

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

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

**Subject:** **Project Status Report: Q1-2018**

**Ref:** YORK-#8227746

## Recommendation

It is recommended that:

1. The Board receive the attached Project Status Report: Q1-2018 for information.

## Purpose

The purpose of this report is to provide the Board with an overview of the Corporation's project milestones, construction activities and financial updates for the period of January 1, 2018 to March 31, 2018.

## Project Highlights

### BUS RAPIDWAYS & STATIONS (BRT) PROGRAM

***The second phase of rapidway construction in Vaughan continues along Highway 7 West from Yonge Street to Bowes Road and from Edgeley Boulevard to Helen Street***

- Station platform construction, including canopy installation throughout the corridor continues throughout 2018
- Utility relocations are progressing along the corridors, with telecom and hydro relocations continuing at Highway 400 and nearing completion along Centre Street and Highway 7
- Storm sewer installation along Highway 7 and Centre Street has resumed and will be followed by road widening

***Construction progressed on the vivaNext BRT segments in Newmarket and Richmond Hill***

- Utility relocations continued along the Yonge Street corridor (Y2.1, Y2.2, & Y3.2)
  - Y3.2 (Savage Road/Sawmill Valley Drive to Davis Drive) – primary relocation work completed
  - Y2.1 & Y2.2 (Richmond Hill Centre to Major Mackenzie Drive / Levendale Avenue to 19<sup>th</sup> Avenue/Gamble Road) – gas, hydro and telecom relocation work progressing and hydro pole installation completed
- Construction of the water main in the Town of Richmond Hill progressing at approximately 50% completion
- Construction activities continue along the corridors. In Y3.2, the installation of retaining walls, planter soil cells, boulevard and sidewalk work is underway

**INFRASTRUCTURE & DEVELOPMENT PROGRAM**

***SmartCentres Place VMC Bus Terminal will open in 2018 and provide connections for riders to a variety of transit services***

- Construction of the facility progressing with completion expected in Q3-2018
  - Roof panel installation for the pavilion area is underway
  - Mechanical and electrical equipment are being installed

***Procurement is ongoing for the Cornell Bus Terminal in the City of Markham***

- Amendments to the design completed and re-tender for the construction was completed in Q1-2018 with contract award expected in Q2-2018
- Project completion is expected in Q3-2019

***YRRTC continues to work with York Region and the local municipalities to Master Plan the lands acquired for the construction of the rapid transit and subway projects***

- Engineering services are underway at Warden and Enterprise lands, including geotechnical investigations, surveys and flood plain analysis
- Land transfers and final payment to York Region for the lands purchased as part of the TYYSE adjacent to the subway facilities progressed and will be finalized in 2018

**TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM**

***TTC Line 1 Extension to Vaughan Metropolitan Centre opened for service on December 17, 2017***

- Installation of fare equipment & Intelligent Transportation Systems are underway at the three subway stations in York Region, with completion expected in Q2-2018
- TYSSE continues to work on completing the elevators and escalators from the TTC station to the vivastation
  - TYSSE has indicated that the south elevator is anticipated to be operational by the end of Q2-2018 and a schedule for the remaining devices is being confirmed

## FUTURE RAPID TRANSIT INITIATIVES

### *In collaboration with Metrolinx, TTC and City of Toronto, YRRTC advanced the planning and design work program for the 7.4 kilometer Yonge Subway Extension (YSE)*

- Memorandum of Understanding (MOU) was executed at the YSE Executive Committee meeting in Q1-2018. Meetings regarding the MoU resulted in consensus on the Governance and Compliance Principles
- TTC and YRRTC collaborated on the development of RFP packages to be issued by the TTC in Q2-2018 to procure key technical services for the preliminary engineering and design activities
- The YSE Project Modification Request is under review by Infrastructure Canada and the Transfer Payment Agreement was submitted in Q1-2018
- In Q1-2018, the Metrolinx Board approved the Final draft 2041 Regional Transportation Plan
  - YRRTC and York Region worked in collaboration to provide input to Metrolinx and participate in stakeholder engagement initiatives
  - York Region's top rapid transit priorities, including the YSE and future BRT were included in the final plan

## Financial & Procurement Highlights

*At the end of Q1, Capital Expenditures are at \$59.9 million – of which the Region's contribution is \$35.4 million (Table 1)*

Table 1 – YRRTC Capital Expenditures, Q1-2018

Capital Expenditures (\$Millions)	Regional Program (YTD) \$	Metrolinx Program (YTD) \$	Inception To-Date \$	Funding \$
BRT Rapidways & Stations *		18.7	1,356.1	1,784.2
BRT Facilities & Terminals	2.5		173.7	210.0
BRT Rapid Transit Vehicles	-		46.7	46.7
Toronto-York Spadina Subway Extension <i>Construction</i>	38.3		1,241.4	1,329.2
<i>Viva Concourse</i>	37.8		1,189.2	1,274.9
<i>Capacity Buy-In &amp; Other</i>	-		13.2	14.0
Yonge Subway Extension	0.5		38.9	40.3
<i>Conceptual Design</i>	0.3		5.7	40.7
<i>Planning &amp; PE</i>	-		4.1	4.3
Rapidway Transit Initiatives	0.3		1.6	36.3
	0.0		2.4	3.2
<b>Total Capital Programs</b>	<b>\$41.2</b>	<b>\$18.7</b>	<b>\$2,826.0</b>	<b>\$3,414.0</b>
<b>Total York Regional Funded</b>	<b>\$35.4</b>		<b>\$666.4</b>	<b>\$777.9</b>

***At the end of Q1-2018, Gross Operating Expenditures and Net Operating Expenditures are \$6.3 million and (\$5.7) million respectively (Table 2)***

- The Net Operating Expenditures of (\$5.7) million and reflects:
  - \$5.4 million of Operating Recoveries for YRRTC and York Region staff and administrative costs from the Metrolinx Capital Program and Regional Capital Program
  - Timing of recognition of financing costs
  - \$6.6 million of Revenues from Development charges and Federal Gas Tax, offsetting the Debt Principal and Interest Payment which are primarily for the Toronto-York Spadina Subway Extension (TYSSE)

**Table 2 – YRRTC Operating Expenditures, Q1-2018**

Operating Expenditures (\$ Millions)	Q1-2018 Operating Expenditures	Regional Operating Expenditures	Metrolinx Operating Expenditures
YRRTC Staff & Administration	4.6	1.1	3.5
York Region Staff & Administration	1.3	0.1	1.2
Net Financing Costs	0.4	0.4	0.0
<b>Gross Operating</b>	<b>6.3</b>	<b>1.6</b>	<b>4.6</b>
Recoveries from Capital Projects	(5.4)	(0.7)	(4.6)
Revenues from Development Charges & Federal Gas Tax	(6.6)	(6.6)	0.0
<b>Net Operating - Tax Levy</b>	<b>(5.7)</b>	<b>(5.7)</b>	<b>0.0</b>

***At the end of Q1-2018, approximately 96% of the \$1.63 billion funding for the Regional Capital Program has been committed and 90% has been spent***

- Procurement activities of significance (i.e. > \$200K) was for the SmartCentres Place Millway Avenue By-Pass storm sewer

***At the end of Q1-2018, approximately 96% of the \$1.784 billion funding for the Metrolinx Capital Program has been committed and 76% has been spent***

- Procurement activities of significance (i.e. > \$500K) were for the construction of the Yonge Street BRT segment and owner's engineer consulting services

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

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Mary-Frances Turner, President

June 21, 2018  
Attachment: (1)

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York Region Rapid Transit Corporation

# project status report Q1 - 2018



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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.

The expertise of YRRTC lays in project management – design and engineering, procurement and financial management and community relations. A proven record of disciplined, community-focused project implementation, transparency and collaboration helps get the job done. Project management is backed by knowledge, leadership and innovation in planning great cities centred on new urbanism.

## 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

From the Executive Management Team, the President reports to the Chairman of the YRRTC Board and the Chairman and CEO of York Region. 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](http://www.york.ca).



**President**  
 Mary-Frances Turner



**Vice-President, Project Implementation**  
 Paul May



**Chief Financial Officer and Treasurer**  
 Michael Cheong



**Design Chief, Infrastructure and Development**  
 Raj Mohabeer



**Chief Communications Officer**  
 Dale Albers



**Chief Legal Officer & Corporate Secretary**  
 Antoinette Bozac



1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK



**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**HIGHWAY 7 EAST - RICHMOND HILL CENTRE TO WARDEN AVENUE (H3)**

**Project Description**

- The Highway 7 East (H3) rapidway extends 6.0 km from Richmond Hill Centre to Warden Avenue in the Town of Richmond Hill and the City of Markham, with 10 centre-lane vivastations and one curbside station
- The first segment from Bayview Avenue to Highway 404 has been in service since August 2013
- The second segment from Highway 404 to South Town Centre Boulevard (STC) has been in service since August 2014
- The final segment from STC to Warden Avenue was completed in December 2014 and service started in January 2015
- Since the opening of the first segment of the rapidway in August 2013, there has been a 30% decrease in travel time and a 10% increase in ridership



**Progress Status Update**

**Utility Relocations**

- All utility works are fully complete

**Design-Build Construction**

- Final warranty walk-downs completed in June 2017. Minor final-warranty works being completed
- Final Acceptance scheduled for Q2 2018

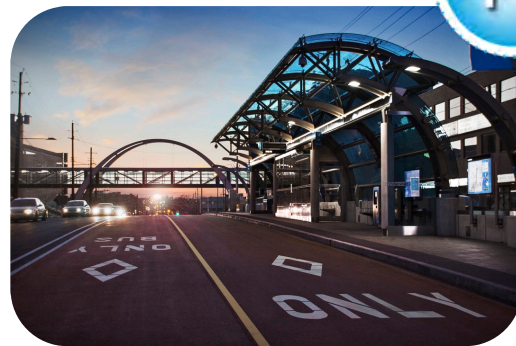


**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

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

**Project Description**

- The Davis Drive (D1) rapidway in the Town of Newmarket extends for 2.7 km from Yonge Street to Roxborough Road – just east of Southlake Regional Health Centre
- The rapidway includes 3 centre-lane vivastations and two curbside stations rapidway – completed in November 2015, and has been in service since December 2015
- Final hand-over achieved in Q3-2016
- Total Performance achieved in late December 2016
- Viva service continues east in mixed-use traffic, terminating at Highway 404
- The new Viva service has recorded a 62% increase in ridership on the Viva yellow route since 2015 and approximately 33% travel time savings compared to curbside service
- The Davis Drive transformation includes upgraded infrastructure, modern streetscapes, tree-lined boulevards and upgraded utilities which will help attract future growth and investment



**Progress Status Update**

**Property**

- Union Hotel - preparations for sale of building underway
- The Risk Assessment program is complete

**Utility Relocations**

- Rogers aerial to underground cabling work is expected to be completed in Q2-2018
- Upon completion of Rogers work, Newmarket-Tay Power will remove the few remaining poles

**Design-Build Construction**

- Warranty period and warranty work is ongoing

**Keeping the Public Informed**

- Community Liaisons are available to work with the local businesses and residents to address any concerns and/or to keep the community informed of any remaining warranty work



**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**HIGHWAY 7 WEST, VAUGHAN METROPOLITAN CENTRE – BOWES ROAD TO EDGELEY BOULEVARD (H2-VMC)**

**Project Description**

- The H2-VMC rapidway refers to Highway 7-West, from Bowes Road to Edgeley Boulevard – it includes the construction of 3 centre-lane vivastations along the 3.6 km of rapidway



**Progress Status Update**

**Design-Build Construction**

- Substantial Completion was achieved on December 15, 2017
- The project was fully handed over to York Region on December 15, 2017 in advance of the opening of the VMC Subway Station
- Viva revenue service commenced December 17, 2017, with a public grand opening event taking place
- Minor works and addressing deficiencies of the VMC BRT Station continues into 2018



**Property**

- All required properties are in possession and remediation work for acquired lands are completed

**Utility Relocations**

- All utility relocations have been completed

**Keeping the Public Informed**

- Community Liaisons are available to work with the local businesses and residents to address any concerns and/or to keep the community informed of any remaining warranty work
- Email subscription list currently has approximately 1,800 contacts
- The VMC BRT Station was awarded 2<sup>nd</sup> place for 2017 Project of the Year by Professional Engineers of Ontario (PEO), York Chapter.

**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DR. (Y2.1); LEVENDALE RD. TO 19TH AVE./GAMBLE RD. (Y2.2); SAVAGE RD./SAWMILL VALLEY 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 Drive and includes 4 centre-lane vivastations
- Yonge Street (Y2.2) rapidway in the Town of Richmond Hill, extends from Levendale Avenue to 19<sup>th</sup> Avenue/Gamble Road and includes 2.9 km of rapidway and 3 centre-lane vivastations
- Yonge Street (Y3.2) rapidway in the Town of Newmarket extends approximately 2.4 km from Savage Road/Sawmill Valley Drive to Davis Drive and includes 3 centre-lane vivastations



**Progress Status Update**

**Property**

- Risk Evaluation for the corridor is complete, and implementation with the design builder is underway

**Utility Relocations**

**Y2.1 and Y2.2 segment (Richmond Hill)**

- Potholing investigations to advance utility design complete
- Enbridge detailed design is 100% complete and relocation work is 75% complete in both segments
- Alectra, Bell and Rogers relocation work is 70% complete in Y2.2 and 60% complete in Y2.1.
- Alectra hydro pole installations are nearing completion



**Y3.2 segment (Newmarket)**

- Primary civil utility relocation work is completed with minor Allstream relocation work remaining
- Rogers splicing to be completed concurrent with road work
- Newmarket-Tay Hydro has completed pole installation, framing and stringing with the exception of the removals of a few poles



**Design-Build Construction**

- Overall the project is 36% complete

**Y2.1 and Y2.2 segment (Richmond Hill)**

- Temporary signal installation and median removals throughout Y2.1 and Y2.2 are approximately 65% complete
- Water main construction in the Town of Richmond Hill is approximately 50% complete
- Traffic has been shifted to the west side in the Y2.1 segment from Hwy 7 to 16<sup>th</sup> Ave. for road widening

**Y3.2 segment (Newmarket)**

- Y3.2 road widening work on the west side of Yonge Street was completed in 2017. Boulevard and sidewalk works are underway.
- Electrical works and retaining wall construction continued during winter. Construction of wall at northwest corner of Yonge Street and Gladman Avenue is underway.

**Keeping the Public Informed**

- The Yonge Street database has over 4,155 subscribers for the Richmond Hill and Newmarket community
- The Community Liaison team continues to work with local businesses and residents and participates in various community engagement events to key stakeholders and community groups:
  - Mon Sheong Residence, Richmond Hill - project overview presentation and Q&A session – Jan. 11
  - Leonard Ave. Residents Meeting – provide project overview and Q&A session to understand work and related noise – Mar 20
  - Hillcrest Mall – Project overview with General Manager and senior staff – Mar. 29
  - Project information booths were set up at the following events and locations:

Town of Newmarket:

- Town of Newmarket Ward 7 Winter Event – Feb. 25
- Town of Newmarket Open House – Feb. 27
- Newmarket Chamber of Commerce – Women in Business Event – Mar. 8

Town of Richmond Hill:

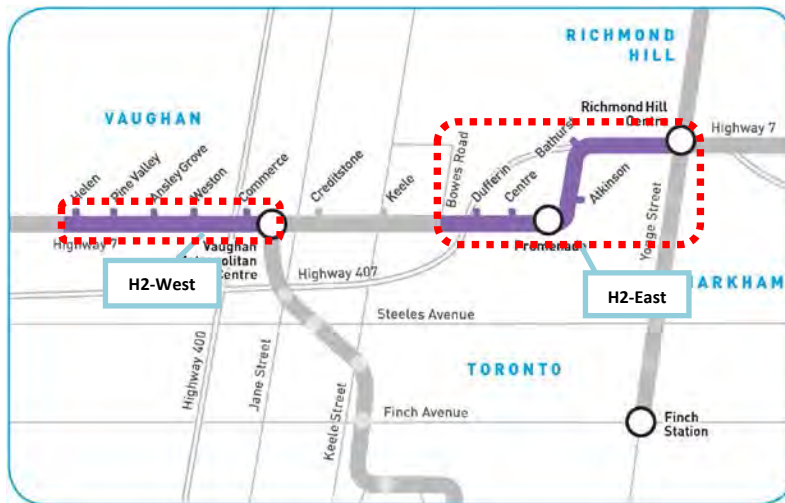
- Richmond Hill YRT/Viva Terminal – Public Information Centre – Mar. 28

**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**HIGHWAY 7 WEST (H2-WE), BATHURST AND CENTRE STREETS FROM YONGE STREET TO BOWES ROAD (H2-EAST) AND EDGELEY BOULEVARD TO HELEN STREET (H2-WEST)**

**Project Description**

- The H2-WE rapidway refers to approximately 12.4 km of rapidway along Highway 7 West, Bathurst and Centre Streets and includes the construction of 10 centre-lane vivastations
- The rapidway is expected to be in service by end of 2019



**Progress Status Update**

**Property**

- All required lands are in possession
- Environmental Risk Evaluation for the corridor is complete, and implementation with the design builder is underway

**Utility Relocations**

- Discipline Integration Team, utility workshops and utility schedule meetings continue with all utility companies to mitigate, advance and coordinate the utility work in both segments of the corridors
- Detail designs for all utilities are complete with utility relocation well underway
- Alectra relocation on Centre Street and on Highway 7 is ongoing
- Bell and Rogers relocation on Highway 7 west of Weston Road and Centre Street are nearing completion
- Bell and Rogers relocation at Highway 400 is ongoing and expected to be complete in summer 2018

**Design-Build-Finance (DBF) Construction**

- Overall project is at 40% completion
- Majority of the intersections have been placed under temporary traffic signals in 2017 and the remainder will be transferred to temporary traffic signals in 2018, as needed
- Majority of Design Submissions have reached 100% or IFC

- Majority of Highway 400 bridge substructure works were completed in 2017 and works will resume on the superstructure and ramp re-alignments in Spring 2018
- Storm sewer installation along Highway 7 and Centre Street have resumed and will be followed by road widening in Spring 2018
- Canopies at Hwy 7-Bathurst platforms were installed in 2017 while remaining concrete works continued in Q1-2018
- Northbound Atkinson Avenue station platform concrete has been poured
- Commerce Street station platforms have been excavated with traffic diverted around
- Paver stone installation along Highway 7 east of Bathurst continued in spring 2018
- The Project is scheduled to be in service by the end of 2019, with remaining work to be completed by the end of 2020



**Keeping the Public Informed**

- The subscription list for these corridors is currently 2,716 contacts with outreach and initiatives continuing to increase the subscriptions
- Community outreach program has been advanced with local businesses and residents to inform the community of upcoming rapidway activities and construction impacts and this includes the following participation in various community engagement events to the key stakeholders:
  - Community Traffic Safety Meeting, Thornhill – Jan. 26
  - Current Happenings Resident Group – Woodbridge – Feb. 8
  - Vaughan Chamber of Commerce – Mayor’s Lunch and Address – Mar. 28
- Project information booths were set up at the following events and locations:
  - Vaughan Chamber of Commerce – Vaughan Business Expo – Jan. 31
  - Vaughan YRT/Viva Terminal – Public Information Centre – Mar. 26



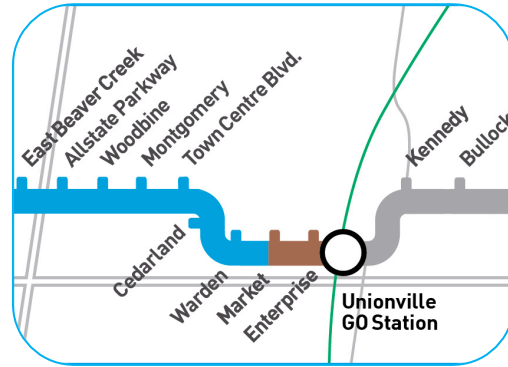


**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

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

**Project Description**

- The H3.4 rapidway will connect to the existing Enterprise Drive rapidway at Birchmount Road, and will continue through Markham Centre, east to Kennedy Road
- The project includes approximately 1.2 km of rapidway and 1 centre-lane vivastation
- Since the rapidway project opened more than 10,000 new residential units, and over 113,000 square metres of commercial office/space has been built in the Markham Centre area



**Progress Status Update**

**Progress Update**

- Design of this segment will be integrated with a number of transportation, development, and mobility hub studies that are required for Markham Centre
- These initiatives are being coordinated between the City of Markham, Metrolinx and YRRTC
- The identification and evaluation of Alternative Alignments to the EA approved H3.4 alignment in Markham Centre, is included in the Mobility Hub study currently being conducted by Metrolinx.



Markham Centre

**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**HEALTH & SAFETY BRT AUDITS**

As per the Metrolinx Master Agreement and respective Project Charters, YRRTC is required to conduct Health and Safety Audits (HSA) annually to determine the extent to which the Design Build Contractors (DB) and the Owner’s Engineer (OE) were complying with their respective contractual obligations for managing health and safety on the vivaNext Projects. As in the past and to maintain business continuity, REA was engaged by YRRTC to conduct the FY-16 HSAs. Depending upon the start and progress of the Projects, it was a follow-up for KED and RapidLINK; and it was a first for EDCO.

For each of the HSA for the DB Contractors, the OE was also assessed. The HSA audit examined health and safety programs, plans, practices, management, records and control activities of DB and OE. HSA conclusion was that the DBs have established and implemented a functional system for managing its health and safety obligations on the projects in the form of its project specific health and safety plans. The OE has established and implemented a sound approach to systematically perform its project safety oversight role. The HSAs for 2017 will be included in a later report, with ComTech included as YRRTC’s new OE as of 2017.

**Compliant and Mostly Compliant**

	2012	2013	2014	2016
<b><u>DB</u></b>				
H2-VMC	6%	56%	81%	74%
Yonge Street	N/A	N/A	63%	94%
H2-WE	N/A	N/A	N/A	97%
<b><u>OE (WSP-MMM)</u></b>				
H2-VMC	N/A	N/A	60%	84%
Yonge Street	N/A	N/A	62%	94%
H2-WE	N/A	N/A	N/A	100%

**3.0 INFRASTRUCTURE & DEVELOPMENT PROGRAM**

**OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)**

**Project Description**

- The Operations, Maintenance and Storage Facility (OMSF) is a 24-acre site, with a 481,679 square foot LEED Silver Certified Design facility located at Headford Business Park in the Town of Richmond Hill (at Leslie Street and 16<sup>th</sup> Avenue)
- It includes energy-efficient and environmentally-friendly features such as energy efficient lighting and heating systems, a “cool roof” to save on cooling costs and a rainwater recycling system
- The facility was constructed to accommodate 196 buses on opening day and up to 250 articulated buses over time
- It includes four main areas:
  1. Administrative Building
  2. Storage Garage
  3. Repair Garage
  4. Bus Wash



**Progress Status Update**

- The Operations, Maintenance and Storage Facility (OMSF) is 100% complete and in service since June 2015



**CORNELL TERMINAL**

**Project Description**

- The Cornell Terminal is a planned 11-bay bus terminal located in the City of Markham, at Highway 7 East and Ninth Line – near Markham-Stouffville Hospital (MSH)
- It will connect Viva service with the East Markham local YRT transit routes and future connections with the Durham Transit and GO bus services
- Lands and land-related matters for the project are funded 100% under the QuickWins Agreement with the Province
- Design and construction for the project are funded under the Federal-CSIF Contribution Agreement and York Region (50-50 cost share)



**Progress Status Update**

**Design-Bid-Build Construction**

- Project was tendered in fall 2017, and was closed due to being over budget
- The design was revised to replace the full roof structure with a smaller, more affordable, roof structure over the median island and pedestrian walkways, plus a colonnade along the east and west facades
- The revised Issued-for-Tender design was completed in late December went to tender in April 2018
- Coordination and consultation with City of Markham is on-going – Site Plan Endorsement was received on the revised design; Building Permit submission was made in March 2018
- Continuing coordination of design and construction of the future roads network adjacent to the with cost sharing agreement targeted for execution in Q2-2018
- The Project is expected to be completed by the end of 2019



**RELATED INITIATIVES**

**Project Description**

- Regional lands were acquired for the construction of Bus Rapid Transit projects. YRRTC continues to work with York Region, Metrolinx and the municipalities to achieve optimal cost recovery.
- Significant Regional lands were acquired for the construction of the Toronto-York Spadina Subway Extension, the Highway 7 East rapidway project and the park and ride program. YRRTC continues to work with York Region and the local municipalities to Master Plan the lands for long term development.
- Rapid Transit Park ‘n’ Ride facilities are being built in support of the rapid transit system in York Region. These are being developed based on an integrated Park ‘n’ Ride strategy for YRT/Viva Region-wide - incorporating the updates Transportation Master Plan and tying in vivaNext projects completed or under construction

Warden & Enterprise Lands

- Procurement activities for Engineering services for the lands at Warden Avenue and Enterprise Boulevard are complete. Municipal Infrastructure Group was the successful consultant.
- Engineering services (including geotechnical investigations, surveys, and flood plain analysis) are underway.

Steeles West & Jane/Steeles Lands

- Master planning the lands for long term development
  - Continuing to review the planning framework and undertake market sounding
  - Identifying planning amendments required to achieve optimized highest and best use
  - Identifying partnering opportunities and establishing relationships
- Transfer of lands adjacent to TYSS subway facilities progressed and will be finalized in Q2 of 2018

Davis Drive Park n’ Ride

- The carpool lot located at Davis Drive and Highway 404 was expanded to a Park n’ Ride facility for York Region Transit (YRT/Viva) and GO Transit and went into service in late November 2015
- The facility consists of:
  - 200 parking spots, Two platforms for GO buses, Two platforms for YRT/Viva buses plus a bus layover area and one-two bus shelters for GO and YRT/Viva
- The design and construction for this facility was 100% funded and delivered by GO Transit



**3.1 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM**

**SPADINA SUBWAY EXTENSION**

**Project Description**

- Now open for service, the 8.6 km extension of Line 1 from Sheppard West Station to the Vaughan Metropolitan Centre (VMC) area at Highway 7 and West of Jane Street
  - 6.2 km from Downsview Subway Station to Pioneer Village Subway Station – in the City of Toronto – 60% of the subway extension
  - 2.4 km from Pioneer Village Subway Station to Vaughan Metropolitan Centre Subway Station – in York Region – 40% of the subway extension



**Progress Status Update**

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

**Pioneer Village Subway Station**

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



*Progress Status Update*

- TTC subway station began revenue service on December 17, 2017
- YRT began service out the of the YRT bus terminal on December 17, 2017
- The bus bays, drive aisle, passenger platform waiting areas, heated waiting area and public washrooms were put into operation, the rest of the terminal is still under construction by TYSSE
- Construction on the YRT bus terminal will continue until Q2-2018

**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*

- TTC subway station began revenue service on December 17, 2017
- YRT began service out the of the bus terminal on December 17, 2017
- GO Transit began service at the bus terminal on December 30, 2017



**VMC Subway Station**

- Subway station is the terminus of the Spadina Subway Extension and includes the station’s entrance building, a direct underground connection to the Viva BRT Station on Highway 7 West, a direct underground tunnel to the SmartCentres Place Bus Terminal and a connection tunnel under Millway Avenue

*Progress Status Update*

- The TTC subway station went into revenue service on December 17, 2017



**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

*Progress Status Update*

- Substantial completion was achieved on December 15, 2017 with handover to YRT
- TYSSE is still progressing work on the elevators and escalators
- Access to the subway station is via stairs in the interim; accessibility accommodations are provided via Millway Avenue to the TTC VMC Station main entrance
- Viva began revenue service on December 17, 2017 to coincide with revenue service of VMC Station
- Work continues on detail work by the design build contractor

**SMARTCENTRES PLACE BUS TERMINAL**

**Project Description**

- SmartCentres Place Bus Terminal in Vaughan Metropolitan Centre [VMC] is a local transit terminal forming part of an integrated transit facilities hub at the terminus of TYSSE in the VMC area
- A planned 9-bay bus terminal located at the VMC Subway Station – designed to accommodate six platforms for service by YRT/Viva and three for future use by YRT/Viva and other transit services
- It is located over the tail track of the VMC Subway Station and directly connected to the subway concourse by an underground pedestrian tunnel

**Progress Status Update**

- Key project milestones achieved to date:
  - Project 85% complete as of end of March 2018
  - Underground servicing work is complete
  - Steel erection, glulam wood beam, CLT roof panel and curtain wall installation is complete
  - Roof membrane is approximately 75% complete
  - Concrete, pre-cast architectural concrete and unit paver installation complete
  - Mechanical and electrical equipment are being installed
  - Finishing work including drywall, tiling, terrazzo flooring, and painting is underway
- Contract Substantial completion in Q2-2018





**3.2 YONGE SUBWAY EXTENSION (YSE) PROGRAM**

**Project Description**

- This project is a planned 7.4 km extension of the existing Yonge Subway, from the Finch Station to the Richmond Hill Centre and includes an underground train storage facility north of Richmond Hill Centre

**Progress Status Update**

- In collaboration with the Region, YRRTC continues to advocate for provincial and federal funding in the amount of \$5.1 billion (in escalated dollars) estimated for the construction of the YSE
- The YSE project is moving forward with preliminary engineering, planning and design work, which is expected to take approximately 24 months to complete
- Discussions and negotiations regarding a multi-party Memorandum of Understanding (MOU) continued in 2018 resulting in consensus on principles of collaboration, project governance structure and respective roles and responsibilities
- A MOU was executed by the respective parties in late Q1-2018
- YSE Project staff from YRRTC and TTC are meeting regularly and are progressing on:
  - Governance and project management
  - Planning, ridership forecasting/modelling
  - Economic analysis and business case development
  - Preliminary engineering
  - Communications and community relations
- TTC and YRRTC collaborated on the development of RFP packages to procure key technical services for the preliminary engineering and design activities, including:
  - Geotechnical and hydrological investigation and field services,
  - Tunnel design,
  - Stations design, and
  - Systems design
- The Geotechnical RFPs were released on February 2018 and closed in March 2018, and the contract is expected to be awarded by the TTC in Q2-2018. The Systems design RFP will be issued in later March or early April
- A YSE Joint Communications Working Group has been established and Communications, Community Relations and Media Relations plans and protocols are being developed
- The engagement of municipal stakeholders is underway and broader public outreach will commence in Q2-2018



**4.0 PROCUREMENT ACTIVITIES**

All tables express values exclusive of taxes.

**4.1 AWARDED CONTRACTS – NEW**

Procurement activities for Q1-2018 were for just under \$740,000, primarily driven by the Millway Avenue By-Pass Storm Sewer.

The below table identifies a *Categorized Summary of YRRTC Contract Awards* – a total of 6 contracts (please see details in Appendix 1):

Category	Total	
<b>Corporate</b>	Total (\$)	N/A
	Count	1
<b>BRT Property</b>	Total (\$)	\$297,450.01
	Count	3
<b>BRT Construction</b>	Total (\$)	\$-
	Count	0
<b>Subways</b>	Total (\$)	\$-
	Count	0
<b>Facilities &amp; Terminals</b>	Total (\$)	\$438,852.00
	Count	2
<b>Total (\$)</b>		<b>\$736,302.01</b>
<b>Total Count</b>		<b>6</b>

**4.2 AMENDED CONTRACTS – EXISTING**

In Q1-2018, total increases to existing contracts were over \$24.5 million – primarily driven by the increases York RapidLINK Constructors, the Yonge Street Projects Design-Builder; WSP Canada Group Limited for the Engineering and Advisory Services – Technical Advisory and Construction Oversight; and to Comtech Group Inc. for the Engineering and Advisory Services – Program Management (Please see Table 1 of Appendix 2).

In addition, 13 existing contracts were extended (please see details in Table 2 of Appendix 2); and 5 existing contracts were closed off – (please see Table 3 of Appendix 2).

The table below identifies a *Categorized Summary of YRRTC Contract Amendments*:

Category	Activities	Q1-2018
<b>Corporate</b>	Closed	3
	Date Changes	-
	Increased Amounts	\$3,533,630.00
<b>BRT Property</b>	Closed	1
	Date Changes	6
	Increased Amounts	\$85,605.00
<b>Program Management</b>	Closed	-
	Date Changes	1
	Increased Amounts	\$5,000,000.00
<b>BRT Construction</b>	Closed	1
	Date Changes	3
	Increased Amounts	\$15,508,556.00
<b>Communications</b>	Closed	-
	Date Changes	-
	Increased Amounts	-
<b>Subway</b>	Closed	-
	Date Changes	-
	Increased Amounts	-
<b>Preliminary Engineering</b>	Closed	-
	Date Changes	-
	Increased Amounts	-
<b>Facilities &amp; Terminals</b>	Closed	-
	Date Changes	3
	Increased Amounts	\$539,671.00
<b>Total Closed</b>		<b>5</b>
<b>Total Date Changes</b>		<b>13</b>
<b>Total Increased Amounts</b>		<b>\$24,667,462.00</b>

\* Closed – refers to contracts closed during the period. \*\* Date Changes – 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 procurement activities related to existing and new contracts as well as soon-to-be executed agreements, total financials for program are \$3.279 billion out of the funding availability of \$3.414 billion.

- Metrolinx Capital Program of \$1.784 billion – \$1.701 billion or approximately 96% committed
- Region Capital Program of \$1.630 billion – \$1.563 billion or approximately 96% committed

**4.3 PROCUREMENT ACTIVITIES IN PROGRESS, NEW CONTRACT AWARDS**

Category	Estimated Project Start Period	Total
Corporate	Q2-2018	3
Facilities & Terminals	Q2-2018	1
<b>Total</b>		<b>4</b>

The table above identifies a Categorized Summary of YRRTC Procurement Activities in Progress – a total of 4 contracts (please see details in Table 1 of Appendix 3) in the works.

**4.4 UPCOMING & PLANNED PROCUREMENT ACTIVITIES, NEW CONTRACT AWARDS**

Upcoming procurements scheduled over the next 90 days, with potential cumulative contract awards valued at \$8.5 million. Procurement activities include:

Regional Capital Program

- YRRTC External Coaching Services
- VMC Passenger Pick-Up and Drop-Off (PPUDO)
- VMC Landscaping at Millway Ave.
- Pioneer Village Geotechnical Investigation

Metrolinx Capital Program

- Appraisal Services for All Corridors
- Emergency D1 Environmental Sciences 161 Davis Drive
- Engineering and Advisory Services – Technical Advisory & Construction Oversight Services

The following table provides a Summary of YRRTC Upcoming Procurements that has not yet been advertised, categorized by the anticipated project start date (please see details in Appendix 4):

Category	Estimated Value	Estimated Project Start Period	
		Q2-2018	Q3-2018
<b>BRT Property (2)</b>	\$500,001 to \$1,000,000	1	
	N/A		1
<b>Facilities &amp; Terminals (3)</b>	\$10,001 to \$25,000	1	
	\$100,001 to \$500,000	2	
<b>Corporate (2)</b>	\$100,001 to \$500,000	1	
	> \$5,000,000,001		1
<b>Grand Total (7)</b>		<b>5</b>	<b>2</b>

**5.0 FINANCIAL UPDATES**
**5.1 CAPITAL EXPENDITURES SUMMARY**

YRRTC is the program manager for rapid transit infrastructure that has a total funding of \$3.414 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 Street and Davis Drive
- 8.6 km of Spadina Subway extension to Highway 7 and west of Jane Street with three subway stations in York Region – Pioneer Village, Highway 407 and Vaughan Metropolitan Centre
- One Operations, Maintenance & Storage Facility at Headford Business Park
- Two Bus Terminals at the Vaughan Metropolitan Centre and Cornell Community
- Park ‘n’ Ride Facilities
- Fifty-Three 60-foot articulated vehicles

**Current Capital Program – \$3.414 billion:**

The total value of the capital programs being delivered carries a value of \$3.414 billion, with the Region’s contribution at \$747.7 million and the remainder funded by senior levels of Government.

- Federal = 12% or \$400.4 million
- Provincial = 66% or \$2.3 billion
- York Region = 22% or \$747.7 million

Above funding of the capital programs includes the executed agreements of the \$67.6 million from the QuickWins Contribution Agreement, the \$1.755 billion from the Metrolinx Master Agreement and the \$170.0 million from the Canada Strategic Infrastructure Fund (CSIF).

Capital expenditures were approximately \$59.9 million in the first quarter of the year, bringing total expenditures to \$2.826 billion since inception of the Capital Programs. The main drivers of the expenditures are:

- Construction activities for the Bus Rapidways and Stations (BRT) Program – \$18.7 million
- Construction activities for SmartCentres Place VMC Bus Terminal – \$2.5 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$38.3 million

**Summary of Capital Expenditures – Q1-2018 and Inception To-Date**

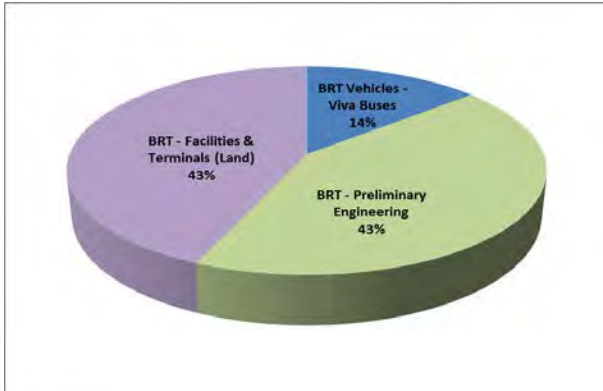
Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget *	Budget Remaining	% Remaining
<b>BRT Rapidways and Stations *</b>	18,721,773	1,356,121,958	1,784,231,692	428,109,733	24%
<b>BRT Facilities &amp; Terminals</b>	2,541,745	173,691,798	210,001,410	36,309,612	17%
<b>BRT Vehicles - viva Buses</b>	-	46,730,575	46,730,575	-	Completed
<b>Toronto-York Spadina Subway Extension (TYSSE)</b>	38,274,349	1,241,364,274	1,329,245,879	87,881,605	7%
<b>Yonge Subway Extension (YSE) - Conceptual Design</b>	-	4,093,890	4,308,346	214,456	5%
<b>Yonge Subway Extension (YSE) - Planning &amp; PE</b>	302,520	1,609,449	36,344,175	34,734,726	96%
<b>Rapidway Transit Initiatives</b>	35,300	2,425,488	3,165,909	740,421	23%
<b>Total</b>	<b>\$59,875,687</b>	<b>\$2,826,037,431</b>	<b>\$3,414,027,985</b>	<b>\$587,990,554</b>	<b>17%</b>

\* Budget is net of Municipal and 3<sup>rd</sup> Party Recoveries, and that includes the TYSSE contractor delay claims of \$160.0M

**5.2 QUICKWINS CONTRIBUTION AGREEMENT – \$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.

**QuickWins Project Components – per Capital Budget**



**Funding Sources**



**Summary of Capital Expenditures – Q1-2018 and Inception To-Date**

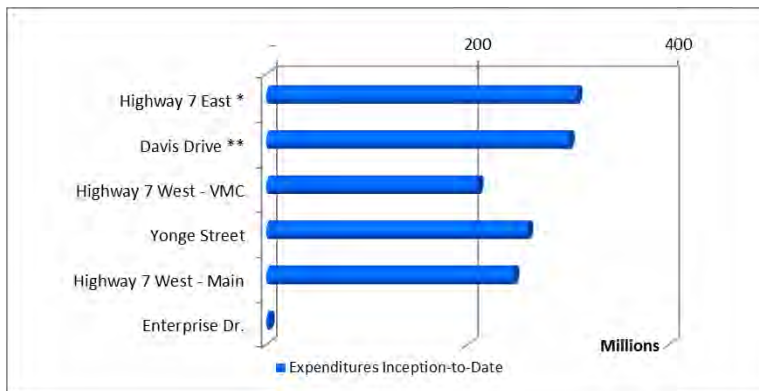
Program	Expenditures Inception-to-Date	Total Budget	% Remaining
Enterprise Dr. (PE & Construction)	19,223,940		Completed
Davis Drive (PE)	1,511,071		Completed
Highway 7 West - VMC (PE)	660,259		Completed
Highway 7 West - Main (PE)	6,918,838		Completed
Yonge Street (PE)	590,827		Completed
BRT Facilities & Terminals (PE & Land)	29,337,865		Completed
BRT Vehicles - viva Buses	9,357,200		Completed
<b>Total</b>	<b>\$67,600,000</b>	<b>\$67,600,000</b>	

**5.3 METROLINX MASTER AGREEMENT - \$1.755 BILLION**

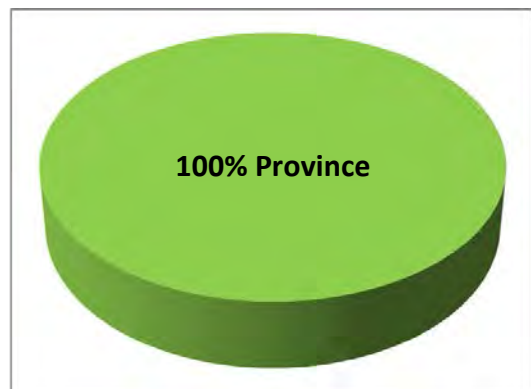
Funding 100% of the Bus Rapidways and Stations (BRT) Program in York Region – as per ‘The Big Move’ announcement for transportation infrastructure plan in the Greater Toronto and Hamilton Area (GTHA), the Metrolinx Master Agreement of \$1.755 billion includes:

- \$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 to Year 2021

**BRT Program – per Capital Budget**



**Funding Sources**



The expenditures versus this funding agreement in the first quarter were \$18.7 million – bringing the total expenditures to \$1.327 billion since the inception of the program – approx. 67% of the rapidways completed.

**Summary of Capital Expenditures – Q1-2018 and Inception To-Date**

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget
Highway 7 East *	64,726	308,377,012	
Davis Drive *	459,218	300,797,288	
Highway 7 West - VMC **	(12,708,173)	210,261,956	
Yonge Street	14,218,395	259,554,445	
Highway 7 West - Main	16,684,635	245,732,897	
Enterprise Dr.	1,392	2,482,414	
<b>Total</b>	<b>\$18,720,193</b>	<b>\$1,327,206,011</b>	<b>\$1,755,000,000</b>

\* Inception-to-date Expenditures are net of Municipal and 3<sup>rd</sup> Party Works which are still in the process of being reimbursed and reflect acquisition costs for surplus lands where a work program to dispose-sell is underway

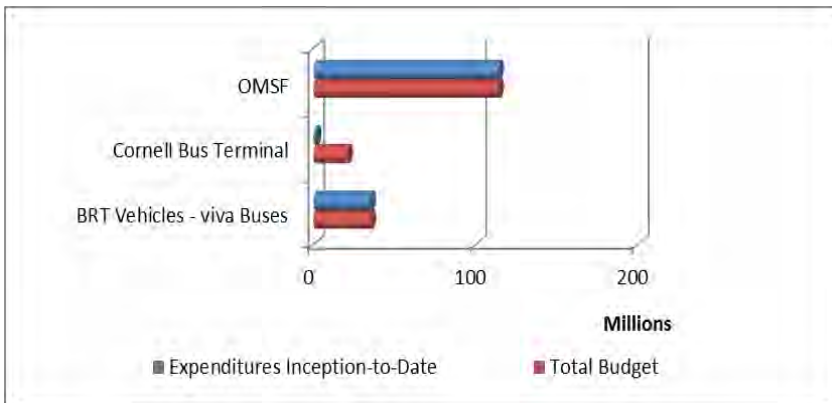
\*\* Year-to-date and Inception-to-date Expenditures are net of Municipal and 3<sup>rd</sup> Party Works which are in the process of being reimbursed

**FEDERAL CSIF CONTRIBUTION AGREEMENT – \$170.0 MILLION**

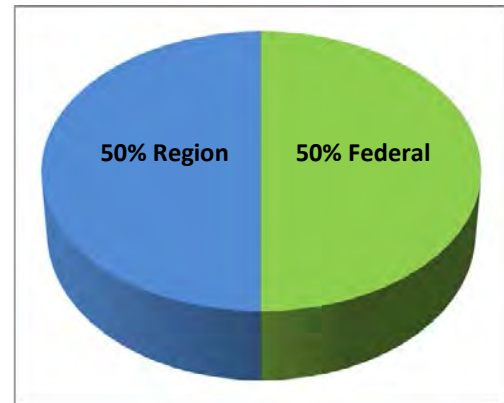
The Federal Canada Strategic Infrastructure Fund (CSIF) Contribution Agreement – valued at \$170.0 million, was executed on March 15, 2011 – a 50-50 contribution partnership between the Federal Government and the Region.

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

**CSIF Project Components – per Capital Budget**



**Funding Sources**



With the acquisition of the 39 buses (60-foot articulated vehicles) and the completion of 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 by the end of 2019. Year-to-date expenditures include program management activities.

In the first quarter of the year, expenditures were \$0.01 million, bringing the total expenditures to \$150.6 million since inception of the program – as illustrated in the table below:

**Summary of Capital Expenditures – Q1-2018 and Inception To-Date**

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget*	Budget Remaining	% Remaining
<b>Operations, Maintenance and Storage Facility (OMSF)</b>	-	113,970,815	113,970,815	-	Completed
<b>Cornell Bus Terminal</b>	12,210	1,513,400	20,898,810	19,385,410	93%
<b>BRT Vehicles - viva Buses (39)</b>	-	35,130,375	35,130,375	-	Completed
<b>Total</b>	<b>\$12,210</b>	<b>\$150,614,590</b>	<b>\$170,000,000</b>	<b>\$19,385,410</b>	<b>11%</b>

\* Budget is net of Municipal and 3<sup>rd</sup> Party Recoveries



5.4 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM – \$1.3 BILLION

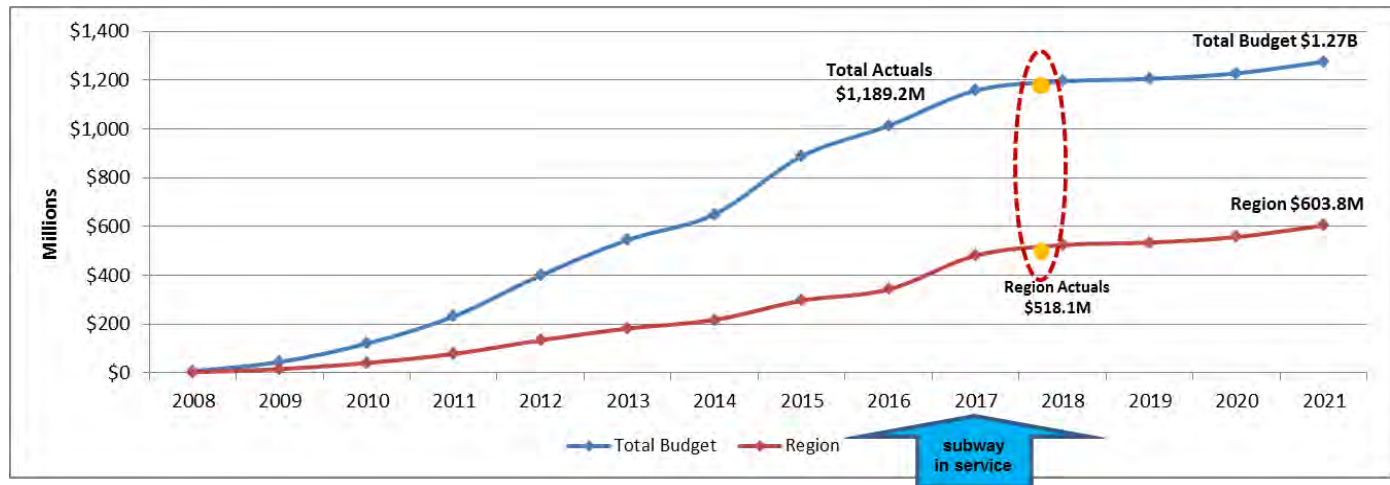
The total budget committed by the funding partners towards Toronto-York Spadina Subway Extension (TYSSE) is \$3.184 billion, of which \$1.3 billion worth of assets (40.04%) are being built in York Region:

- York Region’s commitment to TYSSE Construction is now \$604.0 million

Summary of Capital Expenditures – Q1-2018 and Inception To-Date

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
York Region - Capacity Buy-In	670,667	30,650,667	29,980,000	(670,667)	-2%
York Region - viva Concourse	-	13,191,011	13,959,076	768,064	6%
York Region - Downsview & Others	(218,357)	8,295,767	10,364,803	2,069,036	20%
York Region - Subway Construction	37,822,038	518,116,388	603,831,560	85,715,172	14%
Province - Subway Construction	-	392,031,640	392,031,640	-	0%
Government of Canada - Subway Construction	-	279,078,800	279,078,800	-	0%
<b>Total</b>	<b>\$38,274,349</b>	<b>\$1,241,364,274</b>	<b>\$1,329,245,879</b>	<b>87,881,606</b>	<b>7%</b>

TYSSE Construction Expenditures in York Region, Q1-2018 and Inception-To-Date



**5.5 YONGE SUBWAY EXTENSION PROGRAM**

Expenditures to date are:

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Conceptual Design	-	4,093,890	4,308,346	214,456	5%
Planning & PE	302,520	1,609,449	36,344,175	34,734,726	96%
Construction	-	-	-	-	-
<b>Total</b>	<b>\$302,520</b>	<b>\$5,703,339</b>	<b>\$40,652,521</b>	<b>\$34,949,182</b>	<b>86%</b>

**5.6 OPERATING EXPENDITURES SUMMARY**

For the first quarter of 2018, Gross Operating Expenditures and Net Operating Expenditure are \$6.3 million and (\$5.7) million respectively.

- Net Operating Expenditures of (\$5.7) million driven by timing of recognition of Financing Costs and Revenues:
  - \$5.4 million of Operating Recoveries for YRRTC, Consulting and York Region staff, and administrative costs from the Metrolinx Capital Program and Regional Capital Program
  - \$6.6 million of Revenues from Development Charges and Federal Gas Tax – offsetting the Debt Principal and Interest Payments which are primarily for the TYSSE

**YRRTC Operating Expenditures, Q1-2018**

Operating Expenditures (\$ Millions)	Q1-2018 Operating Expenditures	Regional Operating Expenditures	Metrolinx Operating Expenditures
YRRTC Staff & Administration	4.6	1.1	3.5
York Region Staff & Administration	1.3	0.1	1.2
Net Financing Costs	0.4	0.4	0.0
<b>Gross Operating</b>	<b>6.3</b>	<b>1.6</b>	<b>4.6</b>
Recoveries from Capital Projects	(5.4)	(0.7)	(4.6)
Revenues from Development Charges & Federal Gas Tax	(6.6)	(6.6)	0.0
<b>Net Operating - Tax Levy</b>	<b>(5.7)</b>	<b>(5.7)</b>	<b>0.0</b>

## **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 for the Yonge Subway Extension
  - Capital funding and preliminary engineering for future rapidway segments on Highway 7 – from Highway 50 to Helen Street and Unionville Station to 9<sup>th</sup> Line
  - Capital funding and preliminary engineering for future rapidway segment on Yonge Street – from 19<sup>th</sup> Avenue to Mullock Drive

### **6.2 COMMUNITY ENGAGEMENT**

- Community Liaison staff continue to work with community stakeholders (i.e. businesses, property owner’s, residents, Chambers of Commerce and Boards of Trade) to keep them informed along the construction corridors
- In the first quarter of this year, the Community Liaisons participated in a variety of community events including:
  - Newmarket Community Open House
  - Newmarket – Ward 7 Winter Event
  - Newmarket Chamber of Commerce’s Women in Business Event
  - Richmond Hill Condominium and Key Stakeholders Outreach
  - Richmond Hill - YRT/Viva Transit Planning Public Information Centre
  - Vaughan Community Traffic Meeting
  - Vaughan Business Expo
  - Vaughan Community Group Outreach
  - Vaughan – YRT/Viva Transit Planning Public Information Centre
  - Social media outreach to businesses within each of the corridors
- The 2018 Corporate Campaign was approved for market this spring and this year’s theme is focused on the benefits of transit and the choices available today and coming in the future “#moreto come”; The creative features lifestyle imagery with artistic painting unveiling a Viva backdrop and the campaign includes social media ads, advertising on local buses and corridor banners
- Banners along the Viva corridors continue to be part of our campaigns to emphasize the benefits of transit and these are changed out seasonally and will follow this year’s theme



- 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
- In the first quarter of 2018, YRRTC made 136,000 connections
- Throughout the construction season, vivaNext continues to use every opportunity to educate and engage their audiences to ensure our stakeholders receive relevant and timely communications about the work being undertaken along the Regional corridors. As crews prepare for the spring and summer construction season, notification of work and our outreach program continues to be an effective tool to keep people informed
- 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. Due to paid media and the multiple campaigns in market, the results in the last quarter are exponentially higher than normal

Measure / Statistics	Q1-2018
Visitors to <a href="http://vivanext.com">vivanext.com</a>	7,895
Page views to <a href="http://vivanext.com">vivanext.com</a>	17,288
Followers on Twitter	2,998
Friends on Facebook	2,140

- In November 2017, YRRTC was recognized by the City of Vaughan with the Urban Design Award of merit for the Highway 7 West Rapidway – design and construction.

Subscription for updates on the vivaNext website ([www.vivanext.com](http://www.vivanext.com)) were as follows:

Subscribers	Q1-2018
Highway 7 - Markham	1,305
Highway 7 - Vaughan	1,780
Davis Drive - Newmarket	1,527
Yonge Street – Richmond Hill & Newmarket	4,155
Spadina Subway Extension	1,307
Yonge Subway Extension	2,149
Bathurst & Centre	936
Corporate Newsletter	5,878

**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 – Q1-2018.

Category	Tender Type	Description	RFX No.	Vendor	Awarded Value
<b>Corporate (1)</b>	RFPQ – Request for (Pre) Qualification	Engineering and Advisory Services – Technical Advisory & Construction Oversight Prequalification	RFPQ-18-001-RT	N/A	N/A
<b>BRT Property (3)</b>	PT - Invitation to Tender (ITT)	H2VMC: 2006 highway 7 Pylon, Sign and Light Standard Reinstatement	PT-17-034-RT	Guild Electric Limited	\$185,730.01
	RFP - Request for Proposal	H2WE Environmental Investigations	RFP-17-042-RT	RiskCheck Environmental Ltd.	\$66,730.00
		Davis Drive Surplus Lands Highest Best Use Assignment	RFP-18-003-RT	N Barry Lyon Consultants Limited	\$44,990.00
<b>Facilities &amp; Terminals (2)</b>	RFQ - Direct Purchase	Millway Avenue By-Pass Storm Sewer	RFQ-18-007-RT	City of Vaughan	\$366,905.00
		VMC Bus Terminal Wayfinding and signage	RFQ-17-060-RT	Zip Signs Ltd.	\$71,947.00
<b>Total (6)</b>					<b>\$736,302.01</b>

**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 – Q1-2018.

Category	RFX No.	Vendor
Property (2)	RFQ-17-044-RT	S2S Environmental Inc
	RFQ-17-053-RT	Lloyd & Purcell Ltd
BRT Construction (2)	RFQ-14-070-RT	Town of Richmond Hill
	RFP-13-002-RT	York RapidLINK Constructors
Corporate (1)	RFP-17-001-RT	Comtech Group Inc.
Program Management (1)	RFP-11-042-RT	WSP Canada Group Limited
Terminals (1)	PT-16-053-RT	Bondfield Construction Company Limited
<b>Total (7)</b>		

**Table 2 – Contracts Extensions, Existing**

Category	RFX No.	Vendor
Terminals (3)	RFQ-15-050-RT	Penguin-Calloway (Vaughan) Inc.
	PT-16-053-RT	Bondfield Construction Company Limited
	RFP-15-014-RT	HDR Corporation
Property (6)	RFQ-16-049-RT	Spectra Advertising
	IT-16-030-RT	Spectra Advertising
	RFQ-17-032-RT	Lloyd & Purcell Ltd
	RFQ-17-044-RT	S2S Environmental Inc
	RFQ-17-047-RT	Cushman & Wakefield Ltd
	PT-17-036-RT	Antec Appraisal Group Inc
Program Management (1)	RFP-11-042-RT	Mccormick Rankin Corporation
Construction (3)	CC-10-057-RT	Kiewit-Ellis Don A Partnership
	RFQ-12-002-RT	Powerstream Inc.
	RFQ-14-070-RT	Town of Richmond Hill
<b>Total (13)</b>		

**Table 3 – Contracts Closures**

Category	RFX No.	Vendor
Corporate (3)	RFQ-12-082-RT	Metrus Properties II Inc
	RFQ-16-061-RT	KPMG LLP
	RFQ-17-057-RT	The Elliott Consulting Group Inc.
Property (1)	RFQ-16-040-RT	Black & McDonald Limited
Construction (1)	RFQ-15-032-RT	Weinmann Limited
<b>Total (5)</b>		

**APPENDIX 3: PROCUREMENT ACTIVITIES IN PROGRESS, NEW CONTRACT AWARDS**

**Table 1 – Procurement Activities in Progress, New Contract Awards**

The following table provides a breakdown of *Procurement Activities in Progress* for the period of this report – Q1-2018, whereby a solicitation has been advertised, but no award has yet been issued.

Category	RFX No.	Description	Estimated Project Start Period
<b>Corporate (3)</b>	RFP-17-003-RT	Engineering and Advisory Services - Strategic Management and Finance	Q2-2018
	RFQ-17-049-RT	Staff Engagement Survey	Q2-2018
	RFQ-17-050-RT	Personal Profile Assessments	Q2-2018
<b>Terminals (1)</b>	PT-17-061-RT	Cornell Bus Terminal (Reissuance)	Q2-2018
<b>Total (4)</b>			



**APPENDIX 4: UPCOMING & PLANNED PROCUREMENT ACTIVITIES, NEW CONTRACT AWARDS**

**Table 1 – Upcoming Procurement, New Contract Awards**

The following table provides a full breakdown by *Upcoming & Planned Procurement Activities* for the period of this report – Q1-2018.

Category	Estimated Value	RFX No.	Description	Estimated Project Start Period
<b>Property (2)</b>	\$500,001 to \$1,000,000	RFQ-18-004-RT	Emergency: D1 Environmental Services 161 Davis Drive	Q2-2018
	N/A	RFQ-18-006-RT	Appraisal Services for all corridors	Q3-2018
<b>Corporate (2)</b>	\$100,001 to \$500,000	RFP-18-005-RT	YRRTC External Coaching Services	Q2-2018
	> \$5,000,000	RFP-18-002-RT	Engineering and Advisory Services – Technical Advisory and Construction Oversight	Q3-2018
<b>Terminals (3)</b>	\$10,000 to \$25,000	RFQ-18-010-RT	Pioneer Village Geotechnical Investigation	Q2-2018
	\$100,001 to \$500,000	RFQ-18-008-RT	VMC Passenger Pick-Up and Drop-Off (PPUDO)	Q2-2018
		RFQ-18-009-RT	VMC Landscaping at Millway Ave.	Q2-2018
<b>Total (7)</b>				