

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

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

Subject: Project Status Quarterly Report – Year-End 2013

Ref: YORK-#5174479

Recommendation

It is recommended that:

1. The attached Project Status Year-End Report for 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 Year-End Report for 2013 is attached, and reflects activities up to December 31, 2013.

Analysis

HIGHLIGHTS

BRT-Rapidways & Stations program is progressing, and target completion date for overall 35.1 km of dedicated median rapidways is on track

- Highway 7 East (H3), from Bayview Avenue to Warden Avenue – project-to-date overall construction at +80% completion.
 - West section of Highway 7 East, from Bayview Avenue to Highway 404 – 2.6 km of rapidway and 6 stations, in service as of August 18th.
 - Media event – opening ceremony held on August 16th.
 - Recipient of the 2013 Ontario Public Works Association (OPWA) – Project of the Year Award, Greater than \$50 million category.
 - Experiencing ~36% improvement in Viva travel time – from 11 min. to 7 min.

- Remaining Highway 7 East – Highway 404 to Warden Avenue, under construction with completion in 2014 (phased hand-overs throughout the year).
 - Utility Relocations completed along Highway 7, and now proceeding along South Town Centre Boulevard and Cedarland Drive with hydro and telecoms – relocations of gas lines fully completed by Enbridge.
 - Road widening, base paving, bridges and boulevard works between Highway 404 and South Town Centre Boulevard, progressing.
 - Steel canopies and glass installed at all remaining 6 stations.
- Davis Drive (D1), from Yonge Street to Highway 404 under construction, with focus on Utility Relocations and Environmental/Remediation Works – project-to-date overall construction at +40% completion.
 - Utility Relocations in the final stages, with major progress from Newmarket-Tay Hydro and Enbridge.
 - Corridor infrastructure works – e.g. upgrades of culverts and replacement of end-of-life storm sewers replacement, nearing completion.
 - Keith Bridge (south side construction), Parkside Drive re-alignment and road widening work including paving, progressing.
- Highway 7 West (H2 VMC), from Edgeley Blvd. to Bowes Road – final design moving to Issued for Construction (IFC), and construction work to then commence.
 - Utility Relocations design in final phase, with field work already underway.
 - Structural upgrading of culverts, retaining walls and storm sewers started.
 - Construction works on the CN Bridge in progress.
- Yonge Street (Y2.1, Y2.2, Y3.2) – Design-Build contract currently at RFP stage, with 3 selected proponents.
 - RFP Technical Closing completed on December 17th; RFP Financial Closing scheduled for March 20th of this year; and contract award shortly after.
 - Advanced Studies and Investigations in support of the RFP process completed, and information shared with all 3 proponents.
- Highway 7 West (H2) from Yonge St. to Bowes Road and Edgeley Blvd. to Pine Valley, and Enterprise Drive (H3.4) from Birchmount Road to east of Kennedy Road – procurement for Design-Build-Finance contract underway.
 - Procurement process led by IO – RFQ released on December 17, 2013, with an Applicants Meeting held on January 9th of this year by IO; RFP release scheduled for Q2 of this year, with contract award expected by mid-2015.
 - H2 Advanced Studies and Investigations in support of the RFP process underway; H3.4 Preliminary Engineering studies – targeting to harmonize the project scope with Markham’s development plan and public lands use underway.

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 the Metrolinx’s *‘The Big Move’* first wave of projects announcement.

Toronto-York Spadina Subway Extension (TYSSE) program tracking to be completed by late 2016 – with Budget remaining at \$2.6 billion, of which \$1.1 billion (40%) is constructed in the Region

- Since the start of the program, Region’s contribution at \$185.1 million, excluding the Capacity Buy-In and the Viva Concourse at Vaughan Metropolitan Centre.
 - 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.
- Tunneling operations now fully completed – final run from Highway 407 Station to VMC Station, with breakthrough on November 8th.
- Construction progressing at all of the 3 stations in the Region – Black Creek, Highway 407 and Vaughan Metropolitan Centre (VMC) Station.
 - Tail Track completed at end of the TYSSE line, north-end of the VMC Station.
 - YRRTC is preparing the procurement package for the design, supply and installation of the YRT/Viva Fare Collection Systems at the subway stations in the Region – work to be timed with TYSSE completion.
- Construction contract for the Viva Concourse – the underground interface between the Spadina Subway and Viva BRT at the VMC Station, issued to TYSSE.
 - Per Report No. 2 of the Finance & Admin. Committee – Regional Council Meeting of February 17, 2011.
- Agreements for the construction of the VMC Bus Terminal progressing – with the Architect’s Agreement to be soon in place.
 - Conceptual Design in final stages – some additional land requirements identified.
 - Project costs shared among York Region, TYSSE and SmartCentres for an overall funding of \$31.1 million.

Canada Strategic Infrastructure Fund (CSIF) Program underway, and delivery of the 3 projects targeted to be complete by mid-2016

- Construction for the Operations, Maintenance and Storage Facility (OMSF) at Headford Business Park, Richmond Hill progressing.
 - Structural steel for Repair Garage and Administrative Building completed.
 - Roof deck installation for the Repair Garage in progress.
 - Preparation activities for the Bus Storage Bays construction underway.
- 24 60-foot articulated buses already received, with the remaining 15 already built by Nova Bus, to be received shortly. This will bring the viva fleet to 123 buses.

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– TPAP, BCA and Metrolinx Investment Strategy

- Transit Project Assessment Process (TPAP):
 - Preferred option for the Train Storage Facility Transit Project identified as the alignment adjacent to the CN Rail corridor north of Richmond Hill Centre Station.
 - Additional consultation for the preferred option held with affected stakeholders – to be included as part of the Addendum report to the Ministry of Environment (MOE) – submission planned for Spring 2014.

- In November 2012, Metrolinx announced the proposed next wave of projects as part of the *'The Big Move II'* 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.
 - With the proposed next wave of projects valued at \$34 billion, or \$2 billion a year, Metrolinx also presented its recommended Investment Strategy-Revenue Tools on May 27, 2013 to the Province:
 - Increase in HST of 1%.
 - Regional Fuel & Gasoline tax – 5 cents per litre.
 - Business Parking Levy – averages 25 cents per space per day, with levy as variable, e.g. higher value location, pay more; lower value location, pay less.
 - Increase in Development Charges of 15% –acknowledgement that some municipalities already using this tool to fund own transit projects and thus, increase to be transferred to Metrolinx for proposed next wave of projects.

- In May 2013, Metrolinx released the Benefits Case Analysis (BCA) for the Yonge North Subway Extension (YNSE), which included the assessment of 3 options:
 - Option 1 – Subway Extension to Richmond Hill Centre.
 - Option 2 – Phased Subway Extension, with initial extension to Steeles Avenue.
 - Option 2A – Phased Subway Extension, with initial extension to Steeles Avenue and more GO frequencies between Richmond Hill Station and Union Station.

Metrolinx is also undertaking a Relief Line Network Study to determine how to sequence construction of the YNSE with other network improvement. The BCA and Relief Line Network Study are key inputs to the phasing of Metrolinx's proposed next wave of projects – to be presented at the Metrolinx Board of Directors in June 2014.

- In September 2013, Premier Kathleen Wynne announced the appointment of a Transit Investment Strategy Advisory Panel to review Metrolinx's Investment Strategy – with the objective to get inputs on Metrolinx's recommendations from stakeholders and residents in the GTHA, and report findings to the government.
 - Discussion Paper 1 – Hard Truths about Transit in the Toronto Region.
 - Discussion Paper 2 – The Transit We Need.
 - Discussion Paper 3 – Making *'The Move'*, Choices and Consequences - timing for the YNSE is a concern and will be a key focus in 2014.

2013 Net Operating Expenditures were \$11.8 million (Table 2) – as per the approved 2013 Operating Expenditures Budget

- As the Project Management Office for the capital delivery of Rapid Transit infrastructure for the Region, \$10.0 million of staff & administrative costs were recovered against the Metrolinx and Regional Capital Programs.
- Net Operating Expenditures of \$11.8 million include net financing costs which consist of debt repayments and gas-tax revenues – amounts to \$9.1 million or 77.1% of the Net Operating Expenditures.
 - Debt of \$60.5 million was issued this year – primarily for the TYSSE and OMSF projects, bringing the cumulative debt principal to \$113.7 million to-date for rapid transit infrastructure in the Region.

Table 2 – YRRTC Operating Expenditures, YE-2013

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration	8.5	2.7	5.8
York Region Staff & Administration	4.2	1.0	3.2
Financing Costs	16.3	16.3	0.0
Gross Operating	29.0	20.0	9.0
Capital Recoveries	(10.0)	(1.0)	(9.0)
Revenues	(7.2)	(7.2)	0.0
Net Operating - Tax Levy	\$11.8	\$11.8	\$0.0

2013 Procurement Activities – \$2.2 billion or 68.8% committed out of \$3.2 billion at the end of 2013

- 58 new contracts for a total value of \$28.8 million awarded this year. Major ones:
 - Viva Concourse construction contract to TTC (TYSSE-Subway) – \$12.4 million.
 - Utility Relocations contract to Powerstream (Bus Rapidways) – \$6.4 million.
 - Utility Relocations contract to Enbridge (Bus Rapidways) – \$6.0 million.
 - Relocation of Union Hotel on Davis Drive (Bus Rapidways) – \$1.0 million.
- 27 existing contracts for a total net increase of \$3.8 million or 0.3% amended this year.
- Metrolinx Capital Program of \$1.8 billion – \$0.9 billion or 50.6% committed.
- Regional Capital Program of \$1.4 billion – \$1.3 billion or 92.9% committed.

For more information on this report, please contact Michael Cheong, Chief Financial Officer, York Region Rapid Transit Corporation at 905-886-6767, Ext. 71015.

Mary-Frances Turner
President

February 4, 2014
Attachment: (1)



vivanext

Project Status Quarterly Report ***Year-End 2013***

Table of Contents

1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK	4
2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS	5
2.1 MANAGEMENT HIGHLIGHTS	5
2.1.1. 2013 YEAR-TO-DATE UPDATE	5
2.2 DESIGN & CONSTRUCTION ACTIVITIES	8
2.2.1. BUS RAPID TRANSIT (BRT) PROGRAM	8
ENTERPRISE DRIVE (H3.3).....	8
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3).....	8
DAVIS DRIVE – YONGE STREET TO HIGHWAY 404 (D1).....	9
HIGHWAY 7 – PINE VALLEY DRIVE TO RICHMOND HILL CENTRE (H2-VMC & H2).....	10
YONGE STREET – FROM HIGHWAY 7 TO GAMBLE ROAD, AND FROM MULOCK DRIVE TO DAVIS DRIVE (Y2.1, Y2.2 & Y3.2).....	12
HIGHWAY 7 – ENTERPRISE DRIVE FROM BIRCHMOUNT ROAD TO JUST EAST OF KENNEDY ROAD (H3.4).....	13
OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF).....	13
SPADINA SUBWAY EXTENSION.....	14
PIONEER VILLAGE STATION.....	14
HIGHWAY 407 STATION.....	15
VAUGHAN METROPOLITAN CENTRE (VMC) STATION.....	15
TWIN TUNNELS.....	16
YONGE NORTH SUBWAY EXTENSION (YNSE)	17
2.3 PROCUREMENT ACTIVITIES	19
2.3.1. AWARDED CONTRACTS – NEW	19
2.3.2. AMENDED CONTRACTS – EXISTING	20
2.3.3. PROCUREMENTS IN PROGRESS	21
2.3.4. UPCOMING PROCUREMENTS	21
3.0 COMMUNICATIONS	22
3.1 GOVERNMENT RELATIONS PROGRAM	22
3.2 PUBLIC RELATIONS PROGRAM	22
3.3 BUS RAPIDWAYS & STATIONS (BRT) PROGRAM	23
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1 & H3.2).....	23
3.4 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM	24
3.5 YONGE NORTH SUBWAY EXTENSION PROGRAM	24
4.0 QUARTERLY FINANCIAL UPDATES	25
4.1 CAPITAL EXPENDITURES SUMMARY	25
QUICKWINS ANNOUNCEMENT – \$67.6 MILLION.....	27
FEDERAL CSIF CONTRIBUTION AGREEMENT – \$170.0 MILLION.....	28

TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM – \$1.099 BILLION	29
YONGE NORTH SUBWAY EXTENSION PROGRAM	30
4.2 OPERATING EXPENDITURES SUMMARY	31
5.0 LOOKING FORWARD	32
APPENDIX 1: PROJECT DESCRIPTIONS	33
VIVANEXT PROJECT DESCRIPTIONS	33
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3 - H3.1 AND H3.2)	33
DAVIS DRIVE – YONGE STREET TO HIGHWAY 404 (D1)	33
HIGHWAY 7 – VAUGHAN METROPOLITAN CENTRE (H2-VMC).....	34
HIGHWAY 7 – REMAINING HIGHWAY 7 WEST (H2)	34
YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1).....	34
YONGE STREET – LEVENDALE AVENUE TO 19 TH AVENUE (GAMBLE ROAD) (Y2.2)	35
YONGE STREET – MULOCK DRIVE TO DAVIS DRIVE (Y3.2).....	35
HIGHWAY 7 – ENTERPRISE DRIVE FROM BIRCHMOUNT TO JUST EAST OF KENNEDY ROAD (H3.4).....	35
APPENDIX 2: AWARDED CONTRACTS	36
APPENDIX 3: CONTRACT VALUE INCREASES.....	38
APPENDIX 4: PROCUREMENTS IN PROGRESS.....	41
APPENDIX 5: UPCOMING PROCUREMENT	42

2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS

2.1 MANAGEMENT HIGHLIGHTS

2.1.1. 2013 YEAR-TO-DATE UPDATE

- BRT-Rapidways & Stations program is progressing well and on track for completion.
 - Highway 7 East (H3), from Bayview Avenue to Warden Avenue – project-to-date overall construction is over 80% completion.
 - Major achievement – west section of Highway 7 East, from Bayview Avenue to Highway 404 – 2.6 km of rapidways and 6 stations in service as of August 18th.
 - Remaining Highway 7 East, Highway 404 to Warden Avenue under construction with completion in 2014 (phased hand-over throughout the year).
 - Davis Drive (D1), from Yonge Street to Highway 404 under construction, with the focus on Utility Relocations and Environmental/Remediation Works – project-to-date overall construction is at 40% completion.
 - Utility Relocations are in the final stages, with major progress from Newmarket Hydro and Enbridge.
 - Corridor infrastructure work – culverts upgrades, end-of-life storm sewers replacement – is nearing completion.
 - Highway 7 West (H2-VMC), Edgeley Blvd. to Bowes Road – final design proceeding to Issued-for-Construction (IFC) and commencing of construction work.
 - Utility Relocations design in final phase, with field work well underway.
 - Structural upgrading of culverts, retaining walls and storm sewers has commenced.
 - Yonge Street (Y2.1, Y2.2, Y3.2) – procurement process in progress, RFQ evaluation completed, with three selected proponents moving to the RFP phase (RFP released on July 25th).
 - RFP Technical Closing completed on December 17th – submissions received from all proponents.
 - RFP Financial Closing scheduled for March 20th, 2014 and contract award shortly after.
 - Highway 7 West (H2) from Yonge St. to Bowes Road and Edgeley Blvd. to Pine Valley and Enterprise Drive (H3.4) from Birchmount Road to east of Kennedy Road – procurement of Design-Build-Finance contract process led by Infrastructure Ontario is underway.
 - The RFQ package was released on December 17th and an Applicants Meeting was held on January 9, 2014.
 - The RFP release is scheduled for Q2-2014, with contract award expected by Q2-2015.
 - Toronto-York Spadina Subway Extension (TYSSE) scheduled to be completed by late 2016 – with budget remaining at \$2.6 billion, of which \$1.1 billion (40%) is constructed in the Region. The Region’s contribution is \$351.6 million to the project, with the remainder funded by Senior Governments.
 - Tunneling operations were fully completed on November 8th – breakthrough at Vaughan Metropolitan Centre.
 - Construction is in progress at all of the three stations in the Region – Black Creek, Highway 407 and Vaughan Metropolitan Centre (VMC).



- Viva Concourse, underground interface between Spadina Subway and Viva BRT at VMC Station – construction contract was issued and work is underway.
- VMC Terminal Design and Construction.
 - Agreements for construction of the VMC Bus Terminal progressing – with Architect’s Agreement to be soon in place.
 - Project is cost shared among York Region, TYSSE and SmartCentres for an overall funding of \$31.1 million.
- Canada Strategic Infrastructure Fund (CSIF) program underway and completion by Q2-2016.
 - Construction for the Operations, Maintenance and Storage Facility in Headford Business Park, Richmond Hill is progressing – project completion by Q2-2015.
 - Structural steel has been completed for the Repair Garage and Administrative Building and roof deck installation in the Repair Garage in progress.
 - Preparation activities for the Bus Bays construction underway.
- 24 sixty-foot articulated buses have already been received, with remaining 15 already built by Nova Bus to be received shortly.
 - The purchase of the buses closes off the funding commitment from CSIF.
 - This will bring the viva fleet to 123 buses – consisting of 40 forty-foot buses and 83 sixty-foot buses.
- 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.
 - Transit Project Assessment Process (TPAP):
 - The preferred option for the Train Storage Facility Transit Project identified as the alignment adjacent to the CN Rail corridor north of Richmond Hill Centre Station.
 - Additional consultation for the preferred option held with stakeholders – to be included as part of the Addendum report to the Ministry of Environment (MOE) – submission planned for Spring 2014.
 - On November 29, 2012, Metrolinx announced the proposed next wave of projects as part of the ‘The Big Move II’ 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.
 - With the proposed next wave of projects valued at \$34 billion, or \$2 billion a year, Metrolinx also recommended its Investment Strategy-Revenue Tools on May 27th to the Province:
 - Increase in HST of 1%.
 - Regional Fuel & Gasoline tax – 5 cents per litre.
 - Business Parking Levy – averages 25 cents per space per day, with levy as variable, e.g. higher value location, pay more; lower value location, pay less.
 - Increase in Development Charges of 15% – acknowledgement that some municipalities are already using this tool to fund own transit projects and thus, increase to be transferred to Metrolinx for proposed next wave of projects.



- On May 2013, Metrolinx released the Benefits Case Analysis (BCA) for the Yonge North Subway Extension, which included the assessment of 3 options:
 - Option 1 – Subway Extension to Richmond Hill Centre.
 - Option 2 – Phased Subway Extension, with initial extension to Steeles Avenue.
 - Option 2A – Phased Subway Extension, with initial extension to Steeles Avenue and increased GO frequencies between Richmond Hill Station and Union Station.

- On September 18, 2013, Premier Kathleen Wynne announced the appointment of a Transit Investment Strategy Advisory Panel to review Metrolinx’s Investment Strategy – with the objective to get inputs on Metrolinx’s recommendations from stakeholders and residents in the GTHA, and report findings to the government.
 - Discussion Paper 1 – Hard Truths about Transit in the Toronto Region.
 - Discussion Paper 2 – The Transit We Need.
 - Discussion Paper 3 – Making The Move, Choices and Consequences - timing for the Yonge North Subway Extension is a concern and will be a focus in 2014.

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. 22 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 Bayview Avenue to South Town Centre Boulevard (east section) are now completed.
- Utility Relocations field work on South Town Centre Blvd., Cedarland Drive and Warden Avenue (south section) underway and scheduled to be completed by Spring 2014.

Design-Build Construction

- The overall construction of the project is over 80% completion.
- Major achievement – west section of Highway 7 East, from Bayview Avenue to Highway 404 – 2.6 km of rapidway and 6 stations in service as of August 18th.
 - Media event and opening ceremony was held on August 16th.
 - Immediate benefits for Transit – Viva travel time reduced from 11 min. to 7 min. (~36% improvement).
 - Received the Ontario Public Works Association – Project of the Year Award for projects over \$50 million.



- Remaining Highway 7 East, Highway 404 to Warden Avenue under construction with completion in 2014 – phased hand-over throughout the year.
 - Steel canopies and glass installed at all six stations, with finishings work well underway.
 - Road widening, base paving and boulevard work nearing completion between Highway 404 and Montgomery Court, while the section between Montgomery Court and Warden Avenue are now underway.



DAVIS DRIVE – YONGE STREET TO HIGHWAY 404 (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 three median and two new curb-side stations.

NEW DEVELOPMENTS

Property

- Relocation work of the historic Union Hotel buildings is underway and targeted to be completed by Summer 2014.

Utility Relocations

- Utility Relocations along the corridor are approximately 72% complete.
- Newmarket-Tay Hydro (NMH) nearing completion of hydro poles relocation, currently working on sections between Yonge Street and George Street, and from Patterson Street to Huron Heights Drive.
- Enbridge nearing completion with relocation work on-going from Lorne Avenue to Main Street.
- KED performing the civil component of the joint use duct bank (JUDB) work in various locations throughout the corridor. JUDB was installed at Niagara St., and from east of Keith Bridge to Lundy’s Lane.



Design-Build Construction

- Keith Bridge south side construction, Parkside Drive re-alignment and road widening work including paving, are underway.
- Corridor infrastructure work – culverts upgrades, end-of-life storm sewers replacement is nearing completion.
 - Storm sewer and oil/grit separator installation was completed on Davis Drive from 255 Davis Drive to Longford Drive, and at Vincent Street.
 - Brick work for retaining wall at Bethel Church was completed.
- Temporary sidewalks were installed throughout the corridor as part of winter preparation.



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 three 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

- Property acquisition for the additional land requirements between CN Bridge and Bowes Road currently underway – land possession by Q3-2014.
- Environmental assessment work completed for the properties in possession – several potential contamination spots identified and remediation work plans being developed.

Utility Relocations

- Design in final phase, with field work well underway – substantial relocation progress expected by Spring 2014
- Enbridge relocations work proceeding east of CN Bridge to GO Barrie line on the north side. Relocations west of CN Bridge completed.
- PowerStream relocations east of Jane St. to CN Bridge underway.
- Bell duct bank work completed between Jane St. and CN Bridge. Bell relocations work in progress from east of CN Bridge to Hillside Avenue on the south side.



Design-Build Construction

- Design-Build Contract executed by all parties on February 15, 2013.
- CN Access Agreement for construction work circulated for review – currently addressing final comments and to be executed shortly.
- Detailed design over 90 percent complete. Issued for construction (IFC) documents completed for the west section from Jane Street to the Canadian National Railway (CNR) MacMillan Bridge and proceeding to final design for the remainder of the project.
- Removal and relocation of private commercial signs and other features between Jane Street and CN Bridge is completed.
- Structural upgrading of culverts, retaining walls and storm sewers has commenced.

NEW DEVELOPMENTS (H2-MAIN, EXCLUDING VMC)

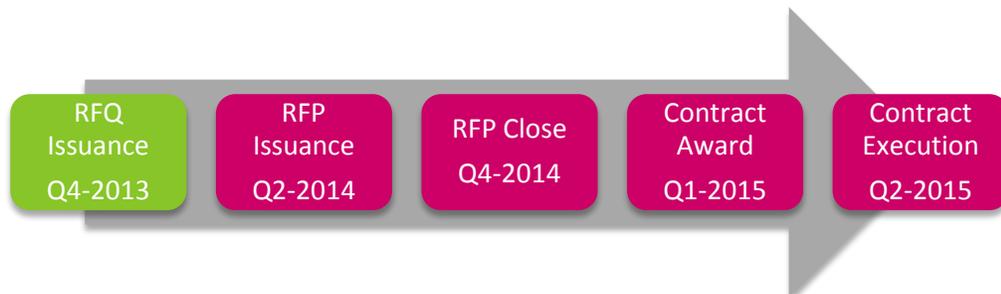
Property

- Legal surveyors have submitted all street-line surveys that define the existing property ownership along the corridor. The surveys have been provided to YRRTC’s Owner’s Engineer to assist with finalizing the constructability reviews.
- The Environmental Assessment contract has been awarded – kick off meeting held December 2013.



Design-Build Construction

- The procurement of Design-Build-Finance contract process led by Infrastructure Ontario is underway.
 - Treasury Board budget approval was received on December 6th and was followed by a Market Sounding process conducted by IO with YRRTC and Metrolinx.
 - The RFQ package was released on December 17th and an Applicants Meeting was held on January 9, 2014.
 - The RFP release is scheduled for Q2-2014, with contract award expected by Q2-2015.
- YRRTC is performing H2 advanced studies and investigations in support of the RFP process.
 - The owner’s engineer continues to work on completing the constructability review to ensure best practices and lessons learned from previous vivaNext projects are included in the H2 30% design.
 - Turning movement counts and traffic signal timing plans for intersections along H2 are complete.
 - Kick-off meetings for design refinements was held on December 10th.
 - The tender for Geotechnical work was issued in December, and Subsurface Utility Engineering will be issued in January 2014.



YONGE STREET – FROM HIGHWAY 7 TO GAMBLE ROAD, AND FROM MULOCK DRIVE TO DAVIS DRIVE (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 Levendale Avenue 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 in progress – all surveys have been finalized.
- Pre-Qualification for Appraisals completed and Public Tenders are being developed to be released.
- Phase I Environmental Assessment have been received and is moving to Phase II.

MULOCK DRIVE TO DAVIS DRIVE – (Y3.2)

- Property acquisition underway – all identified properties targeted to be in possession by Spring 2014.
- Council approval for expropriation was received in October 2013.
- Appraisal services underway, with reports expected early 2014.
- Phase I Environmental Assessment received and moving to Phase II.

Design-Build Construction

- Public procurement process in progress. RFQ closed March 2013 and three consortium teams have been selected to move forward to the RFP process.
- Advanced studies and investigations in support of the RFP process were completed and information was made available to all proponents.
- RFP Technical Closing completed on December 17, 2013 – submissions received from all proponents.
- RFP Financial Closing scheduled for March 20th and contract award targeted around Q1-2014 – construction to start shortly thereafter.



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 model. Construction is expected to commence in 2015, with completion in late 2018.

NEW DEVELOPMENTS (H3.4)

Preliminary Engineering

- H3.4 preliminary engineering study underway – performed by Stantec, under Metrolinx assignment – and plan will harmonize the project scope with Markham’s development plan and public lands use as for Markham Centre.

Design-Build Construction

- The procurement of H3.4 Design-Build-Finance contract is bundled with H2 project procurement – process led by Infrastructure Ontario and is underway, with contract award expected by Q2-2015.

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 June 2015.



NEW DEVELOPMENTS

Design-Build Construction

- All Construction permits received from the Town of Richmond Hill.
 - Structural steel for the Repair Garage and Administrative Building completed.
 - Roof deck installation for the Repair Garage in progress.
 - Curtainwalls and glass installations commenced in the Repair Garage.
 - Base coat of asphalt paving completed for all roadways and parking lots on site – allowing for ease of transportation of materials to the site.
 - Due to the severe weather in December with the ice-storm – the constructor is exploring steps to mitigate any delays to the project work schedule.



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.

PIONEER VILLAGE STATION

PROJECT DESCRIPTION

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



BACKGROUND

- The station facilities north of Steeles Avenue are being constructed in phases. The first phase 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 (Phase 2) are conceptually designed, with final design scheduled to be completed in 2014.

NEW DEVELOPMENTS

- Steeles Avenue traffic remains on the temporary traffic bridge to allow construction beneath with minimal interruption to traffic.
- Station excavation continues under the Steeles Avenue temporary traffic bridge.
- Majority of the structural work on the TTC electrical substation north of Steeles Avenue is complete. Exterior finishings and interior rough-ins will commence in early 2014.
- 10% design of Phase 2 was submitted to York Region for review; 30% design is anticipated for early 2014.

HIGHWAY 407 STATION

PROJECT DESCRIPTION

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

BACKGROUND

- 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.
- Site plan has been approved by the City of Vaughan Council, and a Structural Building Permit has been issued for the station.

NEW DEVELOPMENTS

- Concrete placement including platform level flooring and walls continue in the south section of the station box heading north.
- Concrete placement and girder installation has commenced for the bus terminal



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 mid-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 Architect Agreement is being finalized in order to commence detailed design on the terminal.

NEW DEVELOPMENTS

- Highway 7 traffic remains on the temporary traffic bridge to allow station construction activities to continue beneath with minimal interruption to traffic.
- North of Highway 7, the tailtrack concrete work is completed including portions of the YRT bus terminal pedestrian tunnel.
- Concrete placement continues on both sides of Highway 7 for platform and concourse levels.
- Excavation work is ongoing within the Highway 7 right-of-way.

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.

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 were repositioned back at Highway 407 Station for the final drive to VMC Station – now fully completed, with the final breakthrough on November 8th.



YONGE NORTH SUBWAY EXTENSION (YNSE)

PROJECT DESCRIPTION

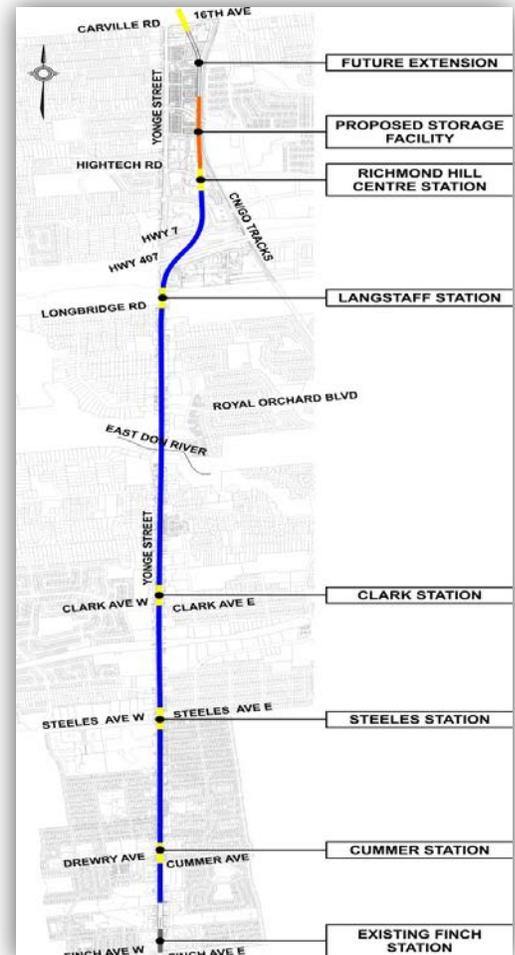
- This project relates to a proposed 6.8 km extension of the Yonge North Subway Extension (YNSE), from the existing Finch station to the Richmond Hill Centre, plus storage.

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

- Following an initial public open house in May 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.
 - The preferred option for the project location identified as the alignment adjacent to the CN rail corridor north of Richmond Hill Centre Station.
 - An additional consultation for the preferred option held with affected stakeholders – to be included in the Addendum report to the Ministry of Environment (MOE) – submission planned for Spring 2014.
 - On November 29, 2012, Metrolinx announced the proposed next wave of projects as part of the ‘The Big Move II’ 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.
- With the proposed next wave of projects valued at \$34 billion, or \$2 billion a year, Metrolinx also recommended its Investment Strategy-Revenue Tools on May 27th to the Province:
 - Increase in HST of 1%.
 - Regional Fuel & Gasoline tax – 5 cents per litre.
 - Business Parking Levy – averages 25 cents per space per day, with levy as variable, e.g. higher value location, pay more; lower value location, pay less.
 - Increase in Development Charges of 15% – acknowledgement that some municipalities are already using this tool to fund own transit projects and thus, increase to be transferred to Metrolinx for proposed next wave of projects.
- On May 2013, Metrolinx released the Benefits Case Analysis (BCA) for the Yonge North Subway Extension, which included the assessment of 3 options:



- Option 1 – Subway Extension to Richmond Hill Centre.
- Option 2 – Phased Subway Extension, with initial extension to Steeles Avenue.
- Option 2A – Phased Subway Extension, with initial extension to Steeles Avenue and increased GO frequencies between Richmond Hill Station and Union Station.

- On September 18, 2013, Premier Kathleen Wynne announced the appointment of a Transit Investment Strategy Advisory Panel to review Metrolinx’s Investment Strategy – with the objective to get inputs on Metrolinx’s recommendations from stakeholders and residents in the GTHA, and report findings to the government.
 - Discussion Paper 1 – Hard Truths about Transit in the Toronto Region.
 - Discussion Paper 2 – The Transit We Need.
 - Discussion Paper 3 – Making The Move, Choices and Consequences - timing for the YNSE is a concern and will be a focus in 2014.

2.3 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

2.3.1. AWARDED CONTRACTS – NEW

- A total of \$29 million was procured in 2013 of which \$12 million was awarded to Toronto Transit Commission for the Viva Connection Design at VMC Station.
- Procurement activities in Q3-2013 and Q4-2013 were geared toward the Yonge Street and Infrastructure Ontario projects – Design-Build/Design-Build-Finance construction contracts. Additional activities included:
 - 16 contracts with a total value of \$3.2 million were awarded in Q3-2013 – of which \$2.1 million is related to the Yonge Street and H2-VMC projects.
 - 9 contracts with a total value of \$1 million were awarded in Q4-2013 – of which \$0.6 million is related to H2 and H3.4 Infrastructure Ontario (IO) Bundle.

The below table identifies a *Categorized Summary of YRRTC Procurement* awarded – see Appendix 2 for details

Category		Q1-2013	Q2-2013	Q3-2013	Q4-2013	Grand Total
Corporate	Total (\$)	25,000	-	-	-	25,000
	Count	1	-	-	-	1
Property	Total (\$)	1,098,670	679,832	1,072,074	302,122	3,152,698
	Count	3	7	7	5	22
Preliminary Engineering	Total (\$)	-	1,057,800	302,437	524,425	1,884,662
	Count	-	7	5	2	14
Construction	Total (\$)	901,801	7,905,286	1,860,520	199,045	10,866,652
	Count	2	8	4	2	16
Communications	Total (\$)	126,238	373,950	-	-	500,188
	Count	1	3	-	-	4
Subway	Total (\$)	-	12,360,200	-	-	12,360,200
	Count	-	1	-	-	1
	Total (\$)	2,151,709	22,377,068	3,235,031	1,025,592	28,789,400
	Total Count	7	26	16	9	58

Total of 25 contracts awarded in Q3 and Q4 – with the significant ones listed below:

Q3-2013

- H2-VMC: \$1.2 million awarded to Enbridge Gas Distribution Inc. for Utility Relocations
- H3: \$0.6 million awarded to Rogers Communications Inc. for Utility Relocations
- Y2.1 and Y2.2: \$0.6 million awarded to S2S Environmental Inc. for Environmental Services

Q4-2013

- H2 and H3.4: \$0.5 million awarded to S2S Environmental Inc. for Environmental Services

2.3.2. AMENDED CONTRACTS – EXISTING

- Total of \$3.8 million in existing contract increases was made for 2013 – representing 0.3% of the total Commitments.
 - 60% of the contract increases in Q3 relates to the Spadina Subway project and 52% in Q4 focused on the completion of the York Consortium work programs.

The below table identifies a *Categorized Summary of YRRTC Contract Amendments* – see Appendix 3 for details.

Category	Type	Q1-2013	Q2-2013	Q3-2013	Q4-2013	YTD
Corporate	Closed	-	1	-	-	1
	Extension	-	-	-	-	-
	Increased Amount	58,625	-	-	-	58,625
Property	Closed	-	3	13	1	17
	Extension	4	-	21	7	32
	Increased Amount	226,074	-	110,138	15,250	351,462
Preliminary Engineering	Closed	-	-	2	-	2
	Extension	2	-	-	7	9
	Increased Amount	65,023	-	-	554,450	619,473
Construction	Closed	-	2	1	-	3
	Extension	1	20	11	2	34
	Increased Amount	57,099	2,017,913	15,717	406,083	2,496,812
Program Management	Closed	-	1	-	-	1
	Extension	-	-	1	-	1
	Increased Amount	-	-	-	-	-
Communications	Closed	-	1	-	-	1
	Extension	-	-	-	-	-
	Increased Amount	8,750	-	-	83,530	92,280
Subway	Closed	-	3	-	-	3
	Extension	-	4	1	-	5
	Increased Amount	-	-	200,000	-	200,000
Terminals	Closed	-	-	-	-	-
	Extension	-	-	1	-	1
	Increased Amount	-	-	-	-	-
Buses	Closed	-	-	1	-	1
	Extension	-	-	-	-	-
	Increased Amount	-	-	-	-	-
Total Closed		-	11	17	1	29
Total Extension		7	24	35	16	82
Total Increased Amount		\$ 415,571	\$ 2,017,913	\$ 325,855	\$ 1,059,313	\$ 3,818,652

* 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.

Significant contracts closed in 2013 are:

- Q2-2013: D1 – 166 Davis Drive Demolition
- Q3-2013: D1 – Demolition for 180 Davis Dr. and 19/23 Parkside

2.3.3. PROCUREMENTS IN PROGRESS

- There were three procurements in progress in Q3-2013. One of which is for Yonge Street Project Design-Builder, valued at \$315 million, target to be awarded in Q1-2014. In addition, six procurements were in progress at the end of Q4-2013 with contracts valued at approximately \$2.7 million and expected to be awarded in Q1-2014.

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

Category	Estimated Value	Estimated Start Period	
		Q1-2014	Q2-2014
Property	\$100,001 to \$500,000	1	
	\$10,001 to \$25,000	1	
Preliminary Engineering	\$100,001 to \$500,000	1	
	>\$5,000,001		1
Construction	\$1,000,001 to \$5,000,000	1	
	\$25,001 to \$50,000	1	
Communications	\$100,001 to \$250,000	1	

2.3.4. UPCOMING PROCUREMENTS

- There were twenty-one upcoming procurements scheduled in Q3-2013 – of which twelve were postponed to 2014 and six awarded in Q4-2013.
- Several upcoming procurements scheduled for 2014, with contracts valued at over \$3.8 million – to be awarded over the next twelve months.
- Significant Procurements greater than \$500K include:
 - \$1.1 million for the Infrastructure Ontario bundle
 - \$430K for Yonge Street Property Appraisals
 - \$750K for Toronto Yonge Spadina Subway Extension (TYSSE) fare equipment systems design
 - \$500K for Davis Drive Demolition services

The procurement process for H2 and H3.4 Design-Build-Finance is on-going.

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

Category	Estimated Value	Estimated Start Period		
		Q1-2014	Q2-2014	Q3-2014
Property	\$100,001 to \$500,000	6	2	
	\$25,001 to \$50,000	1	1	
	\$10,001 to \$25,000	1		
Preliminary Engineering	\$500,001 to \$1,000,000	1		
	\$100,001 to \$500,000	1		
Construction	\$100,001 to \$500,000	1		
	\$50,001 to \$100,000	1		
Communications	\$100,001 to \$500,000		1	
	\$50,001 to \$100,000			1
Subway	\$500,001 to \$1,000,000			1

3.0 COMMUNICATIONS

3.1 GOVERNMENT RELATIONS PROGRAM

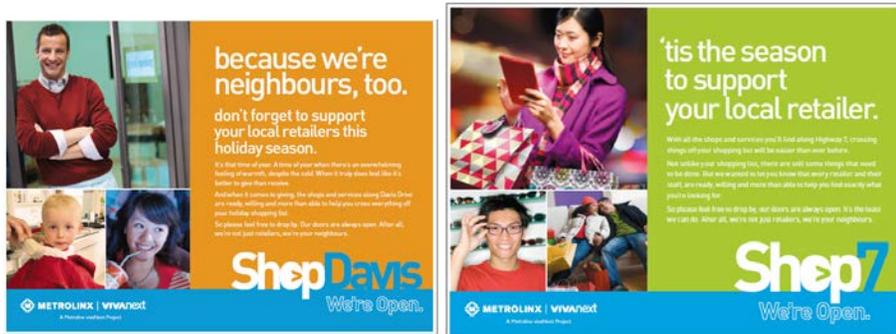
Information continues to be shared with various Regional and Municipal Councillors, as well as Provincial and Federal stakeholders about the vivaNext activities, to assist with respective communication needs, including key messages to address specific topics. This fall, YRRTC has hosted several of the local Municipal Councils on bus tours of the new rapidways now open in Richmond Hill and Markham. As well, the new rapidways are drawing industry attention and outside interested and several other tours and conferences were provided to QUEST, Urban Land Institute and neighbouring municipal groups from Kitchener and Mississauga.

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 and Metrolinx communications groups to maintain consistency and leverage internal channels of communications.



- Business Support initiatives continued throughout the fall months, these efforts were well received and are part of the on-going support to local businesses impacted by the vivaNext construction. In December an extensive Shop campaign was launched for the holiday season which includes social media, Facebook, radio and print ads.



- Subscribers on the website for construction updates for 2013:

Subscribers	Year End 2013
Highway 7 Markham	1366
Highway 7 Vaughan	1346
Yonge Subway extension	1332
E-Newsletter	6868
Spadina Subway extension	1122
Davis Drive rapidway	1565

- Several new videos were posted on You Tube as well as “happy holiday” cards and messages for the end of the year.
- Participation of the vivaNext team at Public Community events.
- New winter banners were installed in Q4, along the rapidway corridors and at the viva stations as part of the ongoing public outreach to maintain awareness.
- Engaging the public via vivaNext blog, Twitter, YouTube and Facebook sites continues to be an effective tool, which has a solid number of people using these resources for information:

Measure/Statistics	Average Q1	Average Q2	Average Q3	Average Q4
Visitors to vivanext.com	6,940	9,182	11,591	8,098
Page views on vivanext.com	22,554	35,398	42,352	34,313
Followers on Twitter	1,396	1,541	1,599	1,679
Friends on Facebook	408	889	1,211	1,505

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.
- Continued 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.
- Project newsletter produced and distributed in Q4-2013.
- Four bulletins issued in Q4-2013.

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.
- Following an initial public open house in May 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.
- Additional consultation for the preferred option held with affected stakeholders – to be included as part of the Addendum report to the Ministry of Environment (MOE) – submission planned for Spring 2014.

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 \$510.4 million and the remainder funded by Senior Governments:

- Federal = 14% or \$436.6 million
- Provincial = 70% or \$2.2 billion
- York Region = 16% or \$510.4 million

Capital expenditures were \$413.2 million this year, bringing the total to \$1.2 billion since inception of the programs. The main drivers of the expenditures were from:

- Bus Rapidways and Stations program – \$200.4 million, driven by the construction of the Highway 7 East (H3), Davis Drive (D1) and construction preparation activities on Highway 7 West (H2-VMC).
- Construction work for the Operations, Maintenance & Storage Facility – \$26.9 million.
- Delivery 27 articulated rapid transit vehicles – \$24.6 million.
- Toronto-York Spadina Subway Extension (TYSSE) – \$160.3 million, primarily driven by construction on stations and tunneling work in York Region.

Capital Expenditures by Program

Program	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Total Project Budget *	Project Budget Remaining	% Remaining
Bus Rapidways and Stations	200,362,545	518,203,543	1,783,185,744	1,264,982,201	71%
Facilities & Terminals	27,051,725	52,275,969	195,882,746	143,606,777	73%
Vehicles - viva Buses	24,563,329	48,528,264	48,566,826	38,562	0%
Toronto-York Spadina Subway Extension	160,345,765	578,555,836	1,098,780,000	520,224,164	47%
Yonge North Subway Extension	409,074	3,675,111	4,310,000	634,889	15%
YR & YRRTC Strategic Initiatives	567,111	1,380,636	3,166,709	1,786,073	56%
Total	\$413,299,549	\$1,202,619,359	\$3,133,892,025	\$1,931,272,666	62%

* Budget is net of Municipal/3rd Party recoveries.

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 in 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 construction and Highway 7 West (H2-VMC) construction preparation activities, this year’s expenditures were \$199.7 million, bringing the total to \$489.9 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.

Metrolinx Funded Portion of Capital Expenditures by Project

Project	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Project Budget *	Project Budget Remaining	% Remaining
H3 - Highway 7 East	99,407,800	256,171,311	295,405,883	39,234,572	13%
D1 - Davis Drive	45,359,916	156,153,651	257,920,233	101,766,582	39%
H2 - Highway 7 West - VMC	36,043,801	44,022,715	210,044,574	166,021,859	79%
Yonge Street	17,891,526	30,961,371	469,576,552	438,615,181	93%
Infrastructure Ontario	1,027,654	2,638,238	522,068,353	519,430,115	99%
Total	\$199,730,698	\$489,947,286	\$1,755,015,596	\$1,265,068,309	72%

* Budget is net of Municipal/3rd Party recoveries.

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.

QuickWins Funded Portion of Capital Expenditures by Project

Program	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Project Budget *	Project Budget Remaining	% Remaining
H3.3 - Enterprise Dr.	366,858	18,433,339	18,347,232	(86,107)	0%
D1 - Davis Drive	-	1,652,913	1,652,913	-	0%
H2 - Highway 7 West - 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	17,980,077	1,499,999	8%
H4.1 - Bus Terminal - Cornell Land	46,466	1,415,049	7,901,322	6,486,273	82%
BRT Vehicles - viva Buses	-	13,554,127	13,554,127	-	0%
Total	\$678,313	\$59,705,510	\$67,605,675	\$7,900,165	12%

* Budget is net of Municipal/3rd Party recoveries.

FEDERAL CSIF CONTRIBUTION AGREEMENT – \$170.0 MILLION

The Federal Canada Strategic Infrastructure Fund (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 expenditures were \$51.5 million, driven by:

- Construction for the Operations, Maintenance & Storage Facility – \$26.9 million.
- Purchase of 27 articulated rapid transit vehicles – \$24.6 million.

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

CSIF and Region Funded Portion of Capital Expenditures by Project

Project	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Project Budget*	Project Budget Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	26,872,447	34,248,030	113,970,815	79,722,785	70%
Cornell Bus Terminal	96,031	96,031	21,016,487	21,016,487	100%
BRT Vehicles - viva Buses	24,563,329	34,974,138	35,012,699	38,561	0%
Total	\$51,531,807	\$69,318,199	\$170,000,000	\$100,681,801	59%

* Budget is net of Municipal/3rd Party recoveries.

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 \$12.5 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 \$185.1 million of the total construction costs. This excludes the “capacity buy-in” MOU, interface-concourse at Highway 7 West, Vaughan Metropolitan Centre (VMC) and other.

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

TYSSE Capital Expenditures by Project

	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	2,277,448	3,051,930	13,679,874	10,627,944	78%
York Region - Downsview	-	68,603	320,126	251,523	79%
York Region - Subway Construction	52,689,101	185,145,101	351,600,000	166,454,899	47%
Province - Subway Construction	52,689,101	185,145,101	351,600,000	166,454,899	47%
Government of Canada - Subway Construction	52,689,101	185,145,101	351,600,000	166,454,899	47%
Total	\$160,344,751	\$578,555,836	\$1,098,780,000	520,224,164	47%

* Budget is net of Municipal/3rd Party recoveries.

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.

	Project Expenditures Year-to-Date	Project Expenditures Inception to Date	Project Budget	Budget Remaining	% Remaining
Conceptual Design	409,074	3,675,111	4,310,000	634,889	15%
Preliminary Engineering	-	-	-	-	N/A
Construction	-	-	-	-	N/A
Total	\$409,074	\$3,675,111	\$4,310,000	\$634,889	15%

Construction budget has not been set up as sources of funding are still being sought.

4.2 OPERATING EXPENDITURES SUMMARY

2013 Year-to-Date Net Operating Expenditures were \$11.8 million (Table 1).

Highlights:

- As the Project Management Office for the capital delivery of Rapid Transit infrastructure for the Region, \$10.0 million of staff & administrative costs were recovered against the Metrolinx and Regional Capital Programs.
- Net Operating Expenditures of \$11.8 million include net financing costs which consist of debt repayments and gas-tax revenues.
 - Debt of \$60.5 million was issued this year – primarily for the TYSSE and OMSF projects, bringing the cumulative debt principal to \$113.7 million to date for rapid transit infrastructure in the Region.

Table 1 - YRRTC Operating Expenditures – Year-End 2013

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration	8.5	2.7	5.8
York Region Staff & Administration	4.2	1.0	3.2
Financing Costs	16.3	16.3	0.0
Gross Operating	29.0	20.0	9.0
Capital Recoveries	(10.0)	(1.0)	(9.0)
Revenues	(7.2)	(7.2)	0.0
Net Operating - Tax Levy	\$11.8	\$11.8	\$0.0

5.0 LOOKING FORWARD

Bus Rapidways & Stations Program

1. On-going heavy construction of Highway 7 East (H3) – completion of construction and phased hand-over throughout 2014 for the east section of the project, Highway 404 to Warden Avenue.
2. On-going heavy construction of Davis Drive (D1) – significant progression on road widening, stations construction and boulevard work in 2014; Keith Bridge is scheduled for completion at the end of 2014.
3. Highway 7 West, Vaughan Metropolitan Centre (H2-VMC) – completion of Utility Relocations work and progress achieved on corridor infrastructure upgrades (culverts, retaining walls and storm sewers), enabling rapidway and stations construction.
4. Yonge Street (Y2.1, Y2.2 & Y3.2) rapidway – RFP process to be completed and contract awarded around Q1-2014, with final design and construction to start shortly after.
5. Highway 7 West (H2) & Enterprise Drive (H3.4) – Design-Build-Finance RFQ process successful completion by Q2-2014, issuance of RFP and contract awarded in Q2-2015.

Facilities & Terminals Program

1. Operations, Maintenance and Storage Facility – continuing construction in 2014.
2. Cornell Bus Terminal – land acquisition activities followed by conceptual design/preliminary design.
3. Vaughan Metropolitan Centre (VMC) Terminal finalization of the Architect Agreement with preliminary design to start shortly after.

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. TPAP Addendum report planned to be submitted to Ministry of Environment (MOE) in Spring 2014.
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 II – Next Wave of Projects'*.

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).
 - 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 – YONGE STREET TO HIGHWAY 404 (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.
 - 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 St. and approximately Roxborough Rd. (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.
 - 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 HIGHWAY 7 WEST (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 Levendale Avenue 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 – MULOCK DRIVE TO DAVIS DRIVE (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 Procurement* awarded for the period of this report.

Category	Description	RFX No.	Vendor Actual	Awarded Value	Total
Q3-2013					
Property (7)	D1 Sign & Light Standard Removals & Relocations on Davis Drive	PT-13-035-RT	Media Resources International	168,844	1,072,074
	Fencing for YRT Station at VMC Station	RFQ-13-080-RT	Precision Construction Ltd.	26,970	
	H2-VMC Sign Removal and Installation of Temporary Signs	RFQ-13-089-RT	Sign Source Solution	35,460	
	H3 Surveyors - Additional Requirements	RFQ-13-041-RT	Ertl Surveyors	11,950	
	Y2.1 & Y2.2 Environmental Services (Assignment 1 Y2.1)	RFP-12-016-RT	S2S Environmental Inc	656,150	
	Y3.2 Appraisal Services	PT-13-015-RT	Appraisal Group Inc.	145,900	
	Y3.2 Landscaping & Fencing Estimates	RFQ-13-012-RT	Cathy V. Bentley Forestry Consulting	26,800	
Preliminary Engineering (5)	Y2.1 CCTV Inspection of Storm Sewers	PT-13-065-RT	Pipetek Infrastructure Services Inc	85,680	302,438
	Y2.2 CCTV Inspection of Storm Sewers	PT-13-066-RT	Pipetek Infrastructure Services Inc	33,819	
	Y3.2 CCTV Inspection of Storm Sewers	PT-13-067-RT	Pipetek Infrastructure Services Inc.	21,872	
	Yonge Street (Y2.1 and Y2.2) Foundation Investigation for Proposed Retaining Walls, Culvert Extensions and Median Stations in the Town of Richmond Hill	PT-13-049-RT	Cambium Inc.	96,862	
	Yonge Street (Y3.2) Foundation Investigation for Proposed Retaining Walls, Culvert Extensions and Median Stations in the Town of Newmarket	RFQ-13-050-RT	Cambium Inc.	64,205	
Construction (4)	H2-VMC Enbridge Utility Relocation - CN Bridge to Hillside Ave.	RFQ-13-072-RT	Enbridge Gas Distribution Inc.	456,968	1,860,520
	H2-VMC Enbridge Utility Relocation - Hillside Avenue to GO Barrie Line (North Side)	RFQ-13-082-RT	Enbridge Gas Distribution Inc.	448,240	
	H2-VMC Enbridge Utility Relocation - Hillside Avenue to GO Barrie Line (South Side)	RFQ-13-083-RT	Enbridge Gas Distribution Inc.	323,600	
	H3 Rogers Utility Relocation Doncrest to South Town Centre Blvd	RFQ-13-019-RT	Rogers Communications Inc.	631,712	
Total (16)					\$3,235,032
Q4-2014					
Property (5)	H2 Surveyor – Centre at Dufferin to centre at New Westminster	PT-10-025-RT	Ertl Surveyors	62,105	302,122
	D1 Transformer Relocation (Bethel) 333 Davis Drive, Newmarket	RFQ-13-036-RT	Kneeshaw Electrical Services	12,967	
	H2-VMC Parking Layout Design Plans	RFQ-13-010-RT	Kevin Manuel Architect Limited	39,625	
	D1 Surveyors	PT-13-094-RT	Eplett Worobec Raikes Surveying	110,400	
	D1 Secondary Service Hydro	RFQ-13-095-RT	Kneeshaw Electrical Services	77,025	

Relocation - 251-259 Davis Drive					
Preliminary Engineering (2)	H2 & H3.4 Environmental Services	RFP-13-076-RT	S2S Environmental Inc.	515,325	524,425
	H2 & H3.4 Traffic Count Study	RFQ-13-098-RT	Ontario Traffic Inc	9,100	
Construction (2)	H3 Powerstream South Section	RFQ-13-102-RT	Powerstream Inc.	98,545	199,045
	Temporary Relocation				
	H3 Bell South Section	RFQ-13-103-RT	Bell Canada	100,500	
Total (9)				\$ 1,025,592	
				Total	\$ 4,260,624

Table 2 Awarded Contracts by Type

Tender Type	Category	Q3-2013		Q4-2013	
		Total (\$)	Count	Total (\$)	Count
PT - Invitation to Tender (ITT)	Property	314,744	2	172,505	2
	Preliminary Engineering	238,232	4	-	-
RFP - Request for Proposal	Property	656,150	1	-	-
	Preliminary Engineering	-	-	515,325	1
RFQ - Request for Quotation (General)	Property	101,180	4	129,617	3
	Preliminary Engineering	64,205	1	9,100	1
	Construction	771,840	2	-	-
RFQ - Single Source Request for Quotation	Construction	1,088,680	2	199,045	2
Grand Total		\$3,235,031	16	\$1,025,592	9

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	Increased Amount	Total
Q3-2013					
Property (4)	PT-12-025-RT	B00013688	Stilescape Inc.	34,658	110,138
	RFQ-10-027-RT	B00012773	Open Architects Inc.	66,180	
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc.	2,100	
	RFQ-13-024-RT	B00014461	Kneeshaw Electrical Services	7,200	
Construction (1)	RFQ-11-146-RT	B00013091	Rogers Communications Inc.	15,717	15,717
Subway (1)	A025124	B00011331	City of Toronto	200,000	200,000
Total (6)					\$325,855
Q4-2013					
Property (2)	PT-10-023-RT	B00012642	Alex Marton Ltd.	12,650	15,250
	PT-10-026-RT	B00012643	Alex Marton Ltd.	2,600	
Preliminary Engineering (3)	A016090	B00010508	York Consortium	101,672	554,450
	A025200	B00011536	York Consortium	375,790	
	A025109	B00010945	York Consortium	76,988	
Construction (2)	OE-11-027-RT	B00012606	York Consortium	281,083	406,083
	RFQ-11-038-RT	B00012774	AECOM Canada Ltd	125,000	
Communications (1)	RFP-12-069-RT	B00014128	Flags Unlimited Corporation	83,530	83,530
Total (8)					\$ 1,059,313
				Total	\$ 1,385,168

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
Q3-2013			
Property (21)	A027415	B00011924	Holding Jones Vanderveen Inc.
	PT-10-007-RT	B00012515	Omari Mwinyi Surveying Services Ltd.
	PT-10-021-RT	B00012560	Omari Mwinyi Surveying Services Ltd.
	PT-10-022-RT	B00012708	Tulloch Geomatics Inc.
	PT-10-024-RT	B00012607	Alex Marton Ltd.
	PT-10-024-RT	B00012608	Alex Marton Ltd.
	PT-12-025-RT	B00013688	Stilescape Inc.
	PT-13-030-RT	B00014369	Steelcore Construction Ltd
	RFP-11-104-RT	B00013141	Conestoga-Rovers & Associates
	RFP-11-104-RT	B00013142	SPL Consultants Limited
	RFP-11-137-RT	B00013226	S2S Environmental Inc.

	RFP-11-152-RT	B00013367	Cole Engineering Group Ltd.
	RFP-12-028-RT	B00013836	SPL Consultants Limited
	RFP-12-110-RT	B00013308	Cole Engineering Group Ltd.
	RFQ-10-027-RT	B00012773	Open Architects Inc.
	RFQ-11-030-RT	B00012815	Steve Michael Johnson
	RFQ-11-119-RT	B00013202	Design & Delivered
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc.
	RFQ-12-120-RT	B00013307	Paul Jeans
	RFQ-13-024-RT	B00014461	Kneeshaw Electrical Services
	RFQ-13-053-RT	B00014349	Tech 3 Inc.
	A027452	B00011877	Enbridge Consumers Gas System
	RFQ-10-029-RT	B00012553	Enbridge Gas Distribution Inc.
	RFQ-10-062-RT	B00012495	Bell Canada
	RFQ-11-060-RT	B00012758	Newmarket Hydro Ltd.
	RFQ-11-065-RT	B00012761	Rogers Cable Communications Inc.
Construction (11)	RFQ-11-075-RT	B00012917	Enbridge Gas Distribution Inc.
	RFQ-11-076-RT	B00012918	Enbridge Gas Distribution Inc.
	RFQ-11-143-RT	B00013063	Enbridge Gas Distribution Inc.
	RFQ-12-075-RT	B00013981	Toronto Transit Commission
	RFSA-12-001-RT	B00013345	Toronto & Region Conservation Authority
	RFQ-10-044-RT	B00012405	Newmarket-Tay Power Distribution Ltd
Program Management (1)	A025137	B00011788	Town of Newmarket
Subway (1)	PR00000443	B00012371	Toronto Transit Commission
Terminals (1)	RFP-12-070-RT	B00013890	PCL Constructors Canada Inc.
Q4-2013			
	PT-10-023-RT	B00012642	Alex Marton Ltd.
	PT-10-026-RT	B00012643	Alex Marton Ltd.
	RFQ-11-030-RT	B00012815	Steve Michael Johnson
Property (7)	PT-13-094-RT	B00014836	Eplett Worobec Raiques Surveying
	PT-13-003-RT	B00014368	Property Valuators Consulting Inc.
	PT-13-035-RT	B00014657	Media Resources International
	RFQ-13-041-RT	B00014820	Ertl Surveyors
	A016090	B00010508	York Consortium
	A025200	B00011536	York Consortium
	A025109	B00010945	York Consortium
Preliminary Engineering (7)	RFQ-13-050-RT	B00014578	Cambium Inc.
	PT-13-044-RT	B00014494	Promark Telecon Inc.
	PT-13-059-RT	B00014479	Cole Engineering Group Ltd.
	PT-13-060-RT	B00014480	Cole Engineering Group Ltd.
Construction (2)	OE-11-027-RT	B00012606	York Consortium
	RFQ-12-002-RT	B00013309	Powerstream Inc.

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
Q3-2013			
Property (13)	A027988	B00011923	Lloyd & Purcell Ltd
	PT-10-008-RT	B00012365	Janterra Real Estate Advisors
	PT-10-012-RT	B00012364	Maram Building Corporation
	PT-10-023-RT	B00012642	Alex Marton Ltd.
	PT-10-026-RT	B00012643	Alex Marton Ltd.
	RFQ-11-056-RT	B00012738	Silv-Econ Ltd
	RFQ-11-073-RT	B00012991	Golder Associates Ltd
	RFQ-12-060-RT	B00013834	Cushman & Wakefield LePage Inc.
	RFQ-12-061-RT	B00013928	Lloyd & Purcell Ltd
	RFQ-12-063-RT	B00013805	Lloyd & Purcell Ltd
	RFQ-12-068-RT	B00013859	Antec Appraisal Group Inc.
	RFQ-13-020-RT	B00014154	Kneeshaw Electrical Services
	RFQ-13-055-RT	B00014348	JMX Contracting Inc.
Preliminary Engineering (2)	RFQ-13-032-RT	B00014310	Ontario Traffic Inc.
	RFQ-12-046-RT	B00013723	Hydro One
Construction (1)	RFQ-12-046-RT	B00013723	Hydro One
Buses (1)	A023415	B00012251	EF Enterprises
Q4-2013			
Property (1)	PT-11-012-RT	B00012850	Colliers International Realty Advisors

APPENDIX 4: PROCUREMENTS IN PROGRESS
Table 1 Procurements in Progress

The following table provides a full breakdown by *Category - YRRTC Outstanding Procurements* 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
Q3-2013				
Property	\$100,001 to \$500,000	PT-13-094-RT	D1 Surveyors	Q4-2013
		RFP-13-076-RT	H2 and H3.4 Environmental Services	Q4-2013
Construction	>\$5,000,001	RFP-13-002-RT	Yonge Street Projects Design-Builder	Q2-2014
Q4-2013				
Property	\$100,001 to \$500,000	PT-13-108-RT	D1 Appraisal Services	Q1-2014
	\$10,001 to \$25,000	RFQ-13-105-RT	H3 Appraisers	Q1-2014
Preliminary Engineering	\$100,001 to \$500,000	PT-13-087-RT	H2 Geotechnical	Q1-2014
Construction	>\$5,000,001	RFP-13-002-RT	Yonge Street Projects Design-Builder	Q2-2014
	\$1,000,001 to \$5,000,000	RFQ-13-100-RT	H2-VMC Bell Utility Relocations Phases 2-6	Q1-2014
	\$25,001 to \$50,000	RFQ-13-111-RT	H3 Bell Utility Relocation Applecreek to Rodrick Rd.	Q1-2014
Communications	\$100,001 to \$250,000	RFP-13-026-RT	VivaNext "Be Moved" Video	Q1-2014

APPENDIX 5: UPCOMING PROCUREMENT
Table 1 Upcoming Procurement

 The following table provides a full breakdown by *Category - YRRTC Upcoming Procurement* for the period.

Category	Estimated Value	RFX No	Description	Estimated Start Period
Q3-2013				
Property (7)	\$10,001 to \$25,001	RFQ-13-090-RT	H2-VMC Septic Tile Bed Decommissioning	Q4-2013
		RFQ-13-010-RT	H2-VMC Parking Layout Design Plans	Q4-2013
	\$25,001 to \$50,000	RFQ-13-036-RT	D1 Transformer Relocation 333 Davis Drive, Newmarket	Q4-2013
		RFQ-13-095-RT	D1 Secondary Service Hydro Relocation - 251-259 Davis Drive	Q4-2013
	\$100,001 to \$250,000	PT-13-042-RT	D1 Demolition 299 Davis Drive, Newmarket	Q4-2013
	\$100,001 to \$500,000	PT-13-028-RT	Y2.1 & Y2.2 Appraisal Services	Q4-2013
		PT-13-099-RT	H2-VMC Supply & Installation of Permanent Signs	Q4-2013
Preliminary Engineering (7)	\$10,001 to \$25,000	RFQ-13-098-RT	H2 & H3.4 Traffic Count Study	Q4-2013
		PT-13-077-RT	H2 and H3.4 Subsurface Utility Investigations	Q4-2013
		PT-13-078-RT	H2 CCTV Inspections	Q4-2013
	\$100,001 to \$500,000	PT-13-084-RT	H2 Topographic	Q4-2013
		PT-13-085-RT	H2 Archeology	Q4-2013
		PT-13-086-RT	H2 Pavement Design	Q1-2014
		PT-13-087-RT	H2 Geotechnical	Q1-2014
Construction (5)	\$100,001 to \$500,000	RFQ-13-101-RT	H2-VMC Bell Utility Relocation	Q4-2013
		RFQ-13-102-RT	H3 Powerstream South Section Temporary Relocation	Q4-2013
		RFQ-13-103-RT	H3 Bell South Section	Q4-2013
		RFQ-13-104-RT	H3 Rogers Utility Relocations South Section	Q4-2013
	\$1,000,001 to \$5,000,000	RFQ-13-100-RT	H2-VMC Bell Utility Relocations	Q4-2013
Communications (1)	\$250,001 to \$500,000	RFP-13-091-RT	Printing Services	Q1-2014
Subway (1)	\$500,001 to \$1,000,000	RFP-13-001-RT	Toronto-York Spadina Subway Extension (TYSSE) System Design	Q2-2014
Q4-2013				
Property (11)	\$100,001 to \$500,000	PT-14-002-RT	H2 IO Bundle Appraisal Services	Q1-2014
		RFQ-13-106-RT	H2-VMC Appraisal Services	Q1-2014
		PT-14-006-RT	D1 Demolition 299 Davis Drive, Town of Newmarket	Q2-2014
		PT-14-007-RT	D1 Demolition 161 Davis Drive, Newmarket	Q2-2014
		PT-14-010-RT	Y2. 1 Appraisal Services - Commercial/Retail Properties	Q1-2014
		PT-14-011-RT	Y2.1 Appraisal Services - (Re) Development sites	Q1-2014
		PT-14-012-RT	Y2.1 & Y2.2 Appraisal Services - Special Use Properties	Q1-2014
		PT-14-015-RT	H2-VMC Supply & Installation of Permanent Signs	Q1-2014
	\$25,001 to \$50,000	RFQ-14-005-RT	H2-VMC Septic Tile Bed Decommissioning	Q1-2014
		RFQ-14-008-RT	D1 Private Hydro relocation 161 Davis Drive, Newmarket	Q2-2014
		RFQ-14-017-RT	H3 Appraisers	Q1-2014
Preliminary Engineering (2)	\$500,001 to \$1,000,000	PT-14-014-RT	H2 Subsurface Utility Investigations	Q1-2014
	\$100,001 to \$500,000	PT-14-013-RT	H2 and H3.4 CCTV Inspections	Q1-2014
Construction (2)	\$100,001 to \$500,000	RFQ-14-009-RT	H3 Rogers Utility Relocations South Section	Q1-2014
	\$50,001 to \$100,000	RFQ-14-016-RT	H3 Powerstream Cedarland	Q1-2014
Communications (2)	\$100,001 to \$500,000	RFP-14-003-RT	Printing Services	Q2-2014
	\$50,001 to \$100,000	RFQ-14-004-RT	Construction Signage	Q3-2014
Subway (1)	\$500,001 to \$1,000,000	RFP-14-001-RT	Toronto-York Spadina Subway Extension (TYSSE) System Design	Q3-2014