. The Keith Bridge is scheduled for completion at the end of 2014.
3. 100% design completion of Highway 7 West, Vaughan Metropolitan Centre (H2-VMC) – staging and re-sequencing the construction work to accommodate the Toronto-York Spadina Subway Extension (TYSSE) new timelines. In preparation for road widening this summer, acquiring the lands east of Keele Street required for the rapidway as well as commencement of utility relocations work.
4. RFQ phase completed and RFP for the design-build of the Yonge Street (Y2.1, Y2.2 & Y3.2) rapidway to be issued this July 25th – RFP process to be completed and contract awarded by Q1-2014, with construction to start shortly after.
5. Completion of all H2 & H3.4 submission requirements to obtain treasury board approval in Q4-2013. RFQ process expected to begin shortly once approval received.

Facilities & Terminals Program

1. Operations, Maintenance and Storage Facility – construction to become heavy in Q3-2013.
2. Cornell Bus Terminal – finalizing land possession and start of the bus terminal conceptual design.
3. Vaughan Metropolitan Centre (VMC) Terminal –finalizing various agreements with TYSSE and SmartCentres, including Architects agreement – preliminary design to start shortly after.
4. BRT Vehicles (viva buses) – all of remaining 27 articulated rapid transit vehicles to be received by year-end 2013, with 2 in July. Once received, Viva fleet will be at 123 buses – with forty 40-foot buses and eighty-three 60-foot buses.

Toronto-York Spadina Subway Extension Program

1. Continue to work collaboratively with TYSSE to advance construction of tunnels and stations in Region.

York Region & YRRTC Strategic Initiatives – Yonge North Subway Extension Program

1. Complete Technical investigation work which will inform the TPAP Addendum report in preparation for submission to MOE later this year.
2. Continue to work with Metrolinx on the Investment Strategy in support of the Yonge North Subway Extension, one of the Top 15 priorities proposed in “The Big Move”.

APPENDIX 1: PROJECT DESCRIPTIONS

VIVANEXT PROJECT DESCRIPTIONS

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

- 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 (5.2 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.

DAVIS DRIVE (D1)

- 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 (2.6 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.

HIGHWAY 7 - VAUGHAN METROPOLITAN CENTRE (H2-VMC)

- 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 east of Bowes Road of 3.5 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; 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-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.

HIGHWAY 7 – REMAINING (H2)

- 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:
 - West - Helen St. to Commerce St. 3.9km
 - East - Bowes Rd. to Richmond Hill Centre 8.8km
- 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.

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

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

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

- 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;
 - Construction of 2 curbside stations on the section from Major Mackenzie Drive to Oxford Street/Industrial Road; and
 - 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.

YONGE STREET - (Y3.2)

- 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:
 - Design and construction of rapidways along Yonge Street from south of Mulock Drive to Davis Drive (2.4 km).
 - 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.

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

- 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:
 - Design and construction of rapidways along Enterprise Drive from Birchmount Road to just east of Kennedy Road (1.0 km);
 - 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; and
 - Improvements at the Unionville GO Station to accommodate Viva service.

APPENDIX 2 AWARDED CONTRACTS

Table 1 Awarded Contracts

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

Category	Description	RFX No.	Vendor Actual (as per PO)	Awarded Value (\$)	Total (\$)
Preliminary Engineering (7)	Yonge Street Turning Movement Counts (Y2.1, Y2.2, Y3.2 Projects)	RFQ-13-032-RT	Ontario Traffic Inc.	8,580.00	1,057,800.00
	Yonge Street Bluetooth Travel Time (Y2.1, Y2.2, Y3.2 Projects)	RFQ-13-033-RT	TPA North America Inc.	17,790.00	
	Yonge Street (Y2.1) Subsurface Utility Engineering (SUE) Investigations for Underground Utilities in the Town of Richmond Hill and Town of Newmarket	PT-13-044-RT	PromarkTelecon Inc.	484,075.00	
	Yonge Street (Y2.2) Subsurface Utility Engineering (SUE) Investigations for Underground Utilities in the Town of Richmond Hill and Town of Newmarket	PT-13-059-RT	Cole Engineering Group Ltd.	298,940.00	
	Yonge Street (Y3.2) Subsurface Utility Engineering (SUE) Investigations for Underground Utilities in the Town of Richmond Hill and Town of Newmarket	PT-13-060-RT	Cole Engineering Group Ltd.	220,415.00	
	Yonge Street (Y2.1, Y2.2 and Y3.2) Pavement Study - GPR in the Town of Newmarket and Town of Richmond Hill	RFQ-13-057-RT	Stantec Consulting Ltd.	13,500.00	
	Yonge Street (Y2.1, Y2.2 and Y3.2) Pavement Study - FWD in the Town of Newmarket and Town of Richmond Hill	RFQ-13-058-RT	Stantec Consulting Ltd.	14,500.00	
Property (7)	D1 Transformer Relocation (Shoppers) 17555 Yonge Street, Newmarket	RFQ-13-053-RT	Tech 3 Inc.	71,641.50	679,831.50
	H2-VMC Landscaping & Fencing Estimates	RFQ-13-009-RT	Cathy V. Bentley Forestry Consulting	3,975.00	
	D1 Transformer Relocation 470 Davis Drive	RFQ-13-024-RT	Kneeshaw Electrical Services	22,107.00	
	D1 Island Removals 17555 Yonge Street and 39 Davis Drive, Newmarket	RFQ-13-055-RT	JMX Contracting Inc.	17,400.00	
	D1 Signs and Light Fixture Removals & Relocations	RFQ-13-068-RT	Tech 3 Inc.	54,970.00	
	H2-VMC Commercial & Residential Signs & Light Standard Removals & Relocations for Highway 7	RFQ-13-070-RT	Jeans,Paul	47,738.00	
Construction (9)	Y2.1 & Y2.2 Environmental Services (Assignment 2 Y2.2)	RFP-12-016-RT	S2S Environmental Inc.	462,000.00	20,265,485.85
	Viva BRT Connection to Subway at VMC Station	RFQ-13-061-RT	Toronto Transit Commission	12,360,199.87	
	H2-VMC Powerstream Utility Relocation	RFQ-13-005-RT	Powerstream Inc.	6,188,273.73	
	H2-VMC Bell Utility Relocation	RFQ-13-025-RT	Bell Canada	803,000.00	
	H2-VMC Rogers Utility Relocation	RFQ-13-043-RT	Rogers Communications Inc.	320,000.00	

	H3 PowerStream Underground Utility Relocations, Montgomery Court and Lunar Cres.	RFQ-13-047-RT	Powerstream Inc.	183,147.25	
	H3 Enbridge Utility Relocations, Montgomery Court	RFQ-13-048-RT	Enbridge Gas Distribution Inc.	25,615.00	
	H2-VMC Enbridge Utility Relocation - Jane St. to CN Bridge	RFQ-13-045-RT	Enbridge Gas Distribution Inc.	319,197.00	
	H3 Enbridge Utility Relocation South Section Warden Ave. South of Cedarland Blvd.	RFQ-13-056-RT	Enbridge Gas Distribution Inc.	46,053.00	
	H3 Bell Maintenance Hole Adjustments	RFQ-13-064-RT	Bell Canada	20,000.00	
Communications (3)	SNAP Media Group Advertisements vivaNext	RFQ-13-022-RT	Snap Newspaper Group Inc.	60,000.00	373,950.00
	York Region Media Group Advertisements vivaNext	RFQ-13-023-RT	York Region Media Group	120,000.00	
	vivaNext Astral Radio Communications	RFQ-13-052-RT	Astral Media Radio	193,950.00	
TOTAL (26)				\$22,377,067.35	

Table 2 Awarded Contracts by Type

Tender Type	Category	Q1-2013	
		Total (\$)	Count
PT - Invitation to Tender (ITT)	Preliminary Engineering	1,003,430.00	3
RFP- Request for Proposal (RFP)	Property	462,000.00	1
RFQ - Request for Quotation (General)	Property	217,831.50	6
	Preliminary Engineering	54,370.00	4
RFQ – Single/Sole Source Request for Quotation	Communications	373,950.00	3
	Construction	20,265,485.85	9
TOTAL		\$22,377,067.35	26

APPENDIX 3: CONTRACT VALUE INCREASES
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	Increase Amount (\$)	Total (\$)
Construction (3)	RFQ-12-066-RT	B00013872	KPMG LLP	36,648.00	2,017,913.00
	RFQ-10-047-RT	B00012474	Newmarket-Tay Power Distribution Ltd	1,977,765.00	
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc	3,500.00	
TOTAL (3)					\$2,017,913.00

Table 2 Contracts Extensions - Existing

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

Category	RFX No.	Contract No	Vendor
Construction (20)	RFQ-10-070-RT	B00012516	Powerstream Inc.
	RFQ-11-040-RT	B00012684	Rogers Cable Communications Inc.
	RFQ-12-022-RT	B00013370	Enbridge Gas Distribution Inc.
	RFQ-10-063-RT	B00012494	Bell Canada
	RFQ-11-044-RT	B00012686	Enbridge Consumers Gas System
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc
	RFQ-11-085-RT	B00012880	Enbridge Gas Distribution Inc.
	RFQ-11-144-RT	B00013089	Enbridge Gas Distribution Inc.
	RFQ-11-145-RT	B00013090	Enbridge Gas Distribution Inc.
	RFQ-11-146-RT	B00013091	Rogers Communications Inc.
	RFQ-11-159-RT	B00013227	Enbridge Gas Distribution Inc.
	RFQ-12-023-RT	B00013369	Bell Canada
	RFQ-12-027-RT	B00013371	Enbridge Gas Distribution Inc.
	RFQ-12-011-RT	B00013368	Bell Canada
	RFQ-12-010-RT	B00013405	Enbridge Gas Distribution Inc.
	RFQ-12-029-RT	B00013437	Rogers Communications Inc.
	RFQ-12-044-RT	B00013584	Enbridge Gas Distribution Inc.
	RFQ-12-036-RT	B00013624	Rogers Communications Inc.
	RFQ-12-042-RT	B00013781	Powerstream Inc.
	RFQ-11-067-RT	B00013333	KPMG LLP
Subway (4)	COOP-10-038-RT	B00012443	MacKenzie Ray Heron & Edward
	COOP-10-036-RT	B00012449	HallinanTautrimis
	COOP-10-035-RT	B00012447	Altus Group Limited
	RFP-11-050-RT	B00013436	Edinburgh Rail (Canada) Ltd

Table 3 Contracts Closures - Existing

The following table provides a full breakdown by *Category - YRRTC Contract Closures* for the period of this report.

Category	RFX No.	Contract No	Vendor
Corporate (1)	RFQ-11-133-RT	B00013195	MAX Potential
Program Management (1)	RFQ-10-032-RT	B00012302	Hennum,Carl
	PT-10-019-RT	B00012608	Rafat General Contractor Incorporated
Property (3)	RFQ-11-073-RT	B00012991	Golder Associates Ltd
	A025875	B00012083	C.E.T. Contracting
Construction (2)	RFQ-11-084-RT	B00012855	Powerstream Inc.
	A026539	B00014040	Bell Canada
Subway (3)	RFQ-11-105-RT	B00012994	Lehman & Associates
	COOP-10-037-RT	B00012448	S Spera& Associates Ltd
	RFQ-11-106-RT	B00013049	Toronto Hydro-Electric System Ltd.
Communications (1)	RFQ-12-043-RT	B00013752	Guild Electric Company Ltd

APPENDIX 4 CITATIONS

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 issued.

Category	Estimated Value	RFX No.	Description	Estimated Start Period
Preliminary Engineering	\$50,001 to \$100,000	PT-13-065-RT	CCTV Inspection of Storm Sewers (Yonge Street Corridor – Y2.1)	Q3-2013
		PT-13-066-RT	CCTV Inspection of Storm Sewers (Yonge Street Corridor – Y2.2)	Q3-2013
		PT-13-067-RT	CCTV Inspection of Storm Sewers (Yonge Street Corridor – Y3.2)	Q3-2013
	\$100,001 to \$500,000	RFQ-13-050-RT	Yonge Street (Y3.2) Geotechnical Services to Complete a Foundation Investigation for Proposed Retaining Walls, Culvert Extensions and Median Stations in the Town of Newmarket	Q3-2013
		PT-13-049-RT	Yonge Street (Y2.1 and Y2.2) Geotechnical Services to Complete a Foundation Investigation for Proposed Retaining Walls, Culvert Extensions and Median Stations in the Town of Richmond Hill	Q3-2013
Property	\$50,001 to \$100,000	RFQ-13-063-RT	H2-VMC Sign and Lighting Inventory, Relocation, Replacement and Removal Estimates	Q3-2013
		PT-13-015-RT	Y3.2 Appraisal Services	Q3-2013
	\$500,001 to \$1,000,000	PT-13-035-RT	D1 Sign & Light Standard Relocations	Q3-2013
		RFP-12-016-RT	Y2.1 & Y2.2 Environmental Services (Assignment 1 Y2.1)	Q3-2013

APPENDIX 5: UPCOMING SOLICITATIONS

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 Start Period
Preliminary Engineering	\$1,000,001 to \$5,000,000	RFP-13-062-RT	H3.4 Preliminary Engineering Services	Q4-2013
	\$25,001 to \$50,000	RFQ-13-036-RT	D1 Transformer Relocation (Bethel) 333 Davis Drive, Newmarket	Q3-2013
\$50,001 to \$100,000		RFQ-13-040-RT	D1 Electrical Service 161 Davis Drive, Newmarket	Q3-2013
	RFQ-13-010-RT	H2-VMC Planning & Engineering (Parking Impact) Services	Q3-2013	
	RFQ-13-012-RT	Y3.2 Landscaping & Fencing Estimates	Q3-2013	
	RFQ-13-013-RT	Y3.2 Planning & Engineering (Parking Impact) Services	Q3-2013	
	PT-13-037-RT	D1 Parking Lot Construction 400-406 Davis Drive, Newmarket	Q3-2013	
	RFQ-13-041-RT	H3 Surveyors - Additional Requirements	Q3-2013	
	RFQ-13-071-RT	Y3.2 Sign and Lighting Estimates	Q3-2013	
Property	\$100,001 to \$50,000	RFQ-13-075-RT	D1 Surveyors - Additional Requirements	Q3-2013
		PT-13-016-RT	H2-VMC Business Valuation Services	Q3-2013
		PT-13-042-RT	D1 Demolition Tina's Flower Shop, 299 Davis Drive, Town of Newmarket	Q3-2013
		PT-13-028-RT	Y2.1 Appraisal Services	Q3-2013
		PT-13-039-RT	D1 Demolition 161 Davis Drive, Newmarket	Q3-2013
		RFQ-13-073-RT	H2 Surveyors - Pine Valley to Hwy 400	Q3-2013
		RFQ-13-074-RT	H2 Surveyors - Bowes Road to Bathurst St.	Q3-2013
Construction	\$500,001 to \$1,000,000	RFQ-13-019-RT	H3 Rogers Utility Relocation South Town Centre Blvd	Q3-2013
	>\$5,000,000	RFP-13-002-RT	Yonge Street Projects Design-Builder	Q1-2014
Subway	\$500,001 to \$1,000,000	RFP-13-001-RT	Toronto-York Spadina Subway Extension (TYSSE) System Design	Q4-2013
Communications	\$10,001 to \$25,000	RFQ-13-051-RT	H2-VMC Traffic Camera	Q3-2013