

**To:** York Region Rapid Transit Corporation Board of Directors

**From:** Mary-Frances Turner, President

**Subject:** Project Status Quarterly Report - Q1-2013

**Ref:** YORK-#4669115

## Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report for Q1-2013 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 Q1-2013 is attached and reflects activity from January 1, 2013 to March 31, 2013.

## Analysis

### **HIGHLIGHTS**

***BRT-Rapidways & Stations program is progressing well, and approved plans for the accelerated delivery of the projects by 2018 have been implemented***

- Highway 7 East (H3), from Bayview Avenue to Warden Avenue - under heavy construction and on track to be completed in Q1-2014. Project-to-date construction is nearing 60% and project is forecasted to be within approved budget.
  - Early hand-over of west side of Highway 7 East (H3), from Bayview Avenue to East Beaver Creek – commissioning work underway and rapid transit service on this segment by Q3-2013.
  - Remaining Highway 7 East, to Warden Avenue in Q1-2014.

- Davis Drive (D1), from Yonge Street to Highway 404 – final design completed and ready for construction season. Project-to-date construction is over 20% and project is forecasted to be within approved budget.
  - Keith Bridge and retaining walls along corridor nearing completion – enabling construction on median rapidways and stations to commence.
  - Major work for utility relocations scheduled to start shortly.
- Highway 7 West (H2 VMC), VMC to Bowes Road – final design proceeding to 90%.
  - Opened Project Information Centre in City of Vaughan – Highway 7 West and Jane Street.
  - Property-related activities underway, enabling for construction to commence at CN bridge area shortly.
  - Utility relocations design in final stages and field work to start in May.
- Yonge Street (Y2.1, Y2.2, Y3.2) – public procurement process in progress, with RFQ phase having closed in March 2013.
  - Bids received now under technical and financial evaluation – next step is the RFP phase starting in May.
  - Property-related activities such as surveys and environmental work, underway.
- BRT-Rapidways & Stations program is fully funded by the Province of Ontario and represents a total 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 expected to be completed by late 2016. A revised cash flow has been presented to the Executive Task Force – budget remains at \$2.6 billion, of which the Region’s share is \$1.1 billion (40%)***

- Since the start of the program, of the overall \$433.9 million spent, the Region’s contribution is \$144.6 million, excluding the Capacity Buy-In MOU and the VIVA concourse at H2 VMC.
  - 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.
- South Twin Tunnels – Tunnel Boring Machines (TBM), “Holey” and “Moley” completed final tunnel drive and broke through at Downsview Station.
- North Twin Tunnels – tunneling operations in Region officially inaugurated on March 13<sup>th</sup>. “Torkie” began tunnelling on March 19<sup>th</sup>, followed by “Yorkie” on April 2<sup>nd</sup> - both were launched from the Highway 407 Station site and headed toward Steeles West Station.
- Construction is progressing at all of the three stations in the Region – Steeles West, Highway 407 and Vaughan Metropolitan Centre.

***Canada Strategic Infrastructure Fund (CSIF) Program is underway and delivery of the 3 projects are projected to be complete by early 2018***

- 10% deposit made to Nova Bus to secure production of 27 articulated rapid transit vehicles – to be received by late Fall 2013.
- Final design completed for the Operations, Maintenance and Storage Facility in Headford Business Park, Richmond Hill.
  - Preparation work (e.g. site permits, building permits, grading) underway for construction to commence in mid-to-late April, weather permitting.
  - Project completion scheduled for end of Q2-2015.
- 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 of 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 held in March to present preliminary findings of the study.
  - Public consultation meeting to present the preliminary preferred option will be held in May, followed by a subsequent public consultation to present the final preferred option, impacts and mitigation in June.
- 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 to Richmond Hill Centre still remains one of its top 15 priority projects.
- On April 2, 2013, Metrolinx released its proposed “short-list” of investment tools, as well as a summary report from the series of public round tables on transportation investment that were held across the Region in January and February 2013 – “*The Big Conversation*”.
  - User Pay Tools – Fuel tax, Road Pricing (High Occupancy Tolls, Highway Tolls and Vehicles Kilometres Travelled Charge).
  - Beneficiaries Pay Tools – Property Tax, Land Value Capture, Development Charges, Parking Space Levy (includes pay-for-parking at transit stations) and Payroll Tax.
  - Everyone Pays Tool – Sales Tax.

**2013 Year-to-Date Capital Expenditures were \$64.9 million – of which the Region’s contribution was \$14.6 million (Table 1)**

- With the heavy construction of the Highway 7 East and Davis Drive Rapidways, expenditures for the BRT-Rapidways & Stations program were \$23.5 million.
- Toronto-York Spadina Subway Extension (TYSSE) expenditures were at \$36.5 million, driven by construction work on stations and completion of South Twin Tunnels.
  - Costs evenly shared among the Federal government, the Province of Ontario and the Region.
- Remaining \$4.8 million were primarily from:
  - 10% deposit to secure production of 27 articulated rapid transit vehicles - \$2.4 million.
  - Preparation work for construction in mid-to-late April of the Operations, Maintenance and Storage Facility - \$2.4 million.

**Table 1 - YRRTC Capital Expenditures – Q1-2013**

Capital Expenditures (\$ Millions)		Regional Program \$\$\$	Metrolinx Program \$\$\$	Inception- To-Date \$\$\$	Budget \$\$\$
1	BRT Rapidways & Stations		23.5	341.0	1,786.5
2	BRT Facilities & Terminals	4.8		54.0	244.4
3	Spadina Subway Ext.	36.5		454.7	1,098.7
	<i>Construction</i>	36.5		433.9	1,054.7
	<i>Viva Concourse</i>	-		0.8	14.0
	<i>Capacity Buy-In</i>	-		20.0	30.0
4	Yonge North Subway Ext.	-		3.3	78.6
5	Rapidway Studies	-		0.9	3.2
<b>Total Capital</b>		<b>\$41.4</b>	<b>\$23.5</b>	<b>\$853.8</b>	<b>\$3,211.4</b>
<b>Total Regional Funded</b>		<b>\$14.6</b>		<b>\$182.6</b>	<b>\$547.5</b>

**2013 Year-to-Date Operating Expenditures were \$0.4 million (Table 2)**

- When compared to Year-to-Date Budget, favourable variance in Q1 is driven by:
  - Lower salaries and benefits due to staff vacancies, timing differences for expenditures for professional contracted services, as well as some Region's internal chargebacks and allocated costs.
  - Lower financing costs than budgeted – deferral in issuing debentures due to the revised completion timelines of the Spadina Subway Extension program.

**Table 2 - YRRTC Operating Expenditures – Q1-2013**

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	1.8	0.8	1.0
Region Staff & Administration	0.7	0.4	0.3
Financing Costs	1.2	1.2	0.0
<b>Gross Operating</b>	<b>3.7</b>	<b>2.4</b>	<b>1.3</b>
Capital Recoveries	(1.5)	(0.2)	(1.3)
Revenues	(1.8)	(1.8)	0.0
<b>Net Operating - Tax Levy</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.0</b>

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

---

Mary-Frances Turner  
President

April 22, 2013

Attachment: (1)



# *Project Status Quarterly Report- Q1-2013*

May 2, 2013

**Table of Contents**

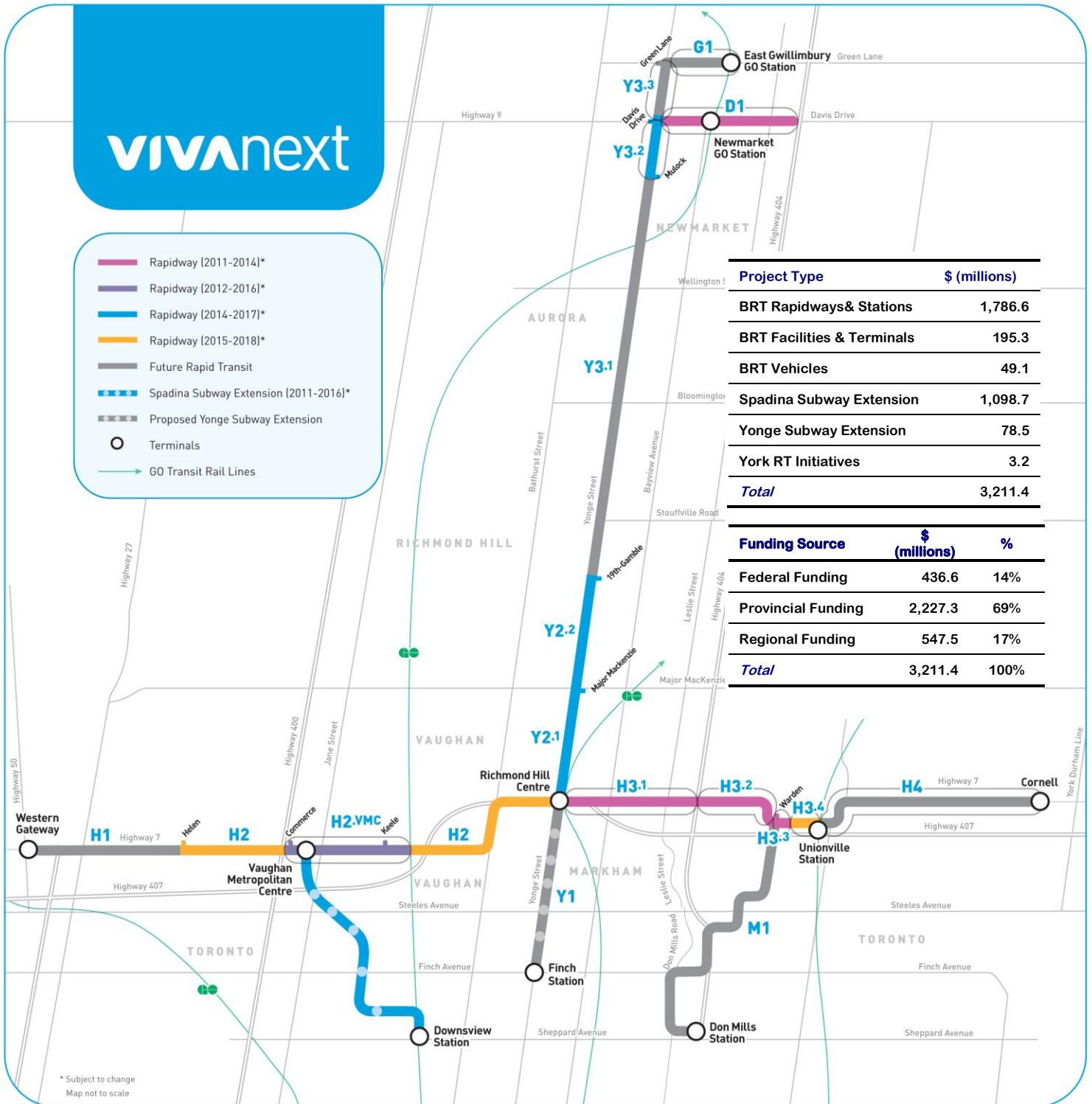
<b>1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW .....</b>	<b>4</b>
<b>2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS .....</b>	<b>5</b>
<b>2.1 MANAGEMENT HIGHLIGHTS.....</b>	<b>5</b>
<b>2.1.1. Q1-2013 YEAR-TO-DATE UPDATE .....</b>	<b>5</b>
<b>2.2 DESIGN &amp; CONSTRUCTION ACTIVITIES .....</b>	<b>7</b>
<b>2.2.1. BUS RAPID TRANSIT (BRT) PROGRAM .....</b>	<b>7</b>
ENTERPRISE DRIVE (H3.3) .....	7
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1 & H3.2).....	7
DAVIS DRIVE (D1).....	8
HIGHWAY 7 – PINE VALLEY DRIVE TO RICHMOND HILL CENTRE (H2-VMC & H2).....	8
YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1).....	9
YONGE STREET – LEVENDALE AVENUE TO 19TH AVENUE (GAMBLE ROAD) - (Y2.2) .....	10
YONGE STREET – MULOCK DRIVE TO DAVIS DRIVE - (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
<b>2.2.2. TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM .....</b>	<b>11</b>
SPADINA SUBWAY EXTENSION.....	11
STEELES WEST STATION.....	12
HIGHWAY 407 STATION .....	13
VAUGHAN METROPOLITAN CENTRE (VMC) STATION .....	13
TWIN TUNNELS.....	14
<b>2.2.3. YONGE NORTH SUBWAY EXTENSION .....</b>	<b>15</b>
<b>2.3 PROCUREMENT (SOLICITATION) ACTIVITIES .....</b>	<b>16</b>
<b>2.3.1. AWARDED CONTRACTS - NEW .....</b>	<b>16</b>
<b>2.3.2. AMENDED CONTRACTS – EXISTING .....</b>	<b>16</b>
<b>2.3.3. OUTSTANDING SOLICITATIONS .....</b>	<b>17</b>
<b>2.3.4. UPCOMING SOLICITATIONS .....</b>	<b>17</b>
<b>3.0 COMMUNICATIONS .....</b>	<b>19</b>
<b>3.1 GOVERNMENT RELATIONS PROGRAM .....</b>	<b>19</b>
<b>3.2 PUBLIC RELATIONS PROGRAM .....</b>	<b>19</b>
<b>3.3 BUS RAPID TRANSIT PROGRAM .....</b>	<b>19</b>
HIGHWAY 7 - RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1 & H3.2) .....	19
<b>3.4 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM.....</b>	<b>20</b>



<b>3.5 YONGE NORTH SUBWAY EXTENSION PROGRAM</b> .....	<b>20</b>
<b>4.0 QUARTERLY FINANCIAL UPDATES</b> .....	<b>21</b>
<b>4.1 CAPITAL EXPENDITURES SUMMARY</b> .....	<b>21</b>
<i>METROLINX MASTER AGREEMENT - \$1.755 BILLION</i> .....	22
<i>QUICKWINS ANNOUNCEMENT - \$67.6 MILLION</i> .....	23
<i>FEDERAL CSIF CONTRIBUTION AGREEMENT - \$170.0 MILLION</i> .....	23
<i>TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM - \$1.099 BILLION</i> .....	24
<i>YONGE NORTH SUBWAY EXTENSION PROGRAM</i> .....	25
<b>4.2 OPERATING EXPENDITURES SUMMARY</b> .....	<b>26</b>
<b>5.0 LOOKING FORWARD</b> .....	<b>27</b>
<b>APPENDIX 1: PROJECT DESCRIPTIONS</b> .....	<b>28</b>
<b>VIVANEXT PROJECT DESCRIPTIONS</b> .....	<b>28</b>
<i>HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1 AND H3.2)</i> .....	28
<i>DAVIS DRIVE (D1)</i> .....	28
<i>HIGHWAY 7 - VAUGHAN METROPOLITAN CENTR (H2 VMC)</i> .....	29
<i>HIGHWAY 7 – EXCLUDING VMC (H2)</i> .....	29
<i>YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1)</i> .....	29
<i>YONGE STREET – LEVENDALE AVENUE TO 19<sup>TH</sup> AVENUE (GAMBLE ROAD) – (Y2.2)</i> .....	30
<i>YONGE STREET - (Y3.2)</i> .....	30
<i>HIGHWAY 7 – ENTERPRISE DRIVE FROM BIRCHMOUNT TO JUST EAST OF KENNEDY ROAD (H3.4)</i> .....	30
<b>APPENDIX 2: AWARDED CONTRACTS</b> .....	<b>31</b>
<b>APPENDIX 3: CONTRACT VALUE INCREASES</b> .....	<b>32</b>
<b>APPENDIX 4: OUTSTANDING SOLICITATIONS</b> .....	<b>33</b>
<b>APPENDIX 5: UPCOMING SOLICITATIONS</b> .....	<b>34</b>



1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW



Project Type	\$(millions)
BRT Rapidways & Stations	1,786.6
BRT Facilities & Terminals	195.3
BRT Vehicles	49.1
Spadina Subway Extension	1,098.7
Yonge Subway Extension	78.5
York RT Initiatives	3.2
<b>Total</b>	<b>3,211.4</b>

Funding Source	\$(millions)	%
Federal Funding	436.6	14%
Provincial Funding	2,227.3	69%
Regional Funding	547.5	17%
<b>Total</b>	<b>3,211.4</b>	<b>100%</b>

\* Subject to change  
Map not to scale

## 2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS

### 2.1 MANAGEMENT HIGHLIGHTS

#### 2.1.1. Q1-2013 YEAR-TO-DATE UPDATE

- BRT-Rapidways & Stations program is progressing well, and approved plans for the accelerated delivery of the projects by 2018 have been implemented.
  - Highway 7 East (H3) – from Bayview Avenue to Warden Avenue - under heavy construction and on track to be completed in Q1-2014. Project-to-date construction nearing 60% and project is forecasted to be within approved budget.
    - Early hand-over of west side of Highway 7 East (H3), from Bayview Avenue to East Beaver Creek – commissioning work underway and rapid transit service on this segment by Q3-2013.
    - Remaining Highway 7 East – to Warden Avenue to be handed over in Q1-2014.
  - Davis Drive (D1) – from Yonge Street to Highway 404 – final design completed and ready for construction season. Project-to-date construction is over 20% and project is forecasted to be within approved budget.
    - Keith Bridge and retaining walls along corridor nearing completion – enabling construction on median rapidways and stations.
    - Major work for utility relocations scheduled to start shortly.
  - Highway 7 West (H2 VMC) – VMC to Bowes Road – final design proceeding to 90%.
    - Opened Project Information Centre in City of Vaughan – Highway 7 West and Jane Street.
    - Property-related activities underway, enabling for construction to commence at CN bridge area shortly.
    - Utility relocations design in final stages and field work to start in May.
  - Yonge Street (Y2.1, Y2.2, Y3.2) – public procurement process in progress, with RFQ phase closed in March 2013.
    - Bids received now under technical and financial evaluation – next step is the RFP phase starting in May.
    - Property-related activities such as surveys and environmental work, already underway.
- The Toronto-York Spadina Subway Extension (TYSSE) expected to be completed by late 2016. A revised cash flow presented to the Executive Task Force – budget remains at \$2.6 billion, of which the Region's share is \$1.1 billion (40%)
  - South Twin Tunnels – Tunnel Boring Machines (TBM), “Holey” and “Moley” completed final tunnel drive and broke through at Downsview Station.
  - North Twin Tunnels – tunneling operations in Region officially inaugurated on March 13th. “Torkie” began tunnelling on March 19th, followed by “Yorkie” on April 2nd - both were launched from the Highway 407 Station site and headed toward Steeles West Station.
    - Construction is progressing at all of the three stations in the Region – Steeles West, Highway 407 and Vaughan Metropolitan Centre.
- Canada Strategic Infrastructure Fund (CSIF) program underway and delivery of the 3 projects by early 2018.
  - 10% deposit made to Nova Bus to secure production of 27 articulated rapid transit vehicles – to be received by late Fall 2013.
  - Final design completed for the Operations, Maintenance and Storage Facility in Headford Business Park, Richmond Hill.
    - Preparation work (site permits, building permits, grading) underway for construction to commence in mid-to-late April.
    - Project completion scheduled to be by end of Q2-2015.

- Studies for the Yonge North Subway Extension to Richmond Hill Centre – “the missing link” to other rapid transit network projects, are on-going.
  - Technical investigation work for the Transit Project Assessment Process (TPAP) for the train storage facility in the works - Technical Advisory Committee meeting held in March to present preliminary findings of the study.
  - 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 to Richmond Hill Centre still remains one of its top 15 priority projects.
  - On April 2, 2013, Metrolinx released its proposed “short-list” of investment tools, as well as a summary report from the series of public round tables on transportation investment that were held across the Region in January and February 2013 – “*The Big Conversation*”.
    - User Pay Tools – Fuel tax, Road Pricing (High Occupancy Tolls, Highway Tolls and Vehicles Kilometres Travelled Charge).
    - Beneficiaries Pay Tools – Property Tax, Land Value Capture, Development Charges, Parking Space Levy (includes pay-for-parking at transit stations) and Payroll Tax.
    - Everyone Pays Tool – Sales Tax.

## **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 is the first for York Region. It is the first of another 22 new vivaNext stations to be built on Highway 7 from Warden Avenue to Richmond Hill Centre (H3 - H3.1 & H3.2).



#### **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 Town of Richmond Hill and the City of Markham. 22 stations will be constructed along the route to the Enterprise Drive station. Construction commenced in late 2010, and the anticipated completion date is by early Q1-2014.

##### *NEW DEVELOPMENTS*

##### **Utility Relocations**

- Utility relocations by PowerStream, Enbridge, Rogers, Telus, Bell, and MTS-Allstream services on Highway 7 from Highway 404 to South Town Centre Boulevard (east section) are heavily underway and nearing completion.
- Utility relocations on South Town Centre Boulevard, Cedarland Drive and Warden Avenue (south section) are on-going, and are scheduled to be completed by Q3-2013.

##### **Design-Build Construction**

- Bayview Towers under construction – both towers are fully enclosed. Interior finishings are on-going, with an anticipated completion date of mid-2013.
- Construction has been advanced and canopies have been erected at most of the stations (East Beaver Creek, Leslie, West Beaver Creek, Valleysmede, Chalmers and Bayview Stations, Allstate Parkway, Woodbine Avenue, Montgomery and Town Center Boulevard).
- Road widening and boulevard construction is ramping up on the west section and preparations for the paving season work are underway.
- Structural works at Apple Creek Bridge and Warden Bridge are ongoing.



**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 – and is scheduled to be completed by the end of 2014.

*NEW DEVELOPMENTS*

**Property**

- Contract awarded for relocation of the historic Union Hotel buildings – relocation work to begin in Q2-2013.

**Utility Relocations**

- Utility relocations are underway with Newmarket Tay Hydro completing the installation of hydro poles.
- Enbridge utility relocations have begun from Yonge St. to Lorne Ave.
- Joint utilities duct bank design is nearing completion and construction has begun for specific sections.

**Design-Build Construction**

- All drawings have been “issued for construction”, except for temporary traffic signals for the east end of the project.
- Construction of the Eastern Creek water crossing is completed on the north side.
- Work on the culvert extension fronting 210 Davis Drive has begun.
- Keith Bridge construction on the south side is complete; preparatory work and demolition of the existing bridge structure on the north side is also completed.
- Preparatory work for the construction season is underway – will enable ramp-up of work within the right of way in Q2-2013.



**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 mid-to-late 2018.

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

- Between Highway 400 and CN MacMillan Bridge – majority of properties has been acquired. Additional land requirements have been identified and acquisition is underway.
- East of CN MacMillan Bridge - property acquisitions have been identified and are underway. Additional land requirements may be added as design moves forward.

**Utility Relocations**

- Utility relocations design is well underway – Powerstream, Enbridge and telecoms preparing for field work.

**Design-Build Construction**

- Final design at 60% has been submitted and reviewed - now proceeding to 90%.
- YRRTC and TYSSE are coordinating the design at the interface of the subway and the Viva BRT connection.
- Geotechnical work and tree inventory have been completed.

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

- Environmental services contract awarded - Phase II environmental assessment is now underway.
- The preliminary design has been modified to minimize property impacts. Mitigation efforts are being reviewed and will inform the development of property plans for the corridor.

**Design-Build Construction**

- The preliminary engineering work program is nearing completion with the submission of all remaining deliverables expected in April - deliverables completed to-date, allows for a detailed Capital Cost Estimate work to start.
- Meetings between YRRTC, Infrastructure Ontario (IO), and Metrolinx are being held to prepare for the Design-Build (rapidway construction contract) procurement via a Design-Build-Finance model, facilitated by IO.

**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 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.

**NEW DEVELOPMENTS****Property**

- Property acquisition is in progress and draft surveys are currently under review.
- Pre-Qualification, Request for Quotations (RFQs) and Public Tender documents for Appraisal Services are being developed to be released on Merx.
- Public Tender documents for Environmental Services are being developed to be released by mid-year 2013.



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

---

**PROJECT DESCRIPTION**

- The Yonge Street (Y2.2) rapidway in the Town of Richmond Hill will extend approximately 3.0 km from Levendale Avenue to 19<sup>th</sup> Avenue. This section of the rapidway will include 3 median stations. Construction on Y2.2 is scheduled to commence in early to mid-2014, with completion by the end of 2017.

**NEW DEVELOPMENTS****Property**

- Property acquisition has commenced and draft surveys are currently under review.
- Pre-Qualification, Request for Quotations (RFQs) and Public Tender documents for Appraisal Services are being developed to be released on Merx.
- Public Tender documents for Environmental Services are being developed to be released by mid-year 2013.

**YONGE STREET – MULOCK DRIVE TO DAVIS DRIVE - (Y3.2)**

---

**PROJECT DESCRIPTION**

- 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 the rapidway will include 3 median stations. Construction on Y2.2 is scheduled to commence in early to mid-2014, with completion by the end of 2017

**NEW DEVELOPMENTS****Property**

- The property acquisition process on Y3.2 is underway - the appraisal tender was awarded, and work commenced in early October 2011. The land purchase activities are expected to be completed by the end of 2013.

**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**

- The City of Markham is currently reviewing the road network in Markham Centre. This includes the alignment of the rapidway connection between Birchmount Road and Kennedy Road.
- A preliminary engineering design RFP is being developed that will complete the remaining design work from west of the GO rail line to Kennedy Road and incorporate changes resulting from Markham's study.



**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 50%, while the property acquisition was funded under the QuickWins provincial announcement. The anticipated completion date is by mid-2015.



**NEW DEVELOPMENTS**

**Design-Build Construction**

- Preparation work (site permits, building permits, grading) underway for construction to start in mid-to-late April.
- Site stripping and grading work have commenced.

**2.2.2. TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM**

**SPADINA SUBWAY EXTENSION**

**PROJECT DESCRIPTION**

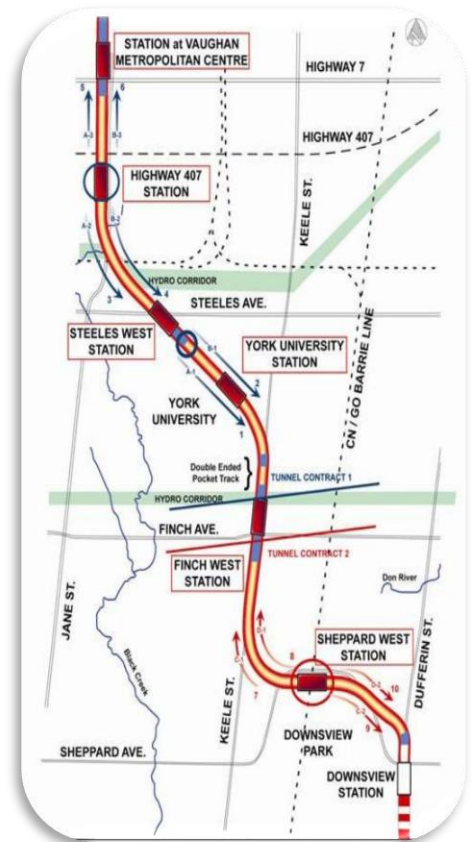
- This project relates to an 8.6 km subway extension from the existing Downsview Station to the Vaughan Metropolitan Centre (VMC). The extension is scheduled to open for service in late 2016.

**Property**

- 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 and York Region is now in possession of the lands.



**STEELES WEST STATION**

*PROJECT DESCRIPTION*

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



*BACKGROUND*

- The station facilities north of Steeles Avenue is being constructed in phases. The first phase includes the main subway station entrance and electrical substation. Subsequent phases will include the YRT bus terminal, the PPUDO facility, and the commuter parking facility as well as the various new roads which provide access to the area.
- The first phase (Phase 1) of the station construction was awarded to Walsh Construction Company Canada in August 2011.
- The YRT bus terminal, PPUDO, commuter parking lot and area roads are conceptually designed, with final design scheduled for 2013.

*NEW DEVELOPMENTS*

- General construction activities continue south and north of Steeles Avenue.
- Concrete placement has started for the southern portions of the station box and will head north towards Steeles Avenue as excavation reaches desired elevation.
- Work on the temporary traffic deck on Steeles Avenue has commenced – enabling construction activities to continue below ground.
- Excavation has commenced north of Steeles Avenue for the TBM Extraction Shaft that will receive the tunnel boring machines launched from Highway 407 Station later this year.
- Work has commenced on the TTC Electrical Substation, north of Steeles Ave., which includes the YRT Back of House as an extension to the original building.
- Excavation has commenced north of Steeles Avenue for the TBM extraction shaft, TTC electrical substation, and YRT back of house.
- The design of the YRT bus terminal platforms, bus bays and canopy will start in 2013 and will be completed under a separate design package and construction contract.



**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 station box is complete and an interim concrete base platform and conveyor belt system have been installed to assist with tunnelling operations.
- Both Yorkie and Torkie Tunnel Boring Machines have started tunnelling south towards Steeles Avenue.
- Construction of the station box will be simultaneous with tunnelling operations.



**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 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. The Architects agreement is being finalized to commence detailed design on the terminal.

**NEW DEVELOPMENTS**

- Station Contractor has commenced construction of the support system for 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.
- Excavation continues both south and north of Highway 7 while the northern end of station box and tail track have been completed.
- Concrete placement continues north of Highway 7 on the tail tracks and is following excavated portions heading south.



**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 (TBM), for a total of four TBMs.
- The South Tunnels Contract extends from the north end of the existing Downsview Station to the south end of the Finch West Station, and includes the construction of the Sheppard West Station.
- The North Tunnels Contract extends from north of Finch West Station to the station at VMC, and includes the construction of Highway 407 Station.
- The South Tunnels Contract was awarded to Aecon Group Inc. in November 2010, and the North Tunnels Contract was awarded to OHL/FCC in January 2011.



**NEW DEVELOPMENTS**

- South Twin Tunnels - TBMs 'Holey' and 'Moley' have completed their last tunnel drives from Sheppard West Station to Downsview Station.
- North Twin Tunnels - TBMs 'York' and 'Torkie' completed their first tunnel drive from Steeles West to Finch West Station. Tunneling operations in Region officially were inaugurated on March 13th – "Torkie" began tunnelling on March 19th, followed by "Yorkie" on April 2nd. Both were launched from the Highway 407 Station site and headed toward Steeles West Station.

**2.2.3. YONGE NORTH SUBWAY EXTENSION**

*PROJECT DESCRIPTION*

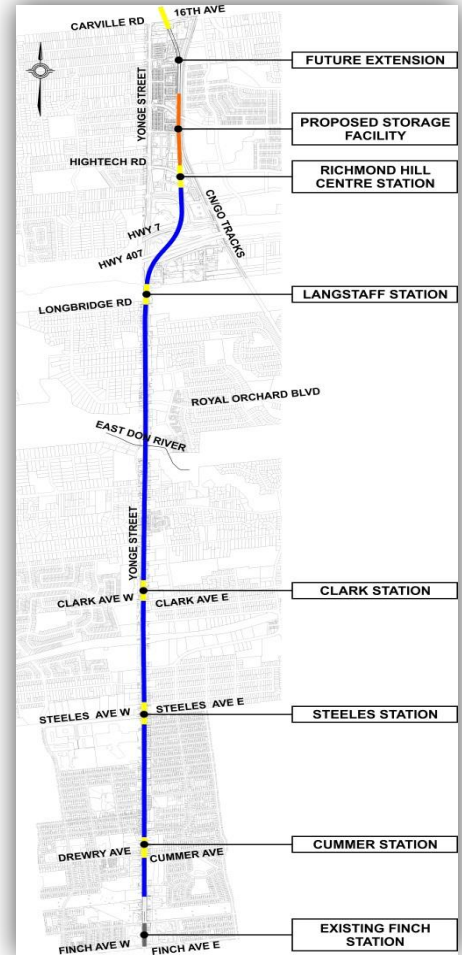
- This project relates to a proposed 6.8 km extension of the Yonge North Subway (YNSE), from the existing Finch station to the Richmond Hill Centre, plus storage.

*BACKGROUND*

- The Yonge Subway Conceptual Design Study builds on the work completed in the approved environmental assessment in order to maintain a state of readiness, develop a greater level of technical knowledge on the constructability and costs of the project, and address comments in the Metrolinx Business Case Assessment (BCA).

*NEW DEVELOPMENTS*

- Technical investigation work for the Transit Project Assessment Process (TPAP) for the train storage facility in the works
- A Technical Advisory Committee meeting for the Transit Project Assessment Process (TPAP) Addendum to modify the Train Storage Facility occurred in March.



## 2.3 PROCUREMENT (SOLICITATION) ACTIVITIES

All tables express values exclusive of taxes.

### 2.3.1. AWARDED CONTRACTS - NEW

Seven contracts with a total value of \$2.2 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	
Corporate	Total	25,000
	Count	1
Property	Total	1,098,670
	Count	3
Construction	Total	901,801
	Count	2
Communications	Total	126,238
	Count	1
<b>Total</b>		<b>\$2,151,709</b>
<b>Total Count</b>		<b>7</b>

Significant new contracts awarded for this quarter are:

- \$1.0 million awarded to Steelcore Construction Ltd. for the relocation of Union Hotel on Davis Drive (D1).
- \$0.9 awarded to Bell Canada for its existing telecom relocations along Davis Drive (D1).

### 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
Corporate	Closed	
	Extension	
	Increased Amount	58,625
Property	Closed	
	Extension	4
	Increased Amount	226,074
Construction	Closed	
	Extension	3
	Increased Amount	122,121
Communications	Closed	
	Extension	
	Increased Amount	8,750
<b>Total Extension</b>		<b>7</b>
<b>Total Increased Amounts</b>		<b>\$415,570</b>

### 2.3.3. OUTSTANDING SOLICITATIONS

At the end of this quarter, a total of 15 solicitations remain outstanding - with contracts valued at approximately \$10.0 million to be awarded in Q2-2013.

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 Project Start Period	
		Q2-2013	
Property	\$0 to \$10,000	1	
	\$100,001 to \$250,000	1	
Construction	\$0 to \$10,000	1	
	\$10,001 to \$25,000	2	
	\$25,001 to \$50,000	1	
	\$50,001 to \$100,000	1	
	\$100,001 to \$500,000	3	
	\$1,000,001 to \$5,000,000	1	
	>\$5,000,000	1	
Communications	\$25,001 to \$50,000	1	
	\$50,001 to \$100,000	1	
	\$100,001 to \$250,000	1	
<b>TOTAL</b>		<b>15</b>	

Significant outstanding solicitations include:

- Utility Relocations contracts for Highway 7 West, Vaughan Metropolitan Centre (H2 VMC).
- Design-Build contract for Yonge Street (Y2.1, Y2.2 & Y3.2) rapidway - RFQ stage closed in March 2013, and is now in the technical and financial evaluation stage with successful bidders advancing to the RFP stage.

### 2.3.4. UPCOMING SOLICITATIONS

Several upcoming solicitations are scheduled for this coming quarter, with contracts valued at over \$325.0 million to be awarded by end of this year.

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

Category	Estimated Value	Estimated Project Award Period		
		Q2-2013	Q3-2013	Q4-2013
Property	\$25,001 to \$50,000	4		
	\$50,001 to \$100,000	10		
	\$100,001 to \$500,000	4	1	
Construction	\$50,001 to \$100,000	1		
	\$100,001 to \$500,000	1		
	\$500,001 to \$1,000,000	2		
	>\$5,000,000			1
<b>TOTAL</b>		<b>22</b>	<b>1</b>	<b>1</b>



Major upcoming solicitations include:

- Bus Rapidways and Stations program
  - Utility relocations for Highway 7 East (H3) rapidway.
  - Property demolitions and remediations for Davis Drive (D1) rapidway.
  - Design-Build for Yonge Street (Y2.1, Y2.2 & Y3.2) rapidway.
- Spadina Subway Extension program
  - TYSSE – fare equipment systems design.

## 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.
- On-going management and coordination of communications with Corporate Communications, YRT and Transportation Services - such as supporting the Traffic App via a vivaNext blog and attending supporting Presto outreach initiatives with vivaNext staff.
- Installed/replaced new winter marketing light pole banners along the Viva corridors.
- Participation of the vivaNext team in the Newmarket Winterfest, Vaughan Winterfest, Markham Spring Home Show and YRT/YRRTC Service Planning Richmond Hill event.
- 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:
  - 20,197 unique visitors to vivanext.com – an increase of 9% in Q1 over the previous quarter.
  - 65,305 page views on vivanext.com – an decrease of 22% in Q1 over the previous quarter.
  - 1,396 followers on Twitter – an increase of 5% in Q1 over the previous quarter.
  - 408 fans on Facebook – an increase of 6% Q1 over the previous quarter
  - 6,102 blog views; 1 new video on YouTube, for a total of 39



### 3.3 BUS RAPID TRANSIT 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.
- 12 construction bulletins and 9 traffic advisories issued in Q1, creating awareness regarding lane closures and construction impacts – resulting in minimal complaints from the public.

### 3.4 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM

- Localized community event was held to officially open the joint project Information Centre in collaboration with the TYSSE team. The community office provides information and personnel responding to questions about the Toronto-York Spadina Subway extension and Highway 7 West, Vaughan Metropolitan Centre rapidway projects. A media release was issued January 22, 2012. Office location is at 7800 Jane Street in the City of Vaughan.



- 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.
  - Media event was held regarding the next stage of tunnel construction for the Toronto-York Spadina Subway Extension (TYSSE), at the 407 site, including issuing a news release.
  - 18 construction bulletins issued on behalf of the TYSSE project team in Q1, regarding subway construction activities.



### 3.5 YONGE NORTH SUBWAY EXTENSION PROGRAM

- On-going efforts continued to move the Yonge North Subway Extension program forward, and respond to information requests.
- Preparations began for a spring public open house regarding the tail track storage facilities.

## 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 \$64.9 million this quarter, bringing the total to \$853.8 million since inception of the programs. The main drivers of the expenditures were from:

- Bus Rapidways and Stations program - \$23.5 million, driven by the heavy construction of the Highway 7 East (H3) and Davis Drive (D1) rapidways.
- Buses and Operations, Maintenance & Storage Facilities - \$4.8 million.
  - 10% deposit to secure production of 27 articulated rapid transit vehicles - \$2.4 million.
  - Preparation work for construction in mid-to-late April of the Operations, Maintenance & Storage Facility - \$2.4 million.
- Toronto-York Spadina Subway Extension (TYSSE) - \$36.5 million, driven by construction work on stations, completion of South Twin Tunnels and pre-tunneling work in York Region.

#### Capital Expenditures Summary by Program:

Program	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Total Project Budget	Project Budget Remaining	% Remaining
Bus Rapidways and Stations	23,542,395	340,950,632	1,786,567,170	1,445,616,538	81%
Facilities & Terminals	2,377,921	27,602,164	195,302,201	167,700,037	86%
Vehicles - Viva Buses	2,456,335	26,421,271	49,075,700	22,654,429	46%
Toronto-York Spadina Subway Extension	36,523,002	454,665,484	1,098,696,695	644,031,211	59%
Yonge North Subway Extension	0	3,302,229	78,548,713	75,246,484	96%
YR & YRRTC Strategic Initiatives	38,120	851,644	3,166,709	2,315,065	73%
<b>Total</b>	<b>\$64,937,773</b>	<b>\$853,793,425</b>	<b>\$3,211,357,188</b>	<b>\$2,357,563,763</b>	<b>73%</b>

## METROLINX MASTER AGREEMENT - \$1.755 BILLION

Funding 100% of York Region's vivaNext BRT capital program, as per The Big Move announcement, 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) and Davis Drive (D1) rapidways under heavy construction, this quarter's expenditures were \$23.5 million, bringing the total to \$313.3 million since inception of the program.

- Highway 7 East (H3) construction is nearing 60%, and scheduled to be completed in Q1-2014.
  - Early hand-over and in-service of west side - from Bayview Avenue to Highway 404 this summer.
- Davis Drive (D1) construction is over 20%, and scheduled to be completed late Q4-2014/early Q1-2015.

The below table shows the project expenditures to-date and year-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	13,485,122	170,119,884	287,308,753	117,188,869	41%
D1 - Davis Drive	4,987,937	115,781,673	266,040,000	150,258,327	56%
H2 - Highway 7 West - VMC	3,917,642	11,896,556	210,015,930	198,119,374	94%
Y2.1 - Yonge Street	175,494	4,457,381	191,177,718	186,720,337	98%
Y2.2 - Yonge Street	184,282	4,315,555	169,016,354	164,700,799	97%
Y3.2 - Yonge Street	245,323	4,597,996	109,065,377	104,467,381	96%
H2 - Highway 7 West - Main	196,081	1,741,563	412,488,547	410,746,984	100%
H3.4 - Enterprise Dr.	2,153	67,254	109,902,914	109,835,660	100%
Project Mgmt. \$\$\$ to be allocated to the projects	345,936	345,936	N/A	N/A	N/A
<b>Total</b>	<b>\$23,539,969</b>	<b>\$313,323,797</b>	<b>\$1,755,015,593</b>	<b>\$1,442,037,732</b>	<b>82%</b>

**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.

This quarter's expenditures were minimal - the below table shows the project expenditures to-date, and only relates to the \$67.6 million funding announcement.

<b>Program</b>	<b>Project Expenditures Year-to-Date</b>	<b>Project Expenditures Inception to Date</b>	<b>Total Project Budget</b>	<b>Project Budget Remaining</b>	<b>% Remaining</b>
<b>H3.3 - Enterprise Dr.</b>	(34,563)	18,031,918	18,341,556	309,638	2%
<b>D1 - Davis Drive</b>	-	1,652,913	1,652,913	-	0%
<b>H2 - Highway 7 West (extended VMC)</b>	-	660,346	660,346	-	0%
<b>H2 - Highway 7 West (Main)</b>	36,989	6,690,831	6,918,831	228,000	3%
<b>Y2 - Yonge Street</b>	-	590,827	590,827	-	0%
<b>Operations, Maintenance &amp; Storage Facility (OMSF) - Land</b>	-	16,480,078	17,980,078	1,500,000	8%
<b>H4.1 - Bus Terminal - Cornell Land</b>	1,343	1,369,926	7,901,322	6,531,396	83%
<b>BRT Vehicles - viva Buses</b>	-	13,554,127	13,554,127	-	0%
<b>Total</b>	<b>\$3,769</b>	<b>\$59,030,966</b>	<b>\$67,600,000</b>	<b>\$8,569,034</b>	<b>13%</b>

**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.

This quarter's expenditures were \$4.8 million, evenly driven by the 10% deposit for the purchase of 27 articulated vehicles and start of construction for the Operations, Maintenance & Storage Facility at Headford Business Park, Richmond Hill.

- 10% deposit to secure production of 27 articulated rapid transit vehicles - \$2.4 million.
- Preparation work for construction in mid-to-late April of the Operations, Maintenance & Storage Facility - \$2.4 million.

The following table shows the project expenditures to-date and year-to-date, related to the \$170.0 million funding agreement:

Project	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Project Budget	Project Budget Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	2,358,053	9,733,636	113,619,000	103,885,364	91%
Cornell Bus Terminal	-	-	21,019,000	21,019,000	100%
BRT Vehicles - Viva Buses	2,456,335	12,867,144	35,362,000	22,494,856	64%
<b>Total</b>	<b>\$4,814,388</b>	<b>\$22,600,780</b>	<b>\$170,000,000</b>	<b>\$147,399,220</b>	<b>87%</b>

### 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 - 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 (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 \$144.6 million of the \$433.9 million total construction costs. This excludes the "capacity buy-in" MOU and the interface-concourse at Highway 7 West, Vaughan Metropolitan Centre (H2 VMC).

- 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.

The table below shows the project expenditures to-date and year-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	-	20,000,000	29,980,000	9,980,000	33%
York Region - Viva Concourse	-	774,482	14,000,000	13,225,518	94%
York Region - Construction	12,174,334	144,630,334	351,566,000	206,935,666	59%
Province - Construction	12,174,334	144,630,334	351,567,000	206,936,666	59%
Government of Canada - Construction	12,174,334	144,630,334	351,567,000	206,936,666	59%
<b>Total*</b>	<b>\$36,523,002</b>	<b>\$454,665,484</b>	<b>\$1,098,680,000</b>	<b>644,014,516</b>	<b>59%</b>

*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.

	<b>Project Expenditures Year-to-Date</b>	<b>Project Expenditures Inception to Date</b>	<b>Project Budget</b>	<b>Budget Remaining</b>	<b>% Remaining</b>
<b>Conceptual Design</b>	-	3,302,229	4,310,000	1,007,771	23%
<b>Preliminary Engineering</b>	-	-	74,240,000	74,240,000	100%
<b>Construction</b>	-	-	-	-	N/A
<b>Total</b>	-	<b>\$3,302,229</b>	<b>\$78,550,000</b>	<b>\$75,247,771</b>	<b>96%</b>

In regards to construction, no project budget has been set up as sources of funding are still being sought.

- 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 to Richmond Hill Centre still remains one of its top 15 priority projects.
- On April 2, 2013, Metrolinx released its proposed “short-list” of investment tools, as well as a summary report from the series of public round tables on transportation investment that were held across the Region in January and February 2013 – “The Big Conversation”.
  - User Pay Tools – Fuel tax, Road Pricing (High Occupancy Tolls, Highway Tolls and Vehicles Kilometres Travelled Charge).
  - Beneficiaries Pay Tools – Property Tax, Land Value Capture, Development Charges, Parking Space Levy (includes pay-for-parking at transit stations) and Payroll Tax.
  - Everyone Pays Tool – Sales Tax.

## 4.2 OPERATING EXPENDITURES SUMMARY

2013 year-to-date Operating Expenditures were \$0.4 million. Compared to the year-to-date Budget, there is a favourable variance driven by:

- Lower salaries and benefits due to staff vacancies, timing differences for expenditures for professional contracted services, as well as some Region’s internal chargebacks and allocated costs.
- Lower financing costs than budgeted – deferral in issuing debentures due to the revised completion timelines of the Spadina Subway Extension program.

**Table 1 - YRRTC Operating Expenditures – Q1-2013**

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration	1.8	0.8	1.0
Region Staff & Administration	0.7	0.4	0.3
Financing Costs	1.2	1.2	0.0
<b>Gross Operating</b>	<b>3.7</b>	<b>2.4</b>	<b>1.3</b>
Capital Recoveries	(1.5)	(0.2)	(1.3)
Revenues	(1.8)	(1.8)	0.0
<b>Net Operating - Tax Levy</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.0</b>

## 5.0 LOOKING FORWARD

### ***Bus Rapidways & Stations Program***

1. On-going heavy construction of Highway 7 East (H3) – and preparation for “go-live” of west side, from Bayview Avenue to East Beaver Creek in summer of 2013, i.e. commissioning and getting into operations readiness.
2. On-going heavy construction of Davis Drive (D1) – with the focus on utility relocations along the corridor and finalization of Keith Bridge construction.
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 as well as acquiring the lands required for the rapidway.
4. Complete the Request for Qualifications (RFQs) phase and issuance of the Request for Proposals (RFPs) for the design-build of the Yonge Street (Y2.1, Y2.2 & Y3.2) rapidway.
5. Completion of the preliminary engineering work for the design-build-finance of the remaining Highway 7 West, Main (H2) – and going into procurement readiness with Metrolinx and Infrastructure Ontario.

### ***Facilities & Terminals Program***

1. Operations, Maintenance and Storage Facility – construction to start in mid-to-late April 2013.
2. Cornell Bus Terminal – finalizing the purchase of land and start of the bus terminal conceptual design.
3. Vaughan Metropolitan Centre (VMC) Terminal – finalizing various agreements with TYSSE and SmartCentres, including funding agreements.
4. BRT Vehicles (Viva buses) – 27 articulated rapid transit vehicles to be received by late Fall 2013. Once received, Viva fleet will be at 123 buses.

### ***Toronto-York Spadina Subway Extension Program***

1. Continuing 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. Technical investigation work for the Transit Project Assessment Process (TPAP) for the train storage facility in the works – public consultation meeting to present the preliminary preferred option to be held in May, followed by a subsequent public consultation to present the final preferred options, impacts and mitigation in June of 2013.
2. Continuing to work with Metrolinx and Edinburgh Rail Canada (ERC) to complete the Phase I work program for the Land Uplift Capture (LUC) study – where LUC is a potential source of funding for Yonge North Subway Extension.

## APPENDIX 1: PROJECT DESCRIPTIONS

### VIVANEXT PROJECT DESCRIPTIONS

#### **HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (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 (5.3 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.

#### **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 (2.5 km);
  - Four curbside stations will be constructed east of Roxborough Road to Highway 404. This section will operate in mixed traffic with no rapidways;
  - A convenient connection with minimal transfer distance to the Newmarket GO Station; and
  - The required terminal facilities at the Highway 404 - Davis Drive carpool parking lot and improvements to the carpool parking lot.

### **HIGHWAY 7 - VAUGHAN METROPOLITAN CENTR (H2 VMC)**

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

### **HIGHWAY 7 – EXCLUDING VMC (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:
  - 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.

### **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 19<sup>TH</sup> 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.
  - 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.

---

### ***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
Corporate (1)	Data Cabling 8th Floor Renovation	RFQ-12-067-RT	Cable Dimensions Ltd.	25,000.00	25,000.00
Property (3)	D1 Electrical Services 230 Davis Drive	RFQ-13-020-RT	Kneeshaw Electrical Services	11,420.00	1,098,670.00
	D1 Union Hotel Relocation	PT-13-030-RT	Steelcore Construction Ltd.	1,023,750.00	
	H2 VMC Appraisal Services	PT-13-003-RT	Property Valuators Consulting Inc.	63,500.00	
Construction (2)	D1 Bell Canada Utility Relocation Davis Drive Yonge St to Huron Heights, Town of Newmarket	RFQ-13-004-RT	Bell Canada	884,301.28	901,801.28
	vivaNext Environmental Health and Safety Audit	RFQ-12-078-RT	Resource Environmental Associates	17,500.00	
Communications (1)	Rogers - Radio Advertising	RFQ-13-006-RT	Rogers Media Inc.	126,237.75	126,237.75
<b>TOTAL (7)</b>					<b>\$ 2,151,709.03</b>

**Table 2 Awarded Contracts by Type**

Tender Type	Category	Q1-2013	
		Total	Count
PT - Invitation to Tender (ITT)	Property	1,087,250.00	2
RFQ - Request for Quotation (General)	Property	11,420.00	1
	Construction	17,500.00	1
RFQ - Single Source Request for Quotation	Corporate	25,000.00	1
	Construction	884,301.28	1
	Communications	126,237.75	1
<b>TOTAL</b>		<b>\$ 2,151,709.03</b>	<b>7</b>



**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
Corporate (1)	RFP-11-094-RT	B00013342	Barrett Welsh Inc	58,625.00	58,625.00
Property (5)	PT-10-019-RT	B00012608	Rafat General Contractor Incorporated	198,452.34	226,073.59
	PT-10-024-RT	B00012607	Alex Marton Ltd.	12,550.00	
	RFQ-11-073-RT	B00012991	Golder Associates Ltd	6,750.00	
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc	5,000.00	
	RFQ-13-020-RT	B00014154	Kneeshaw Electrical Services Inc.	3,321.25	
Construction (3)	-	B00014040	Bell Canada	57,098.76	122,121.39
	A025200	B00011536	York Consortium	38,345.00	
	A025109	B00010945	York Consortium	26,677.63	
Communications (1)	RFQ-12-076-RT	B00014077	Levona Digital Art	8,750.00	8,750.00
<b>TOTAL (10)</b>					<b>\$415,569.98</b>

**Table 2 Contracts Extensions - Existing**

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

Category	RFX No.	Contract No	Vendor
Property (4)	PT-10-019-RT	B00012608	Rafat General Contractor Incorporated
	PT-10-024-RT	B00012607	Alex Marton Ltd.
	RFQ-11-073-RT	B00012991	Golder Associates Ltd.
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc.
Construction (3)	RFQ-11-060-RT	B00012758	Newmarket Hydro Ltd.
	A025200	B00011536	York Consortium
	A025109	B00010945	York Consortium

**Table 3 Contracts Closures - Existing**

There were no existing contracts closed for the period of this report.

**APPENDIX 4: OUTSTANDING SOLICITATIONS**
**Table 1 Outstanding Solicitations**

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

Category	Estimated Value	RFX No.	Description	Estimated Start Period
Property (2)	\$0 to \$10,000	RFPQ-13-027-RT	vivaNext Appraiser Prequalification 2013	Q2-2013
	\$100,001 to \$250,000	RFP-12-016-RT	Y2.1 & Y2.2 Environmental Services	Q2-2013
Construction (10)	\$0 to \$10,000	RFQ-12-065-RT	Qualification for Yonge Street Projects Design-Build (Y2.1, Y2.2, Y3.2)	Q2-2013
	\$10,001 to \$25,000	RFQ-13-032-RT	Yonge Street Turning Movement Counts (Y2.1, Y2.2, Y3.2 Projects)	Q2-2013
		RFQ-13-033-RT	Yonge Street Bluetooth Travel Time (Y2.1, Y2.2, Y3.2 Projects)	Q2-2013
	\$25,001 to \$50,000	RFQ-13-048-RT	H3 Enbridge Utility Relocations, Montgomery Court	Q2-2013
	\$50,001 to \$100,000	RFQ-13-029-RT	CCTV Inspection of Storm Sewers (Yonge Street Corridor – Y2.1, Y2.2 and Y3.2 Sections)	Q2-2013
		\$100,001 to \$500,000	RFQ-13-047-RT	H3 Powerstream Underground Utility Relocations, Montgomery Court and Lunar Cres.
	RFQ-13-043-RT		H2 VMC Rogers Utility Relocation	Q2-2013
	RFQ-13-045-RT		H2 VMC Enbridge Utility Relocation	Q2-2013
	\$1,000,001 to \$5,000,000	RFQ-13-025-RT	H2 VMC Bell Utility Relocation	Q2-2013
	>\$5,000,000	RFQ-13-005-RT	H2 VMC Powerstream Utility Relocation	Q2-2013
Communications (3)	\$25,001 to \$50,000	RFQ-13-046-RT	3D CGI Canopy Build	Q2-2013
	\$50,001 to \$100,000	RFQ-13-022-RT	SNAP Media Group Advertisements vivaNext	Q2-2013
	\$100,001 to \$250,000	RFQ-13-023-RT	York Region Media Group Advertisements vivaNext	Q2-2013

## 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
Property (19)	\$25,001 to \$50,000	RFQ-13-024-RT	D1 Transformer Relocation 474 Davis Drive (Senior's Centre)	Q2-2013
		RFQ-13-035-RT	D1 Sign Relocation (Shoppers) 17555 Yonge Street, Newmarket	Q2-2013
		RFQ-13-036-RT	D1 Transformer Relocation (Bethel) 333 Davis Drive, Newmarket	Q2-2013
		RFQ-13-040-RT	D1 Electrical Service 161 Davis Drive, Newmarket	Q2-2013
	\$50,001 to \$100,000	RFQ-13-008-RT	H2 VMC Sign and Lighting Inventory, Relocation, Replacement and Removal Estimates	Q2-2013
		RFQ-13-009-RT	H2 VMC Landscaping & Fencing Estimates	Q2-2013
		RFQ-13-010-RT	H2 VMC Planning & Engineering (Parking Impact) Services	Q2-2013
		RFQ-13-011-RT	Y3.2 Sign and Lighting Inventory, Relocation, Replacement and Removal Estimates	Q2-2013
		RFQ-13-012-RT	Y3.2 Landscaping & Fencing Estimates	Q2-2013
		RFQ-13-013-RT	Y3.2 Planning & Engineering (Parking Impact) Services	Q2-2013
		RFQ-13-014-RT	Y3.2 Appraisal Services (Gas Stations)	Q2-2013
		RFQ-13-034-RT	D1 Transformer Relocation (Shoppers) 17555 Yonge Street, Newmarket	Q2-2013
	\$100,001 to \$500,000	PT-13-037-RT	D1 Parking Lot Construction 400-406 Davis Drive, Newmarket	Q2-2013
		RFQ-13-041-RT	H3 Surveyors - Additional Easements	Q2-2013
		PT-13-028-RT	Y2.1 Appraisal Services	Q2-2013
		PT-13-039-RT	D1 Demolition 161 Davis Drive, Newmarket	Q2-2013
		PT-13-015-RT	Y3.2 Appraisal Services	Q2-2013
		PT-13-016-RT	H2 VMC Business Valuation Services	Q2-2013
		PT-13-042-RT	D1 Demolition Tina's Flower Shop, 299 Davis Drive, Town of Newmarket	Q3-2013
Construction (5)	\$50,001 to \$100,000	RFQ-13-050-RT	Yonge Street (Y3.2) Foundation Investigation for Proposed Retaining Walls, Culvert Extensions and Median Stations in the Town of Newmarket	Q2-2013
	\$100,001 to \$500,000	PT-13-049-RT	Yonge Street (Y2.1 and Y2.2) Foundation Investigation for Proposed Retaining Walls, Culvert Extensions and Median Stations in the Town of Richmond Hill	Q2-2013
	\$500,001 to \$1,000,000	RFP-13-001-RT	Toronto-York Spadina Subway Extension (TYSSE) System Design	Q2-2013
	>\$5,000,000	RFQ-13-019-RT	H3 Rogers Utility Relocation South Town Centre Blvd	Q2-2013
		RFP-13-002-RT	Yonge Street Projects Design-Builder	Q1-2014