

To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: Project Status Quarterly – Q3 & Q4 2015

Ref: YORK-#6483056

Recommendation

It is recommended that:

1. The attached Project Status Quarterly – Q3 & Q4 2015 report from 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 – Q3 & Q4 2015 report is attached, and reflects activities up to December 31, 2015.

Project Highlights

Bus Rapidways & Stations (BRT) Program (refer to Appendix A)

The Davis Drive BRT segment in the Town of Newmarket is now in service – adding another 2.6 km of completed rapidways and bringing the total to 8.6 km or 25% of the program at the end of 2015

- Davis Drive (D1), from Yonge St. to Highway 404. (2.6 km) – in service as of December
 - In support of the rapidway going in service, the new Park ‘n’ Ride facility at Davis Dr. & Hwy. 404 is also live – project led by GO Transit, with a cost-sharing arrangement with YRRTC’s BRT Program
 - Major infrastructure works completed for the Region, Town of Newmarket and Telecom Companies (Rogers & Bell) – e.g. upgrades to storm sewers, sanitary sewers and watermains; joint utility duct banks for telecoms

- Highway 7 West (H2-VMC), from Bowes Rd. to Edgeley Blvd. – (3.6 km)
 - East of Jane St. – construction works progressing, with to-date construction at 60% completion and rapidway segment available for service in Fall 2016
 - Utility relocations for hydro and gas completed – telecom is complete east of Jane St.
 - Widening of CN MacMillan bridge completed
 - Majority of Highway 7 road widening is complete; road works to be completed in 2016
 - Vivastation canopies, including glass, installed at Keele St. & Creditstone Rd.
 - West of Jane St. – construction works ongoing – to be completed in Fall 2016
 - Utility relocations for gas, hydro and telecom nearing completion
 - Widening of road on the south side of Hwy. 7 completed
 - VMC Canopy at Jane St. – fabrication of the structure continues and north side paving completed; this last segment still projected to open in sync with the opening of the subway in December 2017
- Yonge Street (Y2.1, Y2.2, & Y3.2) – (8.9 km)
 - 100% design packages submitted by the Design-Build Constructor, RapidLINK and currently under review – this has allowed for some utility relocations work to start
 - Enbridge utility relocations progressing in Y3.2, from Savage Rd. to Mulock Dr. – to be followed by Rogers, Bell and Newmarket-Tay Hydro
 - Utility Companies finalizing their designs for Y2.1, from Hwy. 7 to Major Mackenzie Dr. and Y2.2, from Levendale Rd. to 19th Ave./Gamble Rd. – relocations to start in early 2016
 - To-date construction at 15% completion – construction of underground infrastructure and retaining walls underway at Y3.2
 - Rapidway segments projected to be in service by December 2018
- Highway 7 West (H2-East & H2-West), from Yonge St. to Bowes Road and Edgeley Blvd. to Helen St. (approximately 12.0 km)
 - Detailed design activities and preliminary field investigations underway by the Design-Build-Finance Constructor, EDCO who was awarded the contract in September 2015
 - Rapidway segments projected to be in service by December 2019
- BRT program is fully funded by the Province of Ontario and represents a total transportation infrastructure investment of \$1.755 billion in the Regional Municipality of York – part of Metrolinx’s *‘The Big Move’* first wave of projects announcement

Facilities and Terminals Program

Canada Strategic Infrastructure Fund (CSIF) Program is progressing with the design of the Cornell Terminal – an 11-bay bus terminal in the City of Markham

- Procurement activities for the design & engineering services of the Cornell Terminal completed and contract awarded in December 2015
 - Construction targeted to commence in late Summer-Early Fall 2016, and completion expected by December 2017

Implementation of the integrated SmartREIT- VMC Terminal and Park n' Ride facilities in support of the YRT/Viva-BRT network is underway

- Highway 7 West (H2-VMC) – Design and construction activities advancing for the SmartREIT-Vaughan Metropolitan Centre (VMC) Terminal – a 9-bay bus terminal located at VMC Subway Station
 - Concept Design completed
 - Preliminary Design progressing
 - Construction targeted to commence in late Summer-Early Fall 2016, and completion timeline to be staged with the opening of the subway
- Highway 7 East (H3) – procurement activities for the design and engineering of the on-surface Park n' Ride parking facility at the Warden Jug Handle, which is located at Warden Ave. and Enterprise Dr., in progress
 - Investigation underway for the market sounding activities in support of the identification of ultimate design direction for this property
- Davis Drive (D1) – construction of this Park n' Ride facility which is located at Davis Drive and Hwy. 404 completed and in service in November
 - Project delivered by GO Transit, the owner of the facility – an access and operating agreement for York Region Transit in the works

Toronto-York Spadina Subway Extension Program

Construction of the TYSSE on-going and with the project reset, subway to be in service by December 31, 2017

- As approved by Council in April 2015, the Regional Municipality of York increased its original TYSSE contribution commitment of \$351.6 million by \$60.0 million, which reflects 40.04% of the required additional funding of \$150.0 million and is per the TYSSE Contribution Agreement
- An additional \$32 million has been approved for the MOT Revenue Interest shortfall
 - TYSSE contribution commitment is now \$443.6 million for the Regional Municipality of York and cost-to-date is \$296.0 million as at end of December – this excludes the Capacity Buy-In and Viva Concourse at VMC

- Construction of the Subway Stations progressing – 3 of which are in York Region: Black Creek Pioneer Village, Highway 407 and VMC
- Viva Pedestrian Concourse – underground connection from the YRT/Viva-BRT network to the subway at VMC progressing – with to-date completion at over 50%

Rapid Transit Future Initiatives

York Region continues to advance discussions to proceed to 15% preliminary design and engineering of the Yonge North Subway Extension (YNSE) from Finch Station to the Richmond Hill Centre Terminal

- In June, the Metrolinx Yonge Relief Network Study (YRNS) was completed and findings were reported to the Metrolinx Board
- As part of the recommendations of the Metrolinx YRNS, the Metrolinx Board directed staff to work in consultation with the Regional Municipality of York, the City of Toronto and the TTC to advance the project development of the Yonge North Subway Extension to 15% preliminary design and engineering

Regional Express Rail (RER) Service enhancements will provide more frequent and convenient travel options for residents and commuters

- Staff from York Region, YRRTC and Metrolinx continue to collaborate on many components of the Province's RER program, including participating in technical advisory meetings and new stations analysis discussions

Financial & Procurement Highlights

At the end of the fourth quarter, net Capital Expenditures in Year 2015 are at \$448.9 million – of which the Region’s contribution is \$85.8 million (Table 1)

- Regional Capital Program – net Capital Expenditures for the TYSSE and Facilities & Terminals projects are \$248.3 million, driven by:
 - TYSSE construction of \$225.9M or 91% of the net Capital Expenditures, includes the project reset dollars to meet the “in-service” timeline of December 2017 – heavier monthly “burn-rate” spending in the second half of the year
 - Net Capital Expenditures of \$17.9M for the Facilities & Terminals projects are primarily for the construction activities for the “now-in-service” OMSF and the procurement activities to award the Design and Engineering contract for Cornell Terminal

- Metrolinx Capital Program – net Capital Expenditures for the BRT-Rapidways & Stations projects are \$200.6 million, driven by:
 - Construction activities along the Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) and the “now-in-service” Davis Drive (D1)
 - Detailed Design activities and Land-Related Matters along Yonge Street
 - Procurement activities and Land-Related Matters along the remaining Highway 7 West (H2-East & H2-West)
 - Additionally, recoveries of \$32.0M for Municipal & Third Party Works for the rapidways now in service, i.e. Highway 7 East (H3) and Davis Drive (D1) help offset the Capital Expenditures in the second half of the year
 - York Region, Town of Richmond Hill and City of Markham
 - Utility Companies

Table 1 – YRRTC Net Capital Expenditures, Year 2015

Capital Expenditures (\$Millions)	Regional Program (YTD) \$	Metrolinx Program (YTD) \$	Inception-To- Date \$	Funding \$
BRT Rapidways & Stations *		200.6	912.0	1,783.6
BRT Facilities & Terminals	17.9		146.0	208.8
BRT Vehicles	0.0		46.6	46.6
Spadina Subway Ext.	230.1		914.4	1,160.3
Construction	225.9		886.9	1,114.0
Viva Concourse	3.9		7.0	14.0
Capacity Buy-In & Other	0.4		20.5	32.4
Yonge North Subway Ext.	0.2		4.0	4.3
Rapidway Studies	0.1		2.1	3.2
Total Capital	\$248.3	\$200.6	\$2,025.2	\$3,206.9
Total Regional Funded	\$85.8		\$404.0	\$602.4

* Financials are net of Municipal & 3rd Party Recoveries

At the end of the fourth quarter, Gross Operating Expenditures and Net Operating Expenditures are \$34.1 million and \$9.2 million respectively (Table 2) – in line with the Operating Expenditures Budget

- Net Operating Expenditures of \$9.2M reflect:
 - Operating Recoveries of \$12.3 million for the delivery of the Metrolinx and Regional Capital Programs – offsetting YRRTC and York Region Staff and Administration Costs, including the office leases at 3601 Highway 7 East in the City of Markham
 - Revenues of \$12.6 million from Development Charges and Federal Gas Tax Revenues – offsetting the Financing Costs of \$19.7 million, which include Debt Principal and Interest Payments
 - Consulting Services for new rapid transit initiatives, e.g. YNSE and RER Program

Table 2 – YRRTC Operating Expenditures, Year 2015

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	10.1	2.5	7.6
York Region Staff & Administration	4.3	0.2	4.1
Financing Costs	19.7	19.7	0.0
Gross Operating	34.1	22.4	11.7
Capital Recoveries	(12.3)	(0.5)	(11.7)
Revenues	(12.6)	(12.6)	0.0
Net Operating - Tax Levy	9.2	9.2	0.0

At end of the fourth quarter, with the Design-Build-Finance (DBF) contract award for the remaining Highway 7 West (H2 East & West), approximately 91% of the \$1.8 billion funding for the Metrolinx Capital Program – BRT Projects is now committed

- \$40.5M in contract awards and increases in the second half of the year – driven by the Construction activities for Davis Drive (D1) and Utility Relocations activities for Yonge Street (Y2.1, Y2.2 & Y3.2)

At end of the fourth quarter, 94% of the \$1.4 billion funding for the Regional Capital Program is now committed

- \$62.4M of contract awards and increases for the Regional Capital Program – driven by the contract increase to TYSSE Construction and Cornell Terminal's design & engineering services contract award to HDR Corporation

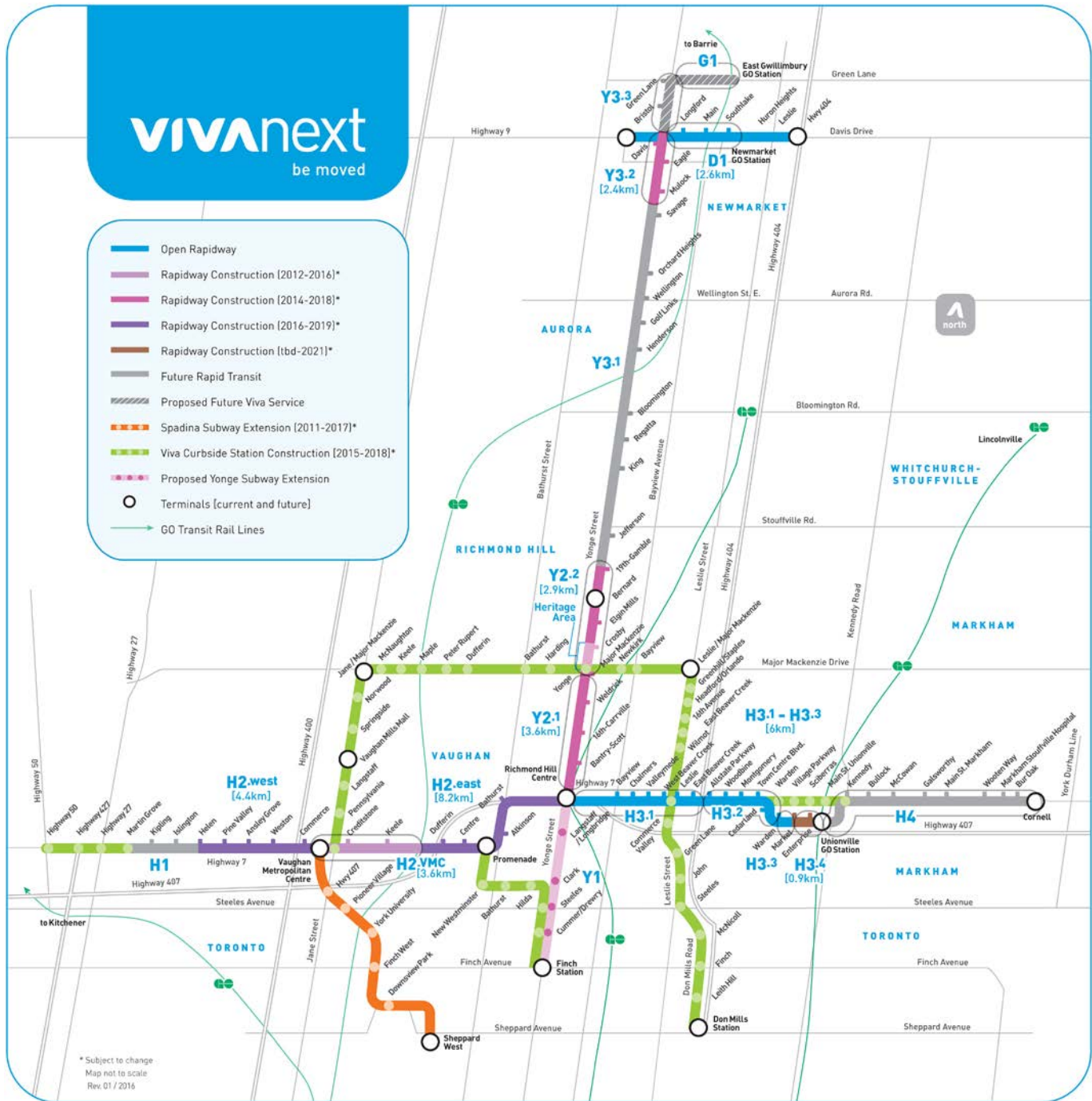
For more information on this report, please contact Michael Cheong, Chief Financial Officer, York Region Rapid Transit Corporation at 905-886-6767, Ext. 71015.

Mary-Frances Turner, YRRTC President

March 10, 2016
Attachment: (1)

Appendix A

YRRTC Capital Projects



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York Region Rapid Transit Corporation

project status quarterly report Q3/Q4 - 2015



YORK
REGION
RAPID
TRANSIT
CORPORATION

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MANDATE

York Region Rapid Transit Corporation [YRRTC] is responsible for the planning, design and construction of the rapid transit network and related infrastructure; for pursuit of joint development opportunities; and for strategic oversight of Viva operations to deliver on the transit priorities set out in the York Region Transportation Master Plan.

The expertise of YRRTC lays in project management – design and engineering, procurement and financial management, and community relations. It contracts with engineering and construction firms to develop final designs and carry out construction.

Governance

Board of Directors

YRRTC is a wholly-owned subsidiary and share capital corporation of The Regional Municipality of York. Its Board of Directors is comprised of elected officials from York Region. There is no private sector or other public sector representation on the YRRTC Board of Directors at this time.



Chairman of the Board
Frank Scarpitti
Mayor
Markham



Vice-Chairman of the Board
Maurizio Bevilacqua
Mayor
Vaughan



Director & CEO
Wayne Emmerson
Chairman and CEO
The Regional Municipality of York



Director
Dave Barrow
Mayor
Richmond Hill



Director
Tony Van Bynen
Mayor
Newmarket



Director
Jim Jones
Regional Councillor
Markham



Director
Vito Spatafora
Regional Councillor
Richmond Hill

Executive Management Team and Reporting

The Executive Management Team reports to the Board of Directors and to YRRTC’s Chief Executive Officer. Board meetings are held in the York Region Administrative Centre located in the Town of Newmarket. Public reports are posted online at www.york.ca.



President
Mary-Frances Turner



Chief Financial Officer and Treasurer
Michael Cheong



Chief Engineer
Paul May



Design Chief, Infrastructure and Development
Carolyn Ryall



Chief Communications Officer
Dale Albers



Chief Corporate Counsel and Corporate Secretary
Janie Lin

1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK



2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS

The current Capital Program of \$3.2 billion for the delivery of the rapid transit infrastructure in York Region continues to progress – and at the end of Year-2015, \$2.0 billion or 64% of the available funding has been expensed since inception. By end of 2020/2021, the funding of \$3.2 billion for the Capital Program will see the project delivery of:

- 34.6 km of dedicated bus rapidways with 41 stations along:
 - ✓ Highway 7 East
 - ✓ Davis Drive
 - Yonge Street
 - Highway 7 West and remaining Highway 7 West
- 8.6 km of Spadina Subway extension to Highway 7 and west of Jane St., with 3 subway stations in York Region – Black Creek Pioneer Village, 407 and Vaughan Metropolitan Centre
- ✓ 1 Operations, Maintenance & Storage Facility at Headford Business Park (Leslie St./16th Avenue)
- 2 Bus Terminals at the Vaughan Metropolitan Centre (Highway 7/Jane St.) and Cornell (Highway 7/Ninth Line)
- 6 Park ‘n’ Ride Facilities
- ✓ 53 60-Foot articulated vehicles

BRT-Rapidways & Stations Program

- 2 BRT rapidways in service and another 2 BRT rapidways are currently under construction:
 - ✓ All of Highway 7 East BRT rapidway segments from Bayview Ave. through to Warden Ave. completed and in-service – 6.0 km
 - ✓ Bayview Ave. to Hwy. 404 – August 2013
 - ✓ Hwy. 404 to South Town Centre – August 2014
 - ✓ South Town Centre to Warden Ave. – December 2015
 - ✓ Davis Drive BRT rapidway from Yonge St. to Hwy. 404 completed and in-service in December 2015 – 2.6 km
 - ✓ In support of the rapidway going in service, the new Park ‘n’ Ride facility at Davis Dr. & Hwy. 404 is also live – project led by GO Transit, with a cost-sharing arrangement with YRRTC’s BRT program
 - ✓ Major infrastructure works completed for the Region, Town of Newmarket and Telecom Companies (Rogers & Bell) – e.g. upgrades to storm sewers, sanitary sewers and watermains; joint utility duct banks for telecoms
- Highway 7 West (H2-VMC) rapidway from Bowes Rd. to Edgeley Blvd. – 3.6 km
 - East of Jane St. – construction works progressing, with to-date construction at 60% completion and rapidway segment available for service in Fall 2016
 - West of Jane St. – construction works ongoing – to be completed in Fall 2016
 - VMC Canopy at Jane St. – fabrication of the structure continues and north side paving completed; this last segment still projected to open in sync with the opening of the subway in December 2017
- Yonge St. BRT rapidway from Richmond Hill Centre to Major Mackenzie Drive; Leventdale Ave. to 19th Ave.-Gamble Rd.; and Mulock Dr. to Davis Dr. – 8.9 km
 - 100% design packages submitted by the Design-Build Constructor, RapidLINK and currently under review – this has allowed for some utility relocations work to start
 - To-date construction at 15% completion, with construction of underground infrastructure and retaining walls underway at Y3.2 (Mulock Dr. to Davis Dr.)
 - All rapidway segments projected to be in service by December 2018

- Highway 7 West (H2), from Yonge St. to Bowes Road and Edgeley Blvd. to Helen St. – approx.. 12.0 km – project expected completion by end of 2019
 - Detailed design activities and preliminary field investigations underway by the Design-Build-Finance Constructor, EDCO who was awarded the contract in September 2015
 - All rapidway segments projected to be in service by December 2019

Facilities and Terminals

- Canada Strategic Infrastructure Fund (CSIF) Program is progressing with the design of the last project – Cornell Terminal, an 11-bay bus terminal in the City of Markham
 - Procurement activities for the design & engineering services for terminal completed, and contract awarded to HDR Corp. in December 2015
 - Construction targeted to commence in late Summer-early Fall 2016, and completion expected by end of 2017
- Implementation of the integrated SmartREIT- VMC Terminal and Park n’ Ride facilities in support of the YRT/Viva-BRT network is underway
 - Design and construction preparation activities to advance the SmartREIT-Vaughan Metropolitan Centre (VMC) Terminal – a 9-bay bus terminal located at VMC Subway Station, continue
 - Concept Design completed
 - Preliminary Design progressing
 - Construction targeted to commence in late Summer-early Fall 2016, and completion to be staged with the opening of the Toronto-York Spadina Subway Extension
- Procurement activities for the design and engineering of the Park n’ Ride facility at the Warden Ave. and Enterprise Dr., is in progress – the facility is in support of the Highway 7 East-BRT rapidway

Toronto-York Spadina Subway Extension (TYSSE)

- As approved by Council in April 2015, the Regional Municipality of York increased its original TYSSE contribution commitment of \$351.6 million by \$60.0 million, which reflects 40.04% of the required additional funding of \$150.0 million and is per the TYSSE Contribution Agreement
- An additional \$32 million has also been approved for the Move Ontario Trust Revenue-Interest shortfall
 - With the additional \$92.0 million approved, the TYSSE contribution commitment is now \$443.6 million for the Regional Municipality of York and cost-to-date is \$296.0 million as at end of Year 2015 – this excludes the Capacity Buy-In and Viva Concourse at VMC
- With the TYSSE projected to be in service by December 2017, the construction of the Subway Stations are progressing – 3 of which are in York Region: Black Creek Pioneer Village, Highway 407 and VMC
- Viva BRT Pedestrian Concourse – underground connection from the YRT/Viva-BRT network to the subway at VMC is progressing – with to-date completion at over 50%

Rapid Transit Future Initiatives – Yonge North Subway Extension (YNSE) & Regional Express Rail (RER)

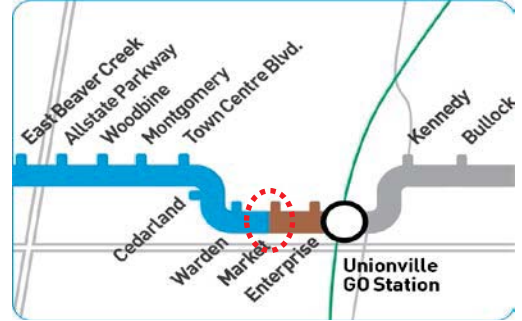
- YRRTC and York Region continue to advance discussions to proceed to 15% Preliminary Design and Engineering of the YNSE – from Finch Station to the Richmond Hill Centre Terminal
- YRRTC, York Region and Metrolinx continue to collaborate on many components of the Province’s RER program, including participating in technical advisory meetings and new stations analysis discussions

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

ENTERPRISE DRIVE – WARDEN AVE. TO BIRCHMOUNT RD. (H3.3)

Project Description

- The Enterprise rapidway and station (Warden Avenue) from Warden Ave. to Birchmount Rd., in the City of Markham, has been in operation since March 6, 2011. Funded via the QuickWins Agreement with the Province, this section of the rapidway in the Region was the pilot project for the vivaNext stations being built along Highway 7 (H3, H2-VMC, H2 & H3.4), Yonge St. (Y2.1, Y2.2 & Y3.2) and Davis Drive (D1)



Project Status

Design-Build Construction

- Enterprise Dr. was the pilot project for the vivaNext Bus Rapid Transit (BRT) program. Since in service, this segment has undergone a series of design refinements and improvements
- Planned upgrades for the station (wayfinding, security, etc.) and fare collection equipment will be bringing the Warden Station up-to-date with the other BRT rapidways currently under construction, and will ensure a consistent experience throughout the Viva transportation system – these are expected to be completed in the Year 2016 – 3 vendors have been pre-qualified, with the contract to be awarded in late Q2/early Q3-2016



3.0 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 EAST – RICHMOND HILL CENTRE TO WARDEN AVE. (H3)

Project Description

- The Highway 7 East (H3) rapidway extends from Richmond Hill Centre to Warden Ave. in the Town of Richmond Hill and the City of Markham for 6.0 km of rapidway, with 10 centre vivaNext stations and 1 curbside station
- Construction commenced in late 2010 – the first segment from Bayview Ave. to Highway 404 has been in service since August 2013; the second segment from Highway 404 to South Town Centre Blvd. (STC) has been in service since August 2014, and the final segment from STC to Warden Ave. was completed in December 2014, going in service in January 2015
- Since the opening of the first segment of the rapidway in August 2013 – average decrease of 35% in travel time from Bayview Ave. to Highway 404 (saving approximately 16 minutes per round trip) and 10% increase in ridership from Bayview Ave. to STC



Progress Status Update

Utility Relocations

- All major utility relocations now completed. Minor utility works ongoing with Rogers

Design-Build Construction

- Highway 7 East (H3) BRT – construction completed, with last rapidway segment from STC to Warden Ave. in service as of January 2015
- Major infrastructure works completed for the municipalities and utility companies include:
 - York Region – bike boxes, pedestrian signals and fibre optic installation
 - City of Markham – watermain upgrades/repairs + pedestrian sidewalk replacement
 - Town of Richmond Hill – watermain upgrades
 - Rogers – underground works



Keeping the Public Informed

- Official event held on October 29th at the Markham Civic Centre to celebrate the Substantial Completion of the Highway 7 East rapidway – with attendance by the Honourable Steven Del Duca, Ontario Minister of Transportation and MPP for City of Vaughan; Frank Scarpitti, Mayor for the City of Markham and Chairman of the YRRTC Board; and Wayne Emmerson, Chairman and CEO for the Regional Municipality of York
- Highway 7 voted the #2 Road in North America in the “Top 10 Roads List”

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

DAVIS DRIVE – YONGE ST. TO HIGHWAY 404 (D1)

Project Description

- The Davis Drive (D1) rapidway in the Town of Newmarket, extends from Yonge St. to Roxborough Rd. – just east of Southlake Regional Health Centre. Service is provided east in mixed-use traffic, terminating at Highway 404 for 2.6 km of rapidway. Rapidway completed in November 29, 2015 and in service in December 2015 – rapidway includes 3 centre vivaNext stations and 2 curbside Quick Start type stations



Progress Status Update

Property

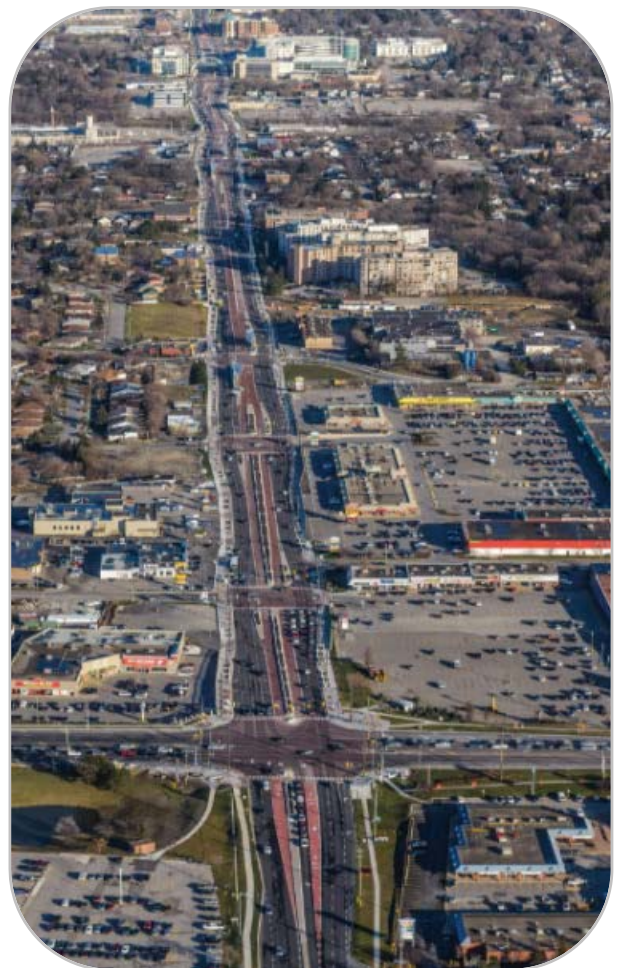
- Union Hotel relocation nearing completion and the buildings are now in their final locations
- Environmental-Remediation works on-going as per the Remediation Action Plan (RAP) for the lands acquired as part of the project

Utility Relocations

- Overall Utility Relocations completed for gas, hydro and telecom (Enbridge, Newmarket-Tay Power, Bell, Rogers, YTN) – minor works remaining with Newmarket-Tay Power’s removal of wooden poles, and Rogers’ aerial to underground cabling works
- Construction of the Joint Use Duct Bank (JUDB) – an underground concrete conduit for telecom, completed

Design-Build Construction

- Davis Drive construction completed with the rapidway going in service in December 2015
- Remaining boulevard and sidewalk finishing works to be completed by late Q2/early Q3-2016
- Major infrastructure works for the Regional Municipality of York and Town of Newmarket completed – these included:
 - Upgrades to Sanitary Sewers and Watermains
 - Replacement of storm sewers
 - Streetscaping and Planter Boxes
 - Environmental-Remediation of soil – Roadway and Properties acquired as part of the project



**Aerial View of Davis Dr.
Yonge St. – Longford Dr.**

Keeping the Public Informed

- Construction bulletins and traffic advisories continued to be issued to ensure that the public was aware and informed of the construction activities and completion timelines
- During the last half of the year, community outreach included:
 - “Davis Drive Selfie Contest” – with contest winners supporting over 20 business locations on Davis Drive
 - Project information sessions as well as Davis Drive Walking Tours held to provide construction overviews, activities and timelines to residents in the area
 - “ShopDavis” business support campaign included newspaper ads, radio, billboards and bus back advertising in December



- On November 27th, a joint media advisory was issued from the Province, Metrolinx and YRRTC announcing the opening of the Viva rapidways as well as the new Park ‘n’ Ride facilities on Davis Drive.
 - Service was successfully launched at 6:52 a.m, Sunday, November 29th with both politicians and members of the public participating
- An increase in social media activity and interest with the opening of Davis Drive was highlighted in the connections statistics for November
 - One follower tweeted and shared before and after pictures:
 - “These photos were taken 3 months apart....impressed with how it is coming along!”



Davis Dr. Then And Now



3.0 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 WEST, VAUGHAN METROPOLITAN CENTRE – BOWES RD. TO EDGELEY BLVD. (H2-VMC)

Project Description

- The H2-VMC rapidway refers to Highway 7-West, from Bowes Rd. to Edgeley Blvd. – it includes the construction of 3 centre vivaNext stations along the 3.6 km of rapidway. It is staged to be in sync with the opening of the Toronto-York Spadina Subway Extension (TYSSE)



Progress Status Update

Property

- All required properties now acquired
- Environmental-Remediation works on-going as per the Remediation Action Plan (RAP) for the acquired lands

Utility Relocations

- Hydro relocations East of Jane St. completed and West of Jane St. nearing completion
- Bell works associated with CN Bridge completed

Design-Build Construction

- Construction works underway East of Jane St. to Bowes Rd. – to-date construction over 60% completion
- CN MacMillan Bridge widened 8.5 meters
- Construction of concrete planters completed paver stones installed
- Road works East of Keele (south side) completed
- Keele St. and Creditstone platforms tiling completed
- East of Jane Street:
 - Eastbound platform canopy glass installation has commenced
 - Permanent intersection signal pole base installation completed between Jane St. and CN Bridge
 - Planter installation completed along the north side of Highway 7
- West of Jane Street from Jane St. to Edgeley Blvd:
 - Traffic diverted around the future BRT station on top of the TTC subway station
 - Road widening on the North side is on-going and concrete planter construction is also on-going
 - Storm sewer works completed
- VMC Canope at Jane Street – fabrication of the structure continues, and North side of paving completed



CN MacMillan Bridge



Highway 7 and Creditstone Rd.

Keeping the Public Informed

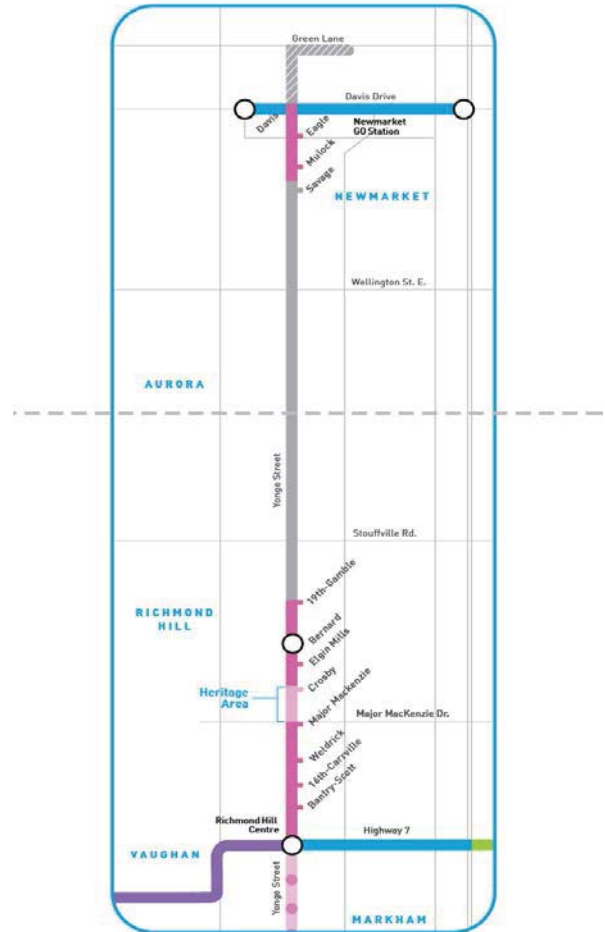
- Construction bulletins and traffic advisories continue to be issued to ensure that the public is aware and informed of the construction activities as well as community engagements in the last half of the year, e.g. the VMC Sub-Committee meetings and Alternative Parking Strategies.

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DR. (Y2.1); LEVENDALE AVE. TO 19TH AVE. (Y2.2); MULOCK DR. TO DAVIS DR. (Y3.2)

Project Description

- The Yonge Street (Y2.1) rapidway in the Town of Richmond Hill, extends approximately 3.6 km from Richmond Hill Centre (Highway 7) to Major Mackenzie Dr. This rapidway will include 4 centre vivaNext stations. Pre-construction activities on Y2.1 commenced in mid-2014, followed by major utility relocation work in 2016 – expected to be in service by end of 2018
- The Yonge Street (Y2.2) rapidway in the Town of Richmond Hill, extends approximately 4.1 km from Levendale Ave. to 19th Ave. - includes 2.9 km of rapidway and 3 centre vivaNext stations. Pre-construction activities on Y2.2 commenced in mid-2014, followed by major utility relocation work in 2016 – expected to be in service by end of 2018
- The Yonge Street (Y3.2) rapidway in the Town of Newmarket extends approximately 2.4 km from Mulock Dr. to Davis Dr. This rapidway will include 3 centre vivaNext stations. Pre-construction activities on Y3.2 commenced in mid-2014, followed by major utility relocation work starting in 2016 – expected to be in service by end of 2018



Yonge St. at Major Mackenzie Dr. – Looking South

Progress Status Update

Property

- All required properties now acquired
- Phase II field investigations completed for all acquired lands – final reports in development and review process
- Property infrastructure relocations underway (e.g. signs, lights and transformers)
 - Transformer relocation for Pfaff Motors to commence in early 2016

Utility Relocations

- Utility relocations include electrical works (PowerStream, Newmarket-Tay Hydro and Hydro One), gas works (Enbridge) and telecom works (Bell, Rogers and Allstream)
- Enhanced designs for all sections issued to the Utility Companies in order to advance their designs
- Y3.2 rapidway segment – detailed design for Enbridge gas relocation works continues, with approximately 75% of the required design completed with Municipal Consents already in place and 60% of the relocation works completed (Enbridge Gas relocations commenced in Y3.2 with installation of pipe completed in some sections (south limit to Eagle Street)

Detailed designs for Bell and Rogers to follow – with telecom relocation works scheduled to start for East side of Yonge St. from Savage Rd. to just North of Mulock Dr.

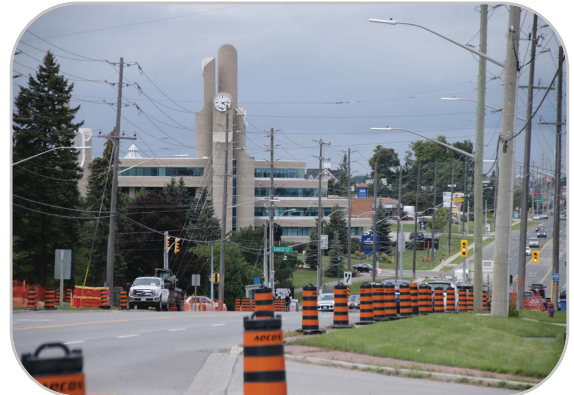
- Additional potholing investigations to advance utility design and construction planning continue
- On-going construction staging meetings held with the Utility Companies and the contractor, RapidLINK to build coordinated utility schedule by segment

Design-Build Construction

- Continuous coordination with the contractor, RapidLINK in order to progress the project and advance the design
- 100% design packages for Y3.2 and Y2.2 received and under review by YRRTC staff
- RapidLINK has completed construction of the retaining wall at Gladman Ave. – note that a number of retaining walls will be built along Yonge St.

Keeping the Public Informed

- Community Liaisons advancing their outreach program and making contacts along the corridor in order to inform the community of the upcoming rapidway construction activities and potential impacts
- Number of community outreach events held throughout the last half of the year:
 - Newmarket Committee of the Whole – October
 - RBC Small Business Centre – Richmond Hill – October
 - Yonge and Davis Drive Streetscape Master Plan – November
 - Richmond Hill – Committee of the Whole – November



3.0 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 WEST – HWY. 7 FROM WEST OF HELEN ST. TO EAST OF HWY. 400; CENTRE ST. FROM HWY. 7 TO BATHURST ST.; BATHURST ST. FROM CENTRE ST. TO HWY. 7; HWY. 7 FROM BATHURST ST. TO YONGE ST. (H2-WEST; H2-EAST)

Project Description

- The H2 rapidway refers to approximately 12.4 km along Highway 7-West, Bathurst St. and Centre St. – and includes the construction of 10 vivaNext stations
- Rapidway expected to be in service by end of 2019



Progress Status Update

Property

- Acquisition of identified properties for the project – excluding the Pine Valley Drive to Bruce Street extension, completed in August 2015
- Environmental investigations in support of the Design-Build-Finance procurement and property-related matters activities completed
 - Phase 1 works (initial Environmental Assessment) and Phase 2 works (Environmental Testing) completed

Utility Relocations

- Subsurface Utility Engineering (SUE) investigation completed
- Work continues with MTO and Bell/YTN to address MTO regulations to remove and relocate utilities in MTO structures

Design-Build-Finance (DBF) Construction

- Design-Build-Finance contract awarded to EDCO in September 2015
- Detailed design activities and preliminary field investigations underway (e.g. utility locates, utility test pits, geotechnical boreholes, traffic survey, topographical activities) in progress
- EDCO's project office opened to accommodate the design and construction teams



Keeping the Public Informed

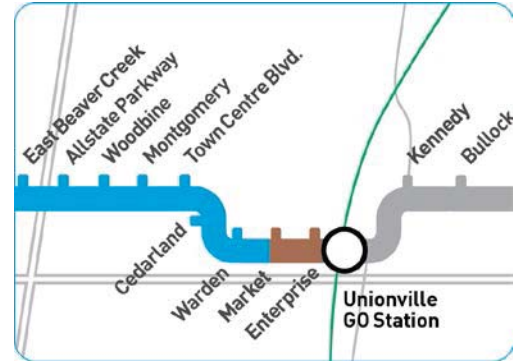
- Community Liaisons advancing their outreach program and making contacts along the corridor in order to inform the community of the upcoming rapidway construction activities and potential impacts
- Community outreach included development and completion of corridor walk strategy to introduce Community Liaisons to businesses along the corridor

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

ENTERPRISE DRIVE – BIRCHMOUNT RD. TO JUST EAST OF KENNEDY RD. (H3.4)

Project Description

- The H3.4 rapidway will connect the existing Enterprise Dr. rapidway at Birchmount Rd., and will continue through Markham Centre, East to Kennedy Rd. The project includes approximately 1.0 km of rapidway and 1 vivaNext station



Progress Status Update

Progress Update

- Design on hold and will be developed in consultation with the City of Markham and Metrolinx
- Transportation, development, and mobility hub studies underway in the City of Markham and Metrolinx – joint study will be divided into two parts:
 - Part A will include the realignment of the vivaNext rapidway – to be funded by Metrolinx
 - Part B will include the required modifications to the future Markham Centre local road network – to be funded by the City of Markham

Consultant work program will be required to complete the study – draft RFP being finalized in consultation with the City of Markham and Metrolinx staff
- Construction of the rapidway is scheduled for completion in 2021 – detailed schedule to be developed following conclusion of the study

3.1 FACILITIES AND TERMINALS PROGRAM

OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)

Project Description

- The Operations, Maintenance and Storage Facility (OMSF) is a 24-acre site, with an existing 481,679 square foot targeted LEED Silver Certified Design facility – Includes energy-efficient and environmentally-friendly features such as energy efficient lighting and heating systems, “ool roof” to save on cooling costs and a rainwater recycling system. Constructed to accommodate 196 buses on opening day and up to 250 articulated buses over time, the facility is located in Headford Business Park in the Town of Richmond Hill (Leslie St. and 16th Ave. – North-East quadrant)
- Lands for the project funded 100% under the QuickWins Agreement with the Province – and Design and construction for the project funded under the Federal-CSIF Contribution Agreement and the Region (50-50 cost share)
- The facility is comprised of 4 main areas:
 1. Administrative Building
 2. Storage Garage
 3. Repair Garage
 4. Bus Wash



Progress Status Update

Design-Build Construction

- The Operations, Maintenance and Storage Facility (OMSF) has been in service since June 2015 and is fully occupied by the York Region Transit (YRT) and its transit service contractors
- The facility is the home base for Viva vehicles and stores and maintains York Region Transit - Viva Transit vehicles consisting of 40 40-foot conventional buses and 83 60-foot articulated vehicles
- OMSF enhances the transit operation in the Region and helps better serve its Viva network



3.1 FACILITIES AND TERMINALS PROGRAM

CORNELL TERMINAL

Project Description

- The Cornell Terminal is a planned 11-Bay Bus terminal connecting Viva service with the East Markham local YRT transit routes, as well as future connections with the Durham Transit and GO bus services – located in the City of Markham, at Highway 7-East and Ninth Line in the vicinity of Markham-Stouffville Hospital (MSH)
- Lands for the project funded 100% under the QuickWins Agreement with the Province
- Design and construction for the project funded under the Federal-CSIF agreement and the Region (50-50 cost share)
- Completion by end of 2017



Cornell bus terminal



Progress Status Update

Design-Bid-Build Construction

- Land acquisition for the bus terminal completed – in late 2014
- Procurement for the Design and Engineering services completed and contract awarded to HDR Corp. in late December 2015
- Construction targeted to commence in Fall 2016, with completion by end of 2017

3.1 FACILITIES AND TERMINALS PROGRAM

PARK 'n' RIDE FACILITIES

Project Description

- Park 'n' Ride facilities will be built in support of the Bus Rapidways Transit System in York Region
- The Facilities have been developed based on an integrated Park 'n' Ride strategy for YRT-Viva Region-wide, incorporating the Transportation Master Plan updated directions and tying as well the implementation to viva segment delivery

Davis Drive Park 'n' Ride

- The carpool lot located at Davis Drive and Highway 404 is owned by the Ministry of Transportation and is expanded to a Park n' Ride facility for York Region Transit (YRT/Viva) and GO Transit – the facility went in service as of late November 2015
- The facility consists of:
 - 200 parking spots;
 - 2 platforms for GO buses;
 - 2 platforms for YRT/VIVA buses plus a bus layover area; &
 - 1-2 Bus Shelters for GO and VIVA/YRT



The Design and Construction for this facility was delivered by GO – cost-shared with the Metrolinx-YRRTC Capital Program, Bus Rapidways and Stations (up to \$1.5 million)

Warden Jug Handle Park 'n' Ride

- Park n' Ride facility to be located at Warden Ave. and Enterprise Dr. is planned as an on-surface parking facility funded by the Region

Progress Status Update

- Updated/Revised RFP for Design and Engineering services in progress
- Construction expected to commence in early 2017

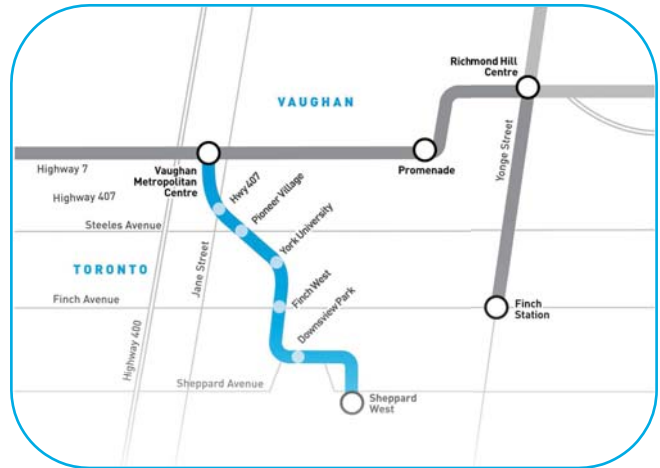


3.2 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM

SPADINA SUBWAY EXTENSION

Project Description

- Project relates to an 8.6 km subway extension from the existing Downsview Subway Station to the Vaughan Metropolitan Centre (VMC) at Highway 7 and West of Jane St.
 - 6.2 km from Downsview Subway Station to Black Creek Pioneer Village Subway Station – in the City of Toronto
 - 2.4 km from Black Creek Pioneer Village Subway Station to Vaughan Metropolitan Centre Subway Station – in York Region
 - Based on geography and length of the project, 60% of the new construction allocated to the City of Toronto and 40% to York Region



- With required funding of \$2.8 billion for the project, the contribution of York Region is \$443.6 million
 - \$1.2 billion or 40% of the funding is to be spent in the Region – based on geography and length of the project

Tunneling

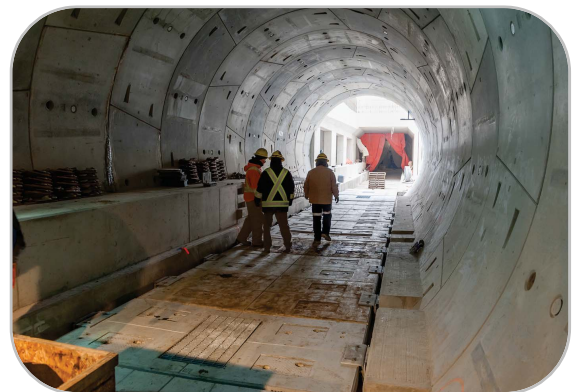
- Two 5.4 metre diameter twin tunnels bored from the Downsview Subway Station to the VMC Subway Station – connecting the existing system to the 6 new stations, of which 3 are in the Region

Project Progress Status

- Rail and track installation and electrical and systems installation continues as segments become available

Community Engagement

- The joint community office continues to provide information and staff are responding to questions about the Toronto-York Spadina Subway Extension and Highway 7-West rapidway (BRT) project
- The YRRTC-TYSSE joint communications group continues to promote communications through the website and social media channels – as well, coordination of project events and newsletters are ongoing



Subway Stations in York Region: Pioneer Village, Highway 407 and Vaughan Metropolitan Centre (VMC)

Black Creek Pioneer Village Subway Station

- Subway Station along the Spadina Subway Extension is located on Steeles Ave., with the north half of the station located in the City of Vaughan
- Station includes a fully accessible subway entrance, a 5-bay YRT bus facility with customer amenities, a Passenger Pick-Up and Drop-Off (PPUDO) facility, and a commuter parking facility accommodating approximately 1,900 cars



Progress Status Update

- Trainway running rails installed
- Structural steel erected for the north-west entrance building
- Work on the bus terminal curtain walls and roofing system continues
- Mechanical and electrical work on-going and all escalators delivered and installed

Highway 407 Subway Station

- Subway Station includes an 18-bay bus terminal for GO Transit and YRT, a PPUDO facility, and a commuter parking lot for approximately 600 cars



Progress Status Update

- Architectural, mechanical and electrical installations continue; escalator installations and roof decking in progress
- Concrete work at concourse entrance connection for bus terminal and subway station completed
- Construction of the commuter parking lot continues
- Electrical and mechanical work nearing completion in technical rooms

VMC Subway Station

- Subway Station is the terminus of the Spadina Subway Extension. It includes the station's entrance building, a direct underground connection to the Viva BRT Concourse on Highway 7-West, a direct underground tunnel to the YRT/Viva bus SmartREIT-VMC Terminal and a connection tunnel under Millway Ave.
- TTC requires a tail track to be located after this terminus station, to facilitate the subway operations



Progress Status Update

- Major construction works include energizing the sub-station, the placing of reinforcing, electrical conduits and drainage piping for the Viva entrance, casting of stairs and the substantial completion of the flooring in the north corridor
- Mechanical and electrical equipment and construction of masonry walls continue
- Excavation and grading continues for Millway Ave. and Apple Mill Rd.
- Installation of water mains completed

Viva BRT Concourse

- Viva BRT Concourse – the direct pedestrian access interface between the VMC Subway Station and Viva BRT at Highway 7 and west of Jane Street.

Project Progress Status

- Excavation has started since Highway 7 traffic was diverted south onto backfilled sections of the station box
- Concrete works – Including slab and walls are progressing

SmartREIT-Vaughan Metropolitan Centre (VMC) Terminal

Project Description

- SmartREIT-Vaughan Metropolitan Centre (VMC) terminal is a local transit terminal forming part of an integrated transit facilities hub at the terminus of TYSSE in Vaughan Metropolitan Centre
- Passengers embarking and disembarking from buses at the Spadina Subway Extension’s final station starting in December 2017 will do so at the SmartREIT-VMC Terminal
- The terminal is a planned 9 Bus-Bay terminal located at the VMC Subway Station – designed to accommodate 6 platforms for YRT-Viva services
- Located over the tail track of the VMC Subway Station and directly connected to the subway concourse by means of an underground pedestrian tunnel
- Concept for the Terminal has been developed jointly with SmartREIT to form an integrated assembly of transit facilities and to be in keeping with the overall master plan for the district
- Lands for the project funded by TYSSE; Design and Construction for the project funded by TYSSE, York Region and SmartREIT

Land Acquisition Staging and Access

- The Region has been managing and coordinating the land acquisitions for TYSSE and YRRTC – with on-going coordination to ensure access to lands aligns with the target opening date of the Terminal (December 2017)

Project Progress Status

- Concept Design completed – Preliminary Design and Engineering continues (DSAI)
- Millway Avenue Design Series meetings underway with the City of Vaughan, TYSSE, SmartREIT and YRRTC – to be funded 100% by the City of Vaughan
- RFPQ for the construction of the SmartREIT-VMC Terminal underway – may include Millway Avenue work for the City of Vaughan
- Construction to commence in Fall 2016



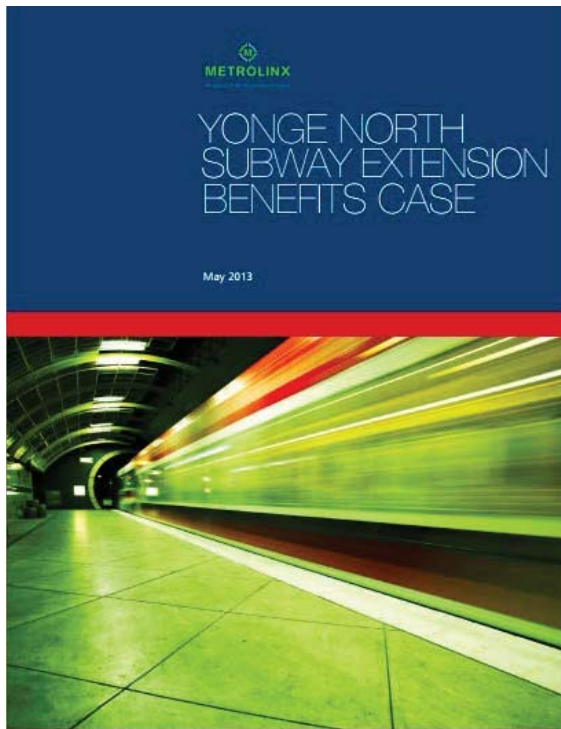
3.3 YONGE NORTH SUBWAY EXTENSION (YNSE) PROGRAM

Project Description

- This project relates to a proposed 7.4 km extension of the Yonge North Subway Extension (YNSE), from the existing Finch Station to the Richmond Hill Centre, plus the underground train storage facility North of Richmond Hill Centre

Progress Status Update

- This project is included in the Metrolinx’s “Next Wave Projects”.
- The Yonge Relief Network Study (YRNS) commenced in September 2013 and included developing regional, network-based solutions to address crowding on the Yonge Subway and lay the groundwork to address regional transportation challenges, create new local and regional travel opportunities and improve mobility across the GTHA – the YRNS was completed in June 2015 and findings were reported to the Metrolinx Board.
- As part of the recommendations of the YRNS, the Metrolinx Board directed staff to work in consultation with York Region, City of Toronto and the TTC to advance the project development of the Yonge North Subway Extension to 15% Preliminary Design and Engineering – which is anticipated to be fully funded by Metrolinx
- YRRTC and York Region continue to advance discussions to proceed to the 15% Preliminary Design and Engineering
- Funding for the Overall Construction continues to be pursued by YRRTC and York Region – approximately \$4.0 billion in today’s dollars



4.0 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

4.1 AWARDED CONTRACTS – NEW

Procurement activities for Q3 and Q4 were primarily for the Metrolinx Capital Program, Bus Rapid Transit (BRT) with 9 contracts awarded – the 2 contracts awarded for the Regional Capital Program were for Facilities & Terminals – SmartREIT Vaughan Metropolitan Centre (VMC) Terminal and Cornell Terminal.

Contracts for a total of \$3.0 million were procured in Q3 and Q4. The below table identifies a Categorized Summary of YRRTC Contracts Awarded – see Appendix 1 for details:

Category		Q3-2015	Q4-2015	Grand Total
Corporate	Total (\$)	-	-	-
	Count	-	-	-
Property	Total (\$)	104,745	410,450	\$515,195
	Count	2	4	6
Preliminary Engineering	Total (\$)	-	-	-
	Count	-	-	-
Construction	Total (\$)	\$75,110	-	\$75,110
	Count	2	-	2
Communications	Total (\$)	-	-	\$35,200
	Count	1	-	1
Terminals	Total (\$)	\$1,379,700	\$998,220	\$2,377,920
	Count	1	1	2
Total (\$)		\$1,594,755	\$1,408,670	\$3,003,425
Total Count		6	5	11

Please note that the above table excludes the Design-Build-Finance (DBF) contract award to EDCO for the remaining of Highway 7 West (H2) – fully funded by Metrolinx Capital Program, BRT. Procurement activities were led and completed by Infrastructure Ontario.

4.2 AMENDED CONTRACTS - EXISTING

Total increases of \$39.9 million were made to existing contracts during Q3 and Q4 – \$38.7M related to the increase in the Design-Build contract of the Davis Dr. BRT rapidway, reflecting the additional scope of work as directed during construction.

The below table identifies a *Categorized Summary of YRRTC Contract Amendments* – see Appendix 2 for details:

Category	Data	Q3-2015	Q4-2015	Grand Total
Corporate	Closed	1	-	1
	Date Change	-	1	1
	Increased Amount (\$)	-	-	-
Property	Closed	18	-	18
	Date Change	4	1	5
	Increased Amount (\$)	46,980	236,064	283,044
Preliminary Engineering	Closed	1	-	1
	Date Change	1	-	1
	Increased Amount (\$)	-	-	-
Construction	Closed	5	-	5
	Date Change	1	1	2
	Increased Amount (\$)	941,939	38,669,926	39,611,865
Program Management	Closed	-	-	-
	Date Change	1	-	1
	Increased Amount (\$)	-	-	-
Communications	Closed	1	-	1
	Date Change	-	-	-
	Increased Amount (\$)	-	-	-
Subway	Closed	2	-	2
	Date Change	-	-	-
	Increased Amount (\$)	-	-	-
Terminals	Closed	-	1	1
	Date Change	-	-	-
	Increased Amount (\$)	-	-	-
Total Closed		28	1	29
Total Date Change		7	3	10
Total Increased Amount (\$)		\$988,919	\$38,905,990	\$39,894,909

* 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.

With the new contract awards and increases to existing contracts – at the end of Year 2015, total project and contract commitments are \$2.9 billion out of the funding availability of \$3.2 billion.

- Metrolinx Capital Program of \$1.8 billion – \$1.6 billion or approximately 91% committed
- Region Capital Program of \$1.4 billion – \$1.3 billion or approximately 94% committed

4.3 PROCUREMENTS IN PROGRESS

There were no procurements *advertised* or *under evaluation* at the end of Q4.

4.4 UPCOMING PROCUREMENTS

Several upcoming procurements are scheduled over the next 12 months, with potential contract awards valued at up to \$100.0 million. Significant procurement activities greater than \$500K include:

Metrolinx Capital Program, BRT

- Davis Dr. BRT rapidway – Environmental and Remediation Activities for 161 Davis Drive
- Yonge St. BRT rapidway – Utility Relocations => Hydro, Electricity & Telecom

Regional Capital Program

- Cornell Terminal – Construction
- SmartREIT-VMC Terminal – Construction
- Park 'n' Ride Facility at Warden Ave. & 407 ETR – Engineering , Geotechnical & Design Consultant
- ITS Systems for Subway Stations (in York Region) and Facilities & Terminals

The following table provides a *Summary of YRRTC Upcoming Procurements* that have not yet been advertised, categorized by the anticipated project start date – see Appendix 4 for details:

Category	Estimated Value	Estimated Project Start Period			
		Q1-2016	Q2-2016	Q3-2016	Q4-2016
Property (11)	\$0 to \$5,000	-	1	-	-
	\$25,001 to \$50,000	2	-	1	-
	\$50,001 to \$100,000	-	2	2	-
	\$100,001 to \$500,000	1	1	-	-
	\$500,001 to \$1,000,000	-	-	1	-
Preliminary Engineering (1)	\$100,001 to \$500,000	-	-	1	-
Construction (11)	\$1,000,001 to \$5,000,000	5	-	-	-
	\$100,001 to \$500,000	2	1	-	-
	\$500,001 to \$1,000,000	3	-	-	-
Subway (3)	\$0 to \$5,000	-	1	-	-
	\$1,000,001 to \$5,000,000	-	-	-	1
	>\$5,000,001	-	-	-	1
Terminals (8)	\$0 to \$5,000	1	1	-	-
	\$100,001 to \$500,000	1	2	-	1
	>\$5,000,001	-	-	1	1
Grand Total (34)		15	9	6	4

5.0 FINANCIAL UPDATES

5.1 CAPITAL EXPENDITURES SUMMARY

Per the current Region’s Transportation Masterplan, YRRTC is the program manager for rapid transit infrastructure that has an overall funding of \$3.2 billion. By 2020/2021, the Region will see the project delivery of:

- 34.6 km of dedicated bus rapidways with 41 stations – along Highway 7, Yonge St. and Davis Dr.
- 8.6 km of Spadina Subway extension to Highway 7 and west of Jane St., with 3 subway stations in York Region – Black Creek Pioneer Village, 407 and Vaughan Metropolitan Centre
- 1 Operations, Maintenance & Storage Facility at Headford Business Park
- 2 Bus Terminals at the Vaughan Metropolitan Centre and Cornell Community
- 6 Park ‘n’ Ride Facilities
- 53 60-Foot articulated vehicles

Current Capital Program - \$3.2 billion:

The total value of the capital programs being delivered carries a value of \$3.2 billion, with the Region’s contribution at \$520.0 million and the remainder funded by Senior Levels of Government.

- Federal = 13% or \$418.8 million
- Provincial = 71% or \$2.3 billion
- York Region = 16% or \$520 million

Above funding of the capital programs includes \$1.755 billion from Metrolinx and \$67.6 million from QuickWins.

Capital expenditures were approximately \$448.9 million for the Year 2015, bringing total expenditures to \$2.0 billion since inception of the Capital Programs. The main drivers of the expenditures were from:

- Bus Rapidways and Stations – \$200.6 million, with the Highway 7 East (H3) and Davis Drive (D1) BRT rapidways completed and in service; construction of the Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) progressing; property-related matters and design activities for Yonge Street (Y2.1, Y2.2 & Y3.2) nearing completion; and Design-Build-Finance procurement activities closed off for the remaining Highway 7 West (H2)
- Completion of the Operations, Maintenance & Storage Facility (OMSF) – \$17.9 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$230.1 million, driven by on-going TYSSE construction to meet the completion timeline of December 2017; and construction related to the interface-concourse (Viva Concourse), between the subway and the vivaNext station at Vaughan Metropolitan Centre (VMC).

Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget *	Budget Remaining	% Remaining
BRT Rapidways and Stations *	200,617,362	912,011,799	1,783,574,387	871,562,587	49%
BRT Facilities & Terminals	17,896,798	146,002,937	208,847,086	62,844,150	30%
BRT Vehicles - viva Buses	84	46,637,016	46,637,017	-	Completed
Toronto-York Spadina Subway Extension (TYSSE)	230,134,860	914,387,774	1,160,336,000	245,948,226	21%
Yonge North Subway Extension (YNSE)	163,585	4,038,298	4,310,000	271,702	6%
Rapidway Studies	137,000	2,109,888	3,161,906	1,052,018	33%
Total	\$448,949,688	\$2,025,187,711	\$3,206,866,395	\$1,181,678,683	37%

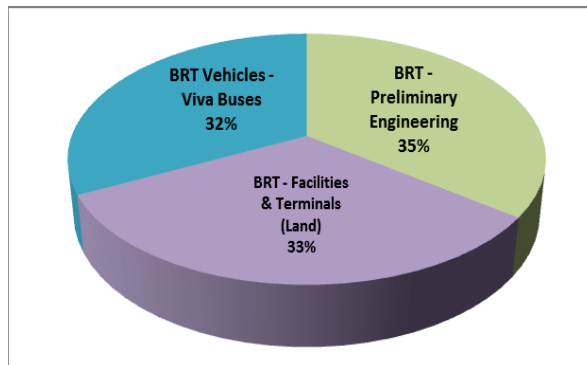
* Budget Is net of Municipal and 3rd Party Recoveries

5.2 QUICKWINS – \$67.6 MILLION

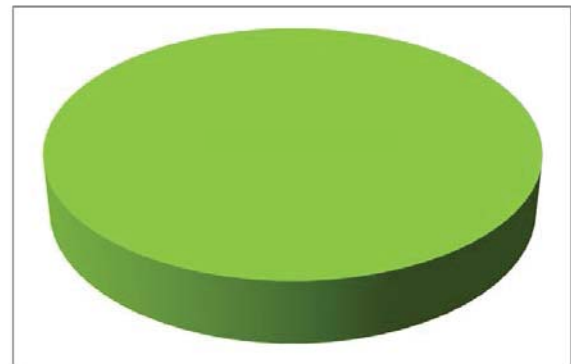
A total of \$105.6 million was announced as QuickWins funding. Under this provincial announcement, this funding consisted of a \$67.6 million in funds advanced and an additional contribution of \$38.0 million – which was subsequently transferred and included in the Metrolinx Master Agreement of \$1.755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

Distribution of Funding by Program – \$67.6 million:

QuickWins Project Components – per Capital Budget



Funding Sources



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

Program	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Enterprise Dr. (PE & Construction)	69	18,735,362	18,735,362	-	Completed
Davis Drive (PE)	-	1,652,933	1,652,933	-	Completed
Highway 7 West - VMC (PE)	-	660,347	660,347	-	Completed
Highway 7 West - Main (PE)	-	6,918,831	6,918,831	-	Completed
Yonge Street (PE)	-	590,827	590,827	-	Completed
BRT Facilities & Terminals (Land)	2,009,778	27,543,194	27,543,195	-	Completed
BRT Vehicles - viva Buses	-	11,498,506	11,498,506	-	Completed
Total	\$2,009,847	\$67,600,000	\$67,600,000	-	

* Budget is net of Municipal and 3rd Party Recoveries

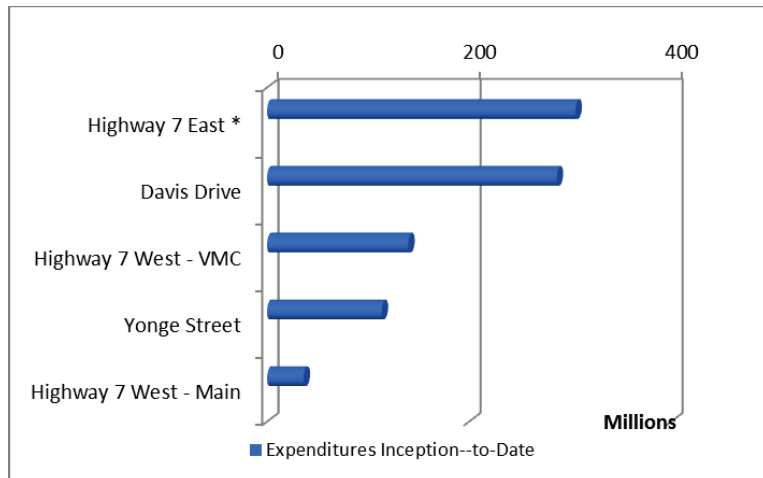
5.3 METROLINX MASTER AGREEMENT - \$1.755 BILLION

Funding 100% of the Region’s current 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:

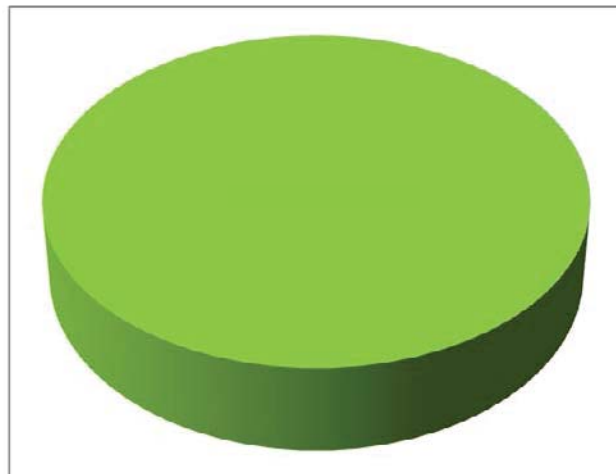
- \$38.0 million in funding remaining from the original QuickWins announcement of \$105.6 million
- \$85.0 million for the Provincial ‘CSIF’ funding announcement
- \$1.4 billion announcement plus escalation

Distribution of Funding by Program – \$1.755 billion:

BRT Program, BRT Rapidway – per Capital Budget



Funding Sources



With the Highway 7 East (H3) and Davis Drive (D1) BRT rapidways completed and in service; construction of the Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) progressing; property-related matters and design activities for Yonge Street (Y2.1, Y2.2 & Y3.2) nearing completion; and the Design-Build-Finance procurement activities closed off for the remaining Highway 7 West (H2), the expenditures in Year 2015 were \$200.6 million, bringing the total expenditures to \$883.4 million since the inception of the program.

The below table shows the project expenditures in Year 2015 and inception-to-date by BRT rapidway, and provides a comparison versus the respective project budgets.

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget*
Highway 7 East *	(3,119,321)	305,289,291	
Davis Drive	67,126,891	286,750,511	
Highway 7 West - VMC	55,618,760	139,776,643	
Yonge Street	54,531,311	113,440,028	
Highway 7 West - Main	26,266,435	36,233,586	
Enterprise Dr.	160,032	1,930,254	
Total	\$200,584,108	\$883,420,313	\$1,755,015,596

* Budget is net of Municipal and 3rd Party Recoveries

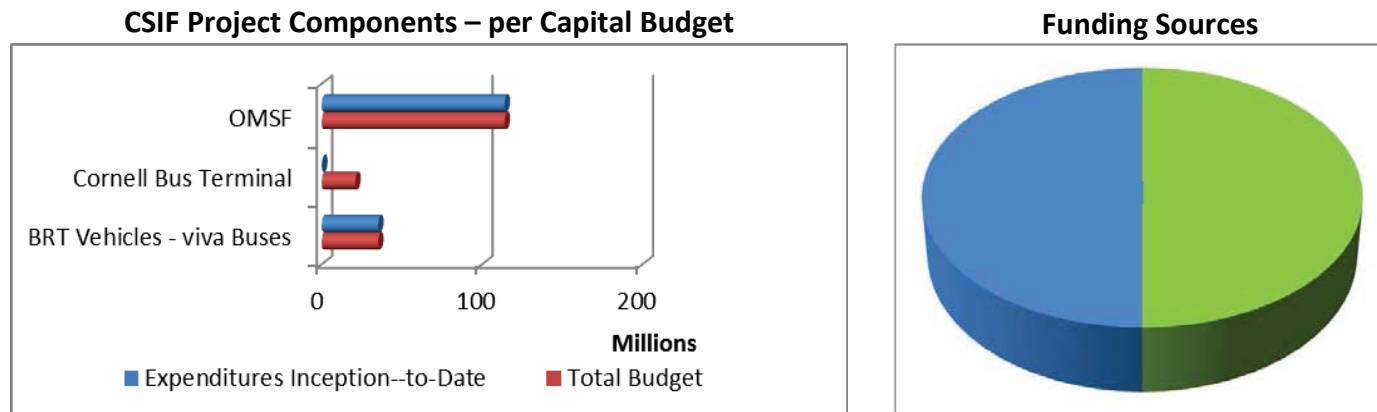
* With the Highway 7 East BRT completed and in service, approx. \$20.5 million of Municipal and 3rd Party works have been recovered – an additional \$2.2 million remains. Examples of the work completed:

- Widening of roads, replacement of storm sewers, installation of bike boxes and fibre optic system works for the Region
- Upgrades to the watermain for the Town of Richmond Hill
- Construction of new sidewalks for the City of Markham
- Utility relocations for Rogers Communications Inc. and Bell Canada

5.4 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 the Region.

Distribution of Funding by Project Component – \$170.0 million:



With the acquisition of the 39 Buses (60-Foot articulated vehicles) and the completion of the Operations, Maintenance & Storage Facility (OMSF), two of the three Project Components within the CSIF Contribution Agreement are now closed. The last Project Component – Cornell Terminal, is scheduled to be completed by end of 2017 – as mentioned in the *Procurement Section*, the Design and Engineering contract has been awarded to HDR Corp. this past December.

For the Year 2015, expenditures were \$11.8 million, bringing the total expenditures to \$149.3 million since inception of the program – as illustrated in the table below:

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget*	Budget Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	11,764,837	113,970,815	113,970,815	-	Completed
Cornell Bus Terminal	83,227	229,165	20,898,810	20,669,645	99%
BRT Vehicles - viva Buses (39)	(7,923)	35,130,375	35,130,375	-	Completed
Total	\$11,840,142	\$149,330,355	\$170,000,000	\$20,669,645	12%

* Budget is net of Municipal and 3rd Party Recoveries

5.5 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM – \$1.2 BILLION

The total budget committed by the funding partners towards Toronto-York Spadina Subway Extension (TYSSE) is \$2.8 billion, of which \$1.2 billion worth of assets (40%) are being built in the Region:

- Region’s commitment to this program is \$443.6 million – reflecting the additional \$92.0 million approved by Council in the Year 2015. The breakdown of these dollars is as follows:

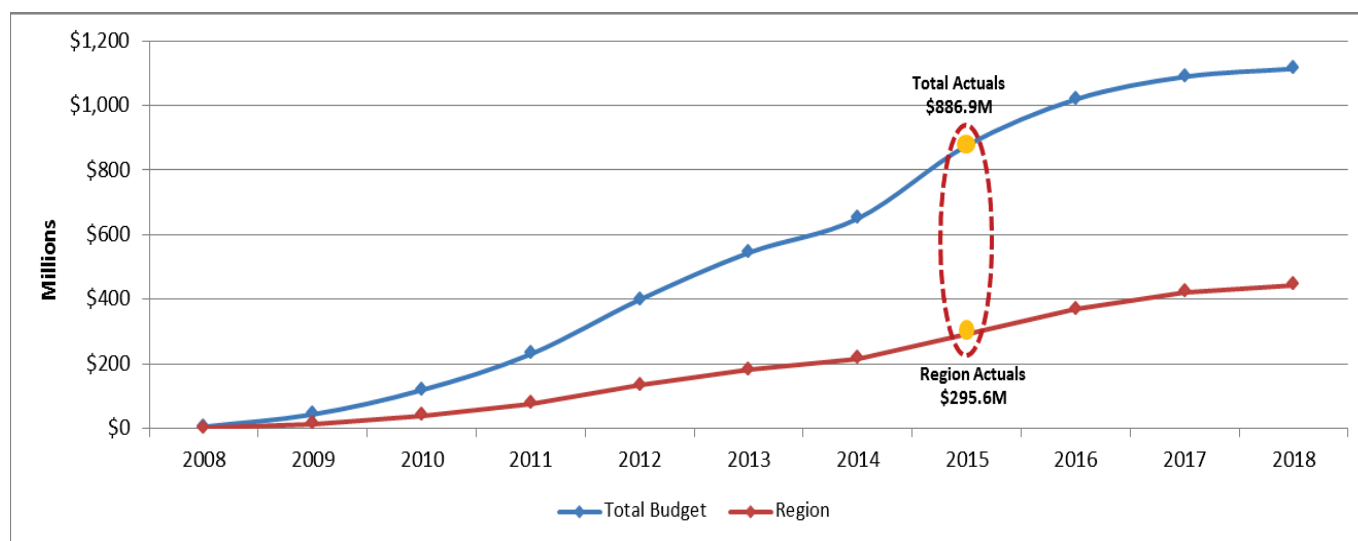
- \$60.0 million for the project reset and project extension as approved by Council this past April – reflecting 40.04% of the additional funding of \$150.0 million required for this project
- \$32.0 million from the Move Ontario Trust Revenue-Interests shortfall – reflecting 40.04% of the identified Revenue-Interests shortfall of \$80.0M for this project

In addition, the Region has agreed to pay an additional \$30.0 million in “Capacity Buy-In” to the Toronto Transit Commission, as per the Memorandum of Understanding (MOU) with the City of Toronto. As well, the Region has committed \$13.7 million towards designing and building an interface-concourse (Viva Concourse), between the subway and the vivaNext station at Vaughan Metropolitan Centre (VMC).

Since the start of the program to now, the Region has contributed \$295.6million of the total construction costs, excluding the “Capacity Buy-In” and the interface-concourse (Viva Concourse). The table below shows the project expenditures at the end of Q4 and inception-to-date:

Project	Expenditures		Total Budget	Budget	
	Expenditures Year-to-Date	Inception-to-Date		Remaining	% Remaining
York Region - Capacity Buy-In	-	20,000,000	29,980,000	9,980,000	33%
York Region - viva Concourse	3,852,015	6,957,544	13,957,397	6,999,853	50%
York Region - Downsview & Others	398,452	523,521	2,398,604	1,875,083	78%
York Region - Subway Construction	75,294,798	295,635,570	443,600,000	147,964,430	33%
Province - Subway Construction	92,153,473	312,494,245	391,623,106	79,128,861	20%
Government of Canada - Subway Construction	58,436,122	278,776,894	278,776,894	-	-
Total	\$230,134,860	\$914,387,774	\$1,160,336,001	245,948,227	21%

TYSSE Construction Expenditures, Year 2015



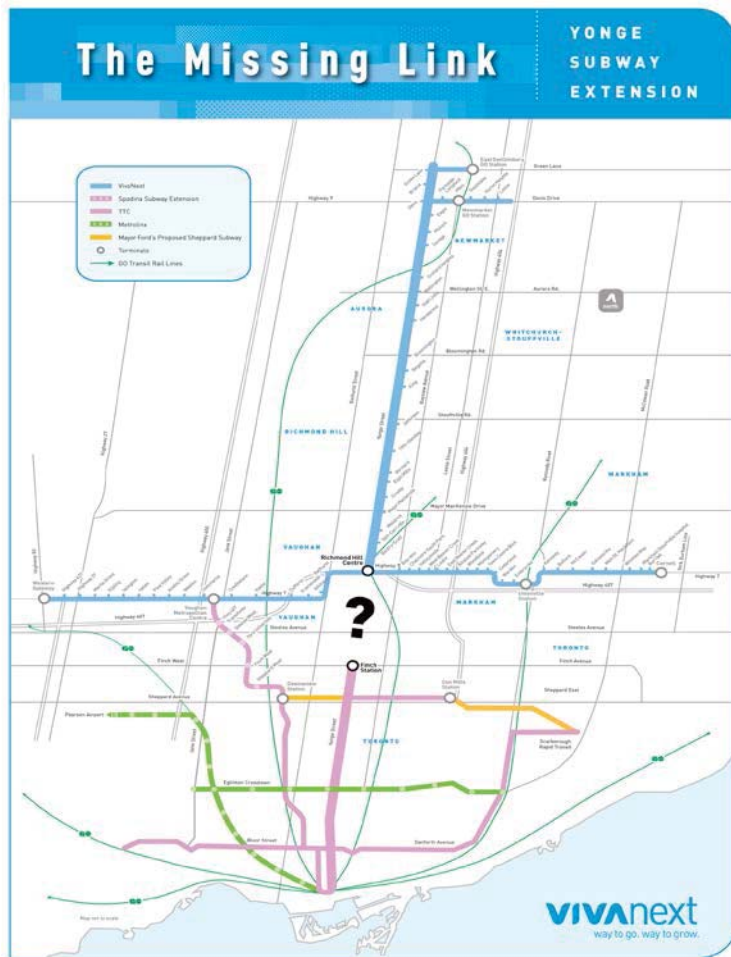
5.6 YONGE NORTH SUBWAY EXTENSION PROGRAM

YRRTC continues to work with Metrolinx, the City of Toronto and TTC on the Yonge North Relief Study to secure funding for the Yonge North subway Extension.

The table below shows the project expenditures at the end of Q4 and inception-to-date that the Region has spent in order to keep advancing the project and maintain a state of readiness. The project costs are related to the Conceptual Design.

- Note that the Region has also spent dollars prior to the Conceptual Design in order for the project to be “shovel-worthy” and “shovel-ready” - up to \$10.0 million in investment dollars to-date, of which \$4.3 million is for the Conceptual Design

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Conceptual Design	163,585	4,038,298	4,310,000	271,702	6%
Preliminary Engineering	-	-	-	-	-
Construction	-	-	-	-	-
Total	\$163,585	\$4,038,298	\$4,310,000	\$271,702	6%



5.7 OPERATING EXPENDITURES SUMMARY

For the Year 2015, Gross Operating Expenditures are \$34.1 million and Net Operating Expenditures are \$9.2 million – in line with the Operating Expenditures Budget for the year.

- Net Operating Expenditures of \$9.2 million reflect:
 - Operating Recoveries from the Capital Programs – \$12.3 million from the Metrolinx and Regional Capital Programs, which help offset YRRTC and York Region Staff and Administrative Costs, including office leases
 - Approx. 85% of the expenditures for the YRRTC staff budgeted @ 76 for the Year 2015, and 100% of the expenditures for the York Regions dedicated staff to the rapid transit projects – budgeted @ 36 for the Year 2015, are recovered
 - Revenues of \$12.6 million from Development Charges and Federal Gas Tax Revenues – offsetting the Financing Costs of \$19.7 million for Debt Principal and Interest Payments
 - Consulting Services for new rapid transit initiatives, e.g. Yonge North Subway Extension and Regional Express Rail

YRRTC Operating Expenditures, Year 2015

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	10.1	2.5	7.6
York Region Staff & Administration	4.3	0.2	4.1
Financing Costs	19.7	19.7	0.0
Gross Operating	34.1	22.4	11.7
Capital Recoveries	(12.3)	(0.5)	(11.7)
Revenues	(12.6)	(12.6)	0.0
Net Operating - Tax Levy	9.2	9.2	0.0

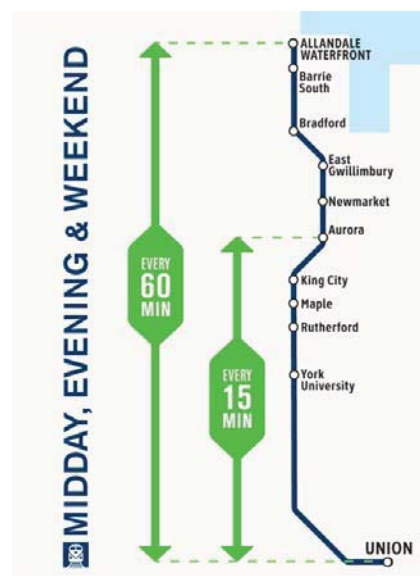
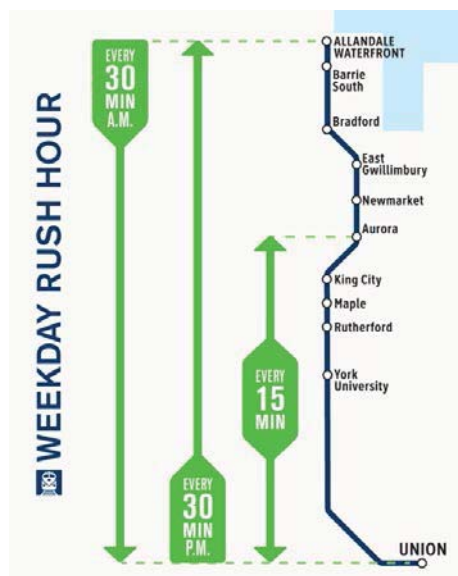
6.0 COMMUNICATIONS

6.1 GOVERNMENT RELATIONS

- Work to secure funding sources for priority vivaNext projects per YRRTC’s 10-Year Business Plan is underway. Current identified priorities, with an estimated value of \$5.8 billion, are:
 - Capital Funding and Preliminary Engineering dollars for the Yonge North Subway Extension
 - Future rapidway segments on Highway 7 – from Highway 50 to Helen St. and Unionville Station to Reesor Rd.
 - Future rapidway segment on Yonge St. – from 19th Ave. to Mulock Dr.
- In the Fall, the Corporation hosted a political delegation from Shanghai interested in transit funding and project management of contracts in Canada. A presentation which included an overview of the Corporation was made by the President and Chief Financial Officer to the delegation – it formed the basis for the delegates to discuss funding approaches and project management best practices and lessons learned for the YRRTC projects.
- Roads and Bridges magazine included the Highway 7 East BRT rapidway as #2 in their “Top 10 Roads in North America” list for the Year 2015. The Highway 7 East BRT rapidway was recognized as a multi-modal “complete street” thoroughway, with the trade magazine noting the transit operations technology, the red-pigmented pavement, bike lanes and sidewalk landscaping.
- In April 2015, the Province announced \$16.0 billion in dedicated funds that will accelerate service enhancements to the GO Transit network, including implementation of the Regional Express Rail (RER) – the Province announced that it will provide the following GO service improvements as part of the RER program.

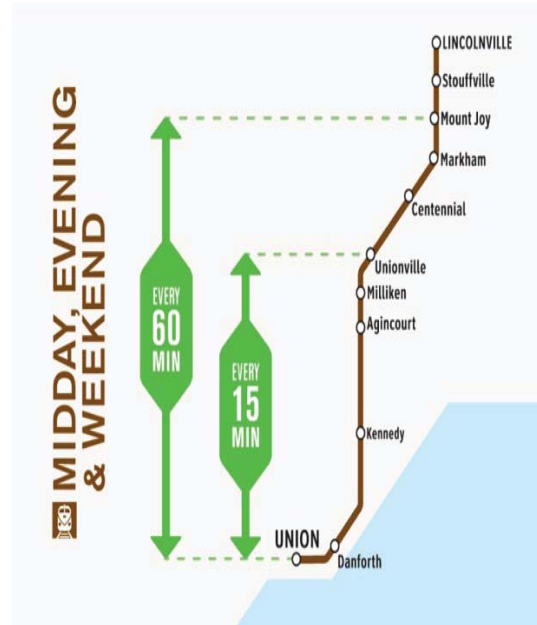
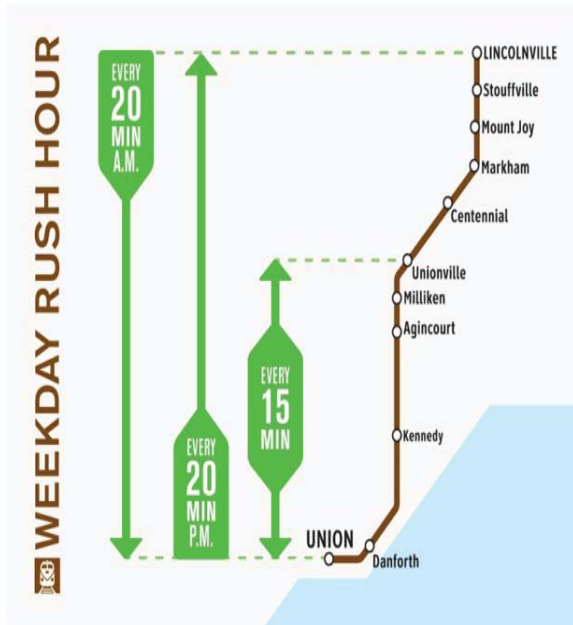
Barrie Rail Corridor

- 15-minute electrified service, running on weekdays, evenings and weekends between Aurora and Union Station;
- Two-way, 60-minute service or better on weekdays, evenings and weekends between Allandale-Waterfront (Barrie) and Union Station; and
- Peak period, peak direction service on weekdays every 30 minutes between Allandale-Waterfront and Union Station.



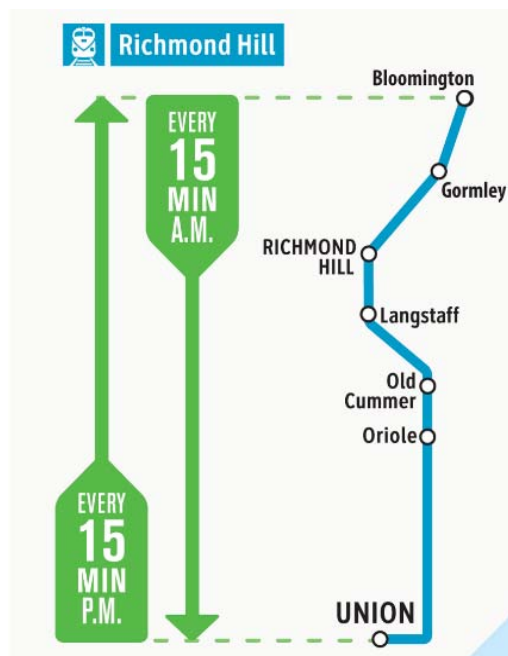
Stouffville Rail Corridor

- 15-minute electrified service, running on weekdays, evenings and weekends between Unionville and Union Station;
- Two-way, 60-minute service or better on weekdays, evenings and weekends between Mount Joy and Union Station; and
- Peak period, peak direction service on weekdays every 20 minutes between Lincolnville and Union Station.



Richmond Hill Rail Corridor

- Peak period, peak direction service every 15-30-minutes between Bloomington Road and Union Station.



- To implement the above services, the Province, through Metrolinx, has implemented a capital program that is set to deliver the project by 2025. Funding implications for York Region are not known at this time.
- Since the announcement, YRRTC and York Region staff have established a comprehensive team, including municipal representatives from across York Region, to support the RER initiative along the Stouffville and Barrie lines.
- YRRTC and York Region staff continue to participate in meetings and discussions with Metrolinx on the RER network implementation – as well, YRRTC and York Region staff continue to meet and work with municipalities to assess impacts of the RER expansion throughout York Region.

6.2 COMMUNITY ENGAGEMENT

- Community Liaison staff continues to meet with stakeholders along the corridors and expand information sharing with business owners, property management personnel, the Markham Board of Trade, the Richmond Hill Chamber of Commerce, the Newmarket Chamber of Commerce and the Vaughan Chamber of Commerce.
- Continued advertising of the new video “*Catch the Excitement*”, on Youtube and Facebook – the video features the benefits of the rapid transit system and continues to be viewed with an increase to 3,923 Youtube views and to-date: <https://youtube/CEfWnZQlqoY>
- Corporate campaign “*Making Connections*” held and wrapped up with the “*Scratch ‘n Win*” contest as part of our benefits education and awareness initiatives.
- Business support program deployed in the Town of Newmarket, Town of Richmond Hill and City of Vaughan – included radio ads, newspaper ads, billboards and bus backs
- Throughout the last half of the year, a number of community events took place:
 - Highway 7 East – official event held on October 29th at the Markham Civic Centre to celebrate Substantial Completion of the last Highway 7 East rapidway segment – with attendance by the Honourable Steven Del Duca, Ontario Minister of Transportation and MPP for City of Vaughan; Frank Scarpitti, Mayor for the City of Markham and Chairman of the YRRTC Board; as well as Wayne Emmerson, Chairman and CEO, Regional Municipality of York.
 - Davis Drive – on November 27th, a joint media advisory was issued from the Province, Metrolinx and YRRTC announcing the opening of the rapidway and the new Park ‘n’ Ride facilities on Davis Dr. Service was successfully launched on Sunday, November 29th @ 6:52 am with both politicians and members of the public participating.
 - Davis Drive – “*ShopDavis*” initiatives and Davis Drive “*Selfie Contest*”
 - Yonge Street – Regional Municipality of York, Admin. Building – project booth in September; Newmarket Committee of the Whole, RBC Small Business Centre – in October; Yonge and Davis Drive Streetscape Master Plan in November.
- As part of the corporate marketing strategy banners installed along the Viva corridors to emphasize the benefits of transit to your life and entice people to try it.
- vivaNext continues to engage audiences in conversation to increase the total reach and connections through social media channels. Results are reflective of the engagement and project activities during each quarter. Overall, at the end of Year 2015, YRRTC has made approximately 532,290 connections throughout the year.



- Engagement on social media (Twitter, YouTube, Facebook and blog) continues to be an effective communication tool, with a number of followers sharing views and comments.

Measure / Statistics	Q1-2015	Q2-2015	Q3-2015	Q4-2015
Visitors to vivanext.com	25,450	27,687	26,277	27,868
Page views to vivanext.com	76,293	85,602	81,666	81,873
Followers on Twitter	2,119	2,190	2,237	2,356
Friends on Facebook	1,810	1,870	1,892	1,925

- Subscription for construction updates on the vivaNext website (www.vivanext.com) were as follows for the Year 2015:

Subscribers	Q1-2015	Q2-2015	Q3-2015	Q4-2015
Highway 7 - Markham	1,297	1,306	1,296	1,318
Highway 7 - Vaughan	1,286	1,303	1,307	1,628
Davis Drive - Newmarket	1,554	1,576	1,568	1,588
Yonge Street – Richmond Hill & Newmarket	3,106	3,160	3,240	3,295
Spadina Subway Extension	1,077	1,082	1,073	1,102
Yonge North Subway Extension	1,420	1,469	1,478	1,505
E-Newsletter	6,351	6,277	6,262	6,113

For more information on the vivaNext projects, please visit our vivaNext website – www.vivanext.com or contact our Community Liaisons team

Community Liaisons

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APPENDIX 1: AWARDED CONTRACTS
Table 1 Awarded Contracts

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

Q3-2015

Category	Description	RFX No.	Vendor	Q3-2015	Total (\$)
Property (2)	H2 Demolition and Remediation at 1082 Centre St.	PT-15-002-RT	Salandria Ltd.	51,045	104,745
	D1 Environmental Services 161 Davis Drive	RFP-15-019-RT	S2S Environmental	53,700	
Construction (2)	H3 Streetlight Pole Repairs	RFQ-15-048-RT	AGI Traffic Technology Inc.	51,460	75,110
	Y2.1 Sign Relocation at 9839 Yonge St.	RFQ-15-045-RT	Spectra Advertising	23,650	
Communications (1)	vivaNext Brand Survey	RFQ-15-033-RT	Forum Research Inc.	35,200	35,200
Terminals (1)	VMC Bus Terminal Management Fees	RFQ-15-050-RT	Penguin-Calloway (Vaughan) Inc.	1,379,700	1,379,700
Grand Total (6)					\$1,594,755

Q4-2015

Category	Description	RFX No.	Vendor	Q4-2015	Total (\$)
Property (4)	Y2.1 Emergency Environmental Services	RFQ-15-059-RT	S2S Environmental	350,000	410,450
	Y3.2 TLI Expropriation Plans	RFQ-15-047-RT	Lloyd & Purcell Ltd	20,500	
	Sign Relocations at 9190 and 9883 Yonge Street	RFQ-15-058-RT	Spectra Advertising	20,200	
	Y2.1 Appraisals for MTO Lands	RFQ-15-028-RT	Antec Appraisal Group Inc.	19,750	
Terminals (1)	Cornell Station Engineering & Design Consultant Services	RFP-15-014-RT	HDR Corporation	998,220	998,220
Grand Total (5)					\$1,408,670

Table 2 Awarded Contracts by Type

Tender Type	Category	Q3-2015		Q4-2015	
		Total (\$)	Count	Total (\$)	Count
PT - Invitation to Tender	Property	51,045	1	-	-
RFP - Request for Proposal	Property	53,700	1	-	-
	Terminals	-	-	998,220	1
RFQ - Emergency Request for Quotation	Property	-	-	350,000	1
	Property	-	-	40,700	2
RFQ - Request for Quotation (General)	Construction	75,110	2	-	-
	Communications	35,200	1	-	-
RFQ - Single Source Request for Quotation	Property	-	-	19,750	1
	Terminals	1,379,700	1	-	-
Grand Total		\$1,594,755	6	\$1,408,670	5

APPENDIX 2: CONTRACT VALUE INCREASES, EXTENSIONS & CLOSURES
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	Q3-2015	Q4-2015	Total (\$)
Property (3)	RFQ-10-027-RT	83362	Open Architects	46,980	-	283,044
	PT-13-030-RT	84401	Steelcore Construction	-	222,272	
	PT-15-002-RT	87129	Salandria	-	13,792	
Construction (3)	CC-11-116-RT	83589	Kiewit-Ellis Don	-	38,669,926	39,611,865
	RFQ-13-025-RT	84396	Bell Canada	341,939	-	
	RFQ-13-100-RT	84459	Bell Canada	600,000	-	
Grand Total (6)				\$988,919	\$38,905,990	\$39,894,909

Table 2 Contracts Extensions – Existing
Q3-2015

Category	RFX No.	Contract No.	Vendor
Program Management (1)	RFQ-12-057-RT	84004	York Consortium
Property (4)	RFQ-10-027-RT	83362	Open Architects Inc
	PT-13-030-RT	84401	Steelcore Construction Ltd
	RFP-12-016-RT	84493	S2S Environmental Inc
	PT-10-025-RT	84490	ertl Surveyors
Preliminary Engineering (1)	RFQ-14-052-RT	85009	Cole Engineering Group Ltd.
Construction (1)	CC-10-057-RT	83251	Kiewit-Ellis Don

Q4-2015

Category	RFX No.	Contract No.	Vendor
Corporate (1)	RFQ-15-030-RT	86304	McPhail Transportation Planning
Property (1)	PT-13-030-RT	84401	Steelcore Construction Ltd
Construction (1)	CC-11-116-RT	83589	Kiewit-Ellis Don

Table 3 Contracts Closures – Q3-2015 & Q4-2015

Category	RFX No.	Contract No.	Vendor
Corporate (1)	-	78889	Bennett Design Associates
Property (18)	PT-10-007-RT	82742	Omari Mwinyi Surveying Services Ltd.
	PT-10-021-RT	83311	Omari Mwinyi Surveying Services Ltd.
	PT-10-023-RT	84482	Alex Marton Ltd.

	PT-10-024-RT	82735	Alex Marton Ltd.
	RFP-12-110-RT	83604	Cole Engineering Group Ltd.
	RFP-11-104-RT	83543	Conestoga-Rovers & Associates
		83557	SPL Consultants Limited
	A027415	83040	Holding Jones Vanderveen Inc.
	PT-13-094-RT	84474	Eplett Worobec Raikes Surveying
	RFQ-14-056-RT	84774	J.D. Barnes Limited
	PT-13-108-RT	84514	Cushman & Wakefield Ltd
	RFQ-14-027-RT	85286	Designed & Delivered
	RFQ-14-053-RT	84749	Lloyd & Purcell Ltd
	RFQ-14-071-RT	85186	Lloyd & Purcell Ltd
	RFQ-14-064-RT	85450	Eplett Worobec Raikes Surveying
	RFQ-14-057-RT	85136	Cole Engineering Group Ltd.
	RFQ-14-083-RT	85373	Eplett Worobec Raikes Surveying
	RFQ-13-106-RT	84483	PVCI Inc.
Preliminary Engineering (1)	PT-14-047-RT	84793	Cole Engineering Group Ltd.
Construction (5)	RFQ-12-011-RT	84526	Bell Canada
	RFQ-12-031-RT	83792	Enbridge Gas Distribution Inc.
	RFQ-13-103-RT	84491	Bell Canada
	RFQ-15-020-RT	85921	MTS Allstream Inc.
	RFQ-14-084-RT	85500	MTS Allstream Inc.
Communications (1)	RFQ-14-081-RT	85639	Brand Alliance Inc.
Subway (2)	-	77525	Lehman & Associates
	A016078	84509	Toronto Transit Commission
Terminals (1)	A025105	83160	York Consortium 2002

APPENDIX 3: PROCUREMENTS IN PROGRESS

Table 1 Procurements in Progress

No YRRTC Outstanding Procurements for the period of this report, whereby a solicitation has been advertised, but no award has yet been issued.

APPENDIX 4: UPCOMING PROCUREMENTS

Table 1 Upcoming Procurements

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

Category	Estimated Value	RFX No.	Description	Estimated Project Start Period
Property (11)	\$0 to \$5,000	RFPQ-16-011-RT	Pre-Qualification for D1 Environmental Risk Assessment Services	Q2-2016
		RFQ-15-064-RT	Y2.2 Streetline Survey	Q1-2016
	\$25,001 to \$50,000	RFQ-16-013-RT	D1 Appraisal Services for 161 Davis Dr. and Old Parkside)	Q3-2016
		RFQ-16-030-RT	Y2.1 Sign Relocations at 9675 and 9699 Yonge Street	Q1-2016
	\$50,001 to \$100,000	RFQ-16-003-RT	Y3.2 Appraisal Services	Q2-2016
		RFP-16-006-RT	D1 Surplus Lands Planning Program	Q2-2016
		RFQ-16-007-RT	H2-VMC Supply & Installation of Permanent Signs	Q3-2016
	\$100,001 to \$500,000	RFQ-16-008-RT	D1 Surplus Lands Old Parkside Appraisal Services	Q3-2016
		RFQ-15-063-RT	Y2.1 Streetline Survey	Q1-2016
	\$500,001 to \$1,000,000	RFP-16-012-RT	D1 Environmental Risk Assessment Services	Q2-2016
		PT-16-009-RT	D1 Remediation 161 Davis Drive	Q3-2016
Preliminary Engineering (1)	\$100,001 to \$500,000	RFP-16-004-RT	H3.4 BRT Realignment Study	Q3-2016
Construction (11)	\$100,001 to \$500,000	RFQ-15-037-RT	Y2.1 Rogers Utility Relocations	Q1-2016
		RFQ-15-044-RT	Y3.2 Hydro One Utility Relocations	Q1-2016
		PT-16-001-RT	Upgrades to the vivaNext Warden Station	Q2-2016
	\$500,001 to \$1,000,000	RFQ-15-038-RT	Y2.2 Rogers Utility Relocations	Q1-2016
		RFQ-15-039-RT	Y3.2 Rogers Utility Relocations	Q1-2016
		RFQ-15-040-RT	Y2.1 Bell Utility Relocations	Q1-2016
	\$1,000,001 to \$5,000,000	RFQ-15-035-RT	Y2.1 Powerstream Utility Relocations	Q1-2016
		RFQ-15-036-RT	Y2.2 Powerstream Utility Relocations	Q1-2016
		RFQ-15-041-RT	Y2.2 Bell Utility Relocations	Q1-2016
		RFQ-15-042-RT	Y3.2 Bell Utility Relocations	Q1-2016
		RFQ-15-043-RT	Y3.2 Newmarket Hydro Utility Relocations	Q1-2016

Subway (3)	\$0 to \$5,000	RFPQ-16-002-RT	Prequalification for Design Builder for ITS Systems at Black Creek Pioneer Village Station, Hwy 407 Station, and VMC Terminal	Q2-2016	
	\$1,000,001 to \$5,000,000	RFP-16-018-RT	Design Builder for ITS Systems at Black Creek Pioneer Village Station, Hwy 407 Station, and VMC Terminal	Q4-2016	
	>\$5,000,001	RFP-16-019-RT	Preliminary Engineering for Yonge North Subway Extension	Q4-2016	
Terminals (8)	\$0 to \$5,000	RFQ-16-016-RT	Pre-Qualification for SmartREIT-VMC Terminal Construction	Q1-2016	
		RFPQ-16-025-RT	Pre-Qualification for Cornell Terminal Construction	Q2-2016	
	\$100,001 to \$500,000	RFP-16-005-RT	Millway Avenue Design and Engineering Services	Q2-2016	
		RFQ-16-010-RT	SmartREIT-VMC Bus Terminal Architectural Services	Q1-2016	
		RFP-16-027-RT	Park and Ride Environmental and Geotechnical Investigations – Warden Ave. & Enterprise Dr.	Q2-2016	
		RFP-16-028-RT	Park and Ride Design and Engineering Consultant – Warden Ave. & Enterprise Dr.	Q4-2016	
		>\$5,000,001	PT-16-026-RT	Cornell Terminal Construction	Q4-2016
			PT-16-017-RT	SmartREIT-VMC Terminal Construction	Q3-2016