

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

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

**Subject:** Project Status Report – Q3 & Q4, 2016

**Ref:** YORK-#7130094

## Recommendation

It is recommended that:

1. The Board receive the attached Project Status Report (from July 1, 2016 to December 31, 2016) for information.

## Purpose

The purpose of this report is to provide the Board with an overview of the Corporation's project activities and financial updates for the period of July 1, 2016 to December 31, 2016.

## Project Highlights

### **BUS RAPIDWAYS & STATIONS (BRT) PROGRAM**

#### ***The Highway 7 East and Davis Drive BRT segments are now in service***

- Highway 7 East (H3) – Bayview Avenue to South Town Centre (6.0 km) has been in service since August 2014.
- Total Performance was achieved with the identified deficiency works completed and all warranty works are also now completed.
- Minor utilities works continue with Rogers and expected to be completed by Q2-2017.

- The Davis Drive corridor ((from Yonge Street to Highway 404) has been in service since December 2016 and total performance was achieved in October 2016.
- Deficiency work, final tree plantings and sidewalk installation work has also been completed.
- Boulevard and planting work is expected to be completed in the summer 2017, and minor utility work will be completed by Q2-2017.

***The Highway 7 West BRT segment - East of Jane St., is now complete***

- On the Highway 7 West corridor (H2 VMC) from Bowes Road to Edgeley Boulevard, top layer asphalt paving and red asphalt paving was completed.
- Rapidway service will begin in stages; east of Jane Street service can be expected by the end of Q1-2017, and west of Jane Street service will begin in Q2-2018. Construction on the VMC Spadina Subway vivastation started in August 2016 and will open in early 2018.

***Design and Utility Relocations continue along Yonge Street in the Town of Richmond Hill and Town of Newmarket***

- On the Yonge Street corridor (Y2.1, Y2.2, & Y3.2) utility relocation activities continue.
- Construction activities are progressing, and to-date, the project is 18% complete.
- RapidLINK, the Design-Build contractor has issued final design drawings for all 3 segments along the corridor which are currently under review.
- Utility relocations are progressing on all 3 corridor segments and the Y3.2 segment (from Mulock Drive to Davis Drive) is the most advanced, as Enbridge Gas has completed its relocation activities.
- Construction of the water main in the Town of Richmond Hill is progressing and is approximately 40% complete.
- The overall project schedule and completion dates are currently under review by staff and will be finalized by the end of Q2-2017.

***Replacement work for the Bathurst St. water main is complete and the relocation of the Centre Street water main is underway***

- In the City of Vaughan, the second phase of rapidway construction is proceeding on Highway 7 West (H2-East & H2-West), from Yonge Street to Bowes Road and from Edgeley Boulevard to Helen Street.
- Preparation for, construction work is progressing well.

- A significant milestone was recently achieved with the completion of the replacement works for the Bathurst Street water main which was handed over to the Region November 2016.
- Construction activities for the Centre Street water main replacement works are underway with completion expected by Q3-2017
- Utility relocations along Centre Street progressing.
- Rapid transit bus service is planned for the end of 2019, and the overall project is expected to be completed by Summer 2020.

## **FACILITIES AND TERMINALS PROGRAM**

### ***Design of the Cornell Bus Terminal in the City of Markham continues to progress***

- Design and engineering work on the Cornell Terminal are currently underway and targeted to be completed in Q1-2017.
- Procurement activities for the Design-Bid-Build Construction contract currently in progress, with the Request for Proposals (RFP) expected to be in market by Q2 -2017.
- Site plan application has been submitted and is currently under review by the City of Markham and service will begin by the end of Q1-2018.

### ***SmartREIT Terminal VMC (Vaughan Metropolitan Centre) – located at Hwy. 7 West and Jane Street***

- Final design work has been completed and the Design-Build Construction contract was awarded to Bondfield Construction Company Limited (BCCL) in October 2016.
- Site plan activities continue with the City of Vaughan and the facility is being planned to open in December 2017.

### ***Park ‘n’ Ride Facilities for rapid transit are being coordinated with the Transportation Master Plan Commuter Parking Strategy***

- Staff continue to work with the Region on the integration of a commuter parking management strategy to create parking facilities in the rapid transit corridors .
- Procurement activities for the design & engineering services of an on-surface Park ‘n’ Ride facility located at Warden Avenue and Enterprise Drive are underway and a request for proposal is targeted to be in market in Q2-2017.

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

### ***Construction of the TYSSE continues, and is on track to be in-service in December 2017***

- Construction of the Region's subway stations are progressing well with approximately 90% of station work complete at Pioneer Village, Highway 407 and VMC.
- Procurement activities for the Fare Equipment and ITS Systems at the 3 subway stations in the Region underway and the Request for Proposal (RFP) will be in market the end of Q1 2017.

## **RAPID TRANSIT FUTURE INITIATIVES**

### ***Yonge Subway Extension (YSE) from Finch Station to the Richmond Hill Centre Terminal is progressing***

- In June 2016, the Provincial Government announced that it will be providing more than \$55 million to its transit agency – Metrolinx, to work with the Region, YRRTC, the City of Toronto and the TTC to advance the 15% design and preliminary engineering of the YSE.
- On June 23, 2016, York Regional Council also reaffirmed YSE as the top priority transit project by endorsing a report which directed Region and YRRTC staff to seek federal funding of \$36.3 million from the Public Transit Infrastructure Funds (PTIF), Phase I.
- In October, staff submitted an application and are now awaiting confirmation of funding.

### ***YRRTC continues to work with the Region and Metrolinx on the implementation of the Provincial Regional Express Rail (RER) Program***

- YRRTC, York Region and Metrolinx continue to collaborate on many components of the Province's RER program, which includes participation in technical advisory meetings and discussions regarding new stations analysis

## Financial &amp; Procurement Highlights

**At the end of 2016, Capital Expenditures are at \$329.5 million – of which the Region's contribution is \$49.3 million (Table 1)**

**Table 1 – YRRTC Capital Expenditures, Q4- 2016**

Capital Expenditures (\$Millions)	Regional Program (YTD) \$	Metrolinx Program (YTD) \$	Inception To-Date \$	Funding \$
BRT Rapidways & Stations *		195.1	1,107.1	1,784.2
BRT Facilities & Terminals	8.6		154.6	219.9
BRT Rapid Transit Vehicles	-		46.6	46.6
Toronto-York Spadina Subway Extension Construction	125.7		1,048.0	1,329.2
Viva Concourse	125.8		1,012.7	1,274.9
Capacity Buy-In & Other	-		7.0	14.0
Yonge Subway Extension - Conceptual Design	(0.1)		28.4	40.3
Rapidway Transit Initiatives	0.1		4.1	4.3
	0.1		2.2	94.5
<b>Total Capital Programs</b>	<b>\$134.4</b>	<b>\$195.1</b>	<b>\$2,362.7</b>	<b>\$3,478.8</b>
<b>Total York Regional Funded</b>	<b>\$49.3</b>		<b>\$464.1</b>	<b>\$856.1</b>

\* Financials are net of Municipal & 3rd Party Recoveries

**At the end of 2016, Gross Operating Expenditures and Net Operating Expenditures are \$37.7 million and \$7.9 million respectively (Table 2)**

- The Net Operating Expenditures of \$7.9 million – which is slightly below the Budget of \$7.9 million reflect:
  - \$13.6 million of Operating Recoveries for YRRTC and York Region staff and administrative costs from the Metrolinx Capital Program and Regional Capital Program.
  - \$16.3 million of Revenues from Development Charges and Federal Gas Tax, offsetting the Debt Principal and Interest Payments which are primarily for the Toronto-York Spadina Subway Extension (TYSSE).

**Table 2 – YRRTC Operating Expenditures, Q4-2016**

<b>Operating Expenditures (\$ Millions)</b>	<b>Total Operating Expenditures \$</b>	<b>Regional Operating Expenditures \$</b>	<b>Metrolinx Operating Expenditures \$</b>
YRRTC Staff & Administration	<b>10.9</b>	2.3	8.6
York Region Staff & Administration	<b>4.9</b>	0.3	4.6
Net Financing Costs	<b>21.9</b>	21.9	0.0
<b>Gross Operating</b>	<b>37.7</b>	<b>24.5</b>	<b>13.2</b>
Recoveries from Capital Projects	<b>(13.6)</b>	<b>(0.3)</b>	<b>(13.2)</b>
Revenues from Development Charges & Federal Gas Tax	<b>(16.3)</b>	<b>(16.3)</b>	<b>0.0</b>
<b>Net Operating - Tax Levy</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>

***At the end of 2016, approximately 93% of the \$1.695 billion funding for the Regional Capital Program has been committed and 74% has been spent***

- A key procurement activity in Q3 & Q4, 2016 is the Design-Build Construction contract award to Bondfield Construction Company Limited (BCCL) for the SmartREIT Terminal VMC in October.

***At the end of the 2016, approximately 96% of the \$1.784 billion funding for the Metrolinx Capital Program has been committed and 62% has been spent***

- Other key procurement activities in Q3 & Q4, 2016 are the Utility Relocation contract increase to Newmarket-Tay Hydro and the Utility Relocations contract award to Enbridge for the Highway 7 West BRT segment .

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

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Mary-Frances Turner, YRRTC President

March 9, 2017  
Attachment: (1)

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York Region Rapid Transit Corporation

## project status report 2016



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.

The expertise of YRRTC lies 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



**Chief Financial Officer and Treasurer**  
Michael Cheong



**Chief Engineer**  
Paul May

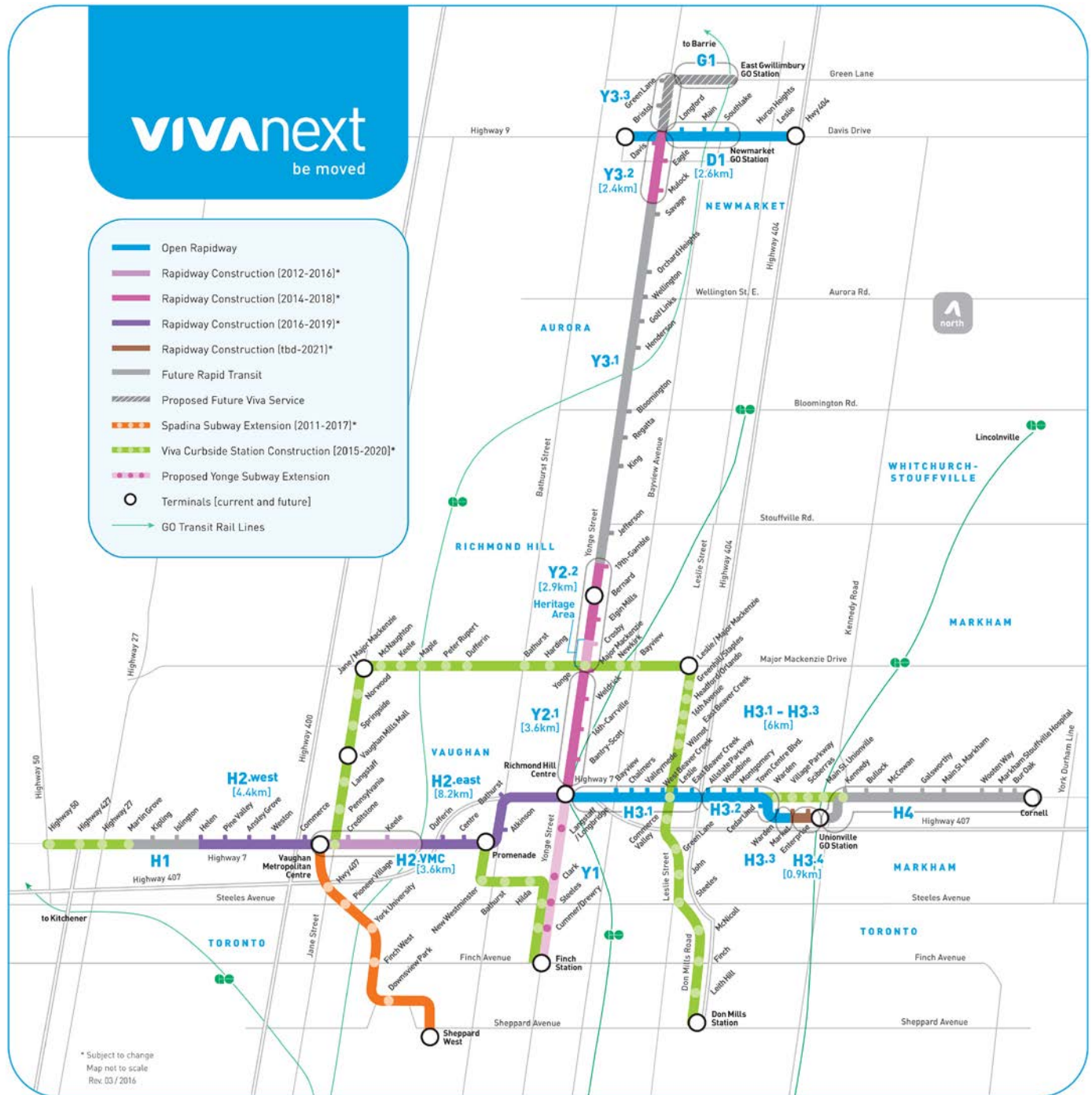


**Design Chief, Infrastructure and Development**  
Carolyn Ryall



**Chief Communications Officer**  
Dale Albers

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
- Construction commenced in late 2010 and 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 an average decrease of 40% in travel time and a 10% increase in ridership



**Progress Status Update**

**Utility Relocations**

- Minor utility work (Rogers aerial to underground cabling activities) are ongoing and are expected to be completed by Q2-2017

**Design-Build Construction**

- In September all deficiency and warranty work was completed



**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 2.6 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
- Viva service continues east in mixed-use traffic, terminating at Highway 404



**Progress Status Update**

**Property**

- The Union Hotel is in its final location with structural rehabilitation work underway
- Risk Assessment Program underway

**Utility Relocations**

- Overall utility relocations (gas, hydro and telecommunications) have been completed
- Rogers’ aerial to underground cabling work continues and is expected to be completed by Q2-2017
- Upon completion of Rogers work, Newmarket-Tay Power will remove a few remaining poles

**Design-Build Construction**

- Boulevard and planting work was completed in July, with final hand-over in Q3 2016
- Total Performance was achieved in late December, with all deficiency works completed
- Warranty period and warranty work is on-going

**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

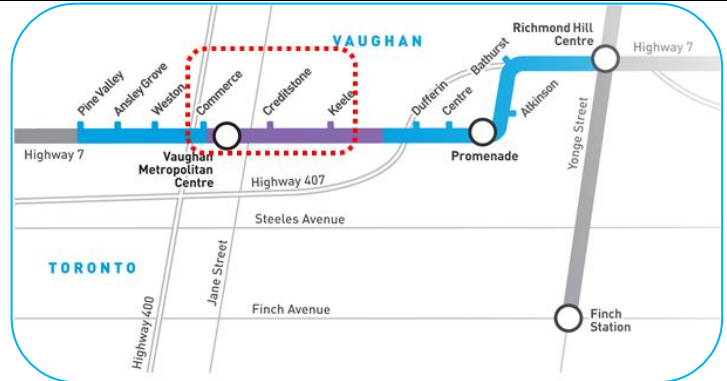


## 2.0 BUS RAPID TRANSIT (BRT) PROGRAM

### 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
- East of Jane Street, the rapidway was completed at the end of 2016



#### Progress Status Update

##### Property

- All required properties are in possession and remediation work for acquired lands was completed last year
- A Risk Assessment “request for proposal,” process will commence in Q1-2017

##### Utility Relocations

- Utility relocation work east of Jane Street is complete
- West of Jane Street, Rogers telecommunications relocation work will be completed by Q1-2017

##### Design-Build Construction

- Overall construction work is approximately 85% complete
- Commissioning, and final site inspections (outside of the VMC Station area) are nearly complete
- In mid-December 2016, handover of the corridor (for snow clearing, snow removal and general maintenance) was provided to York Region, east and west of Jane Street, outside of the VMC Station area
- Formal handover, in accordance with the Design Build Agreement amendment, is anticipated by Q1-2017
- Remaining soft landscaping and planting east and west of Jane Street will be completed during the early planting season of 2017
- Erection of the vivastation canopy frame has been completed and welding and other work continue



##### Keeping the Public Informed

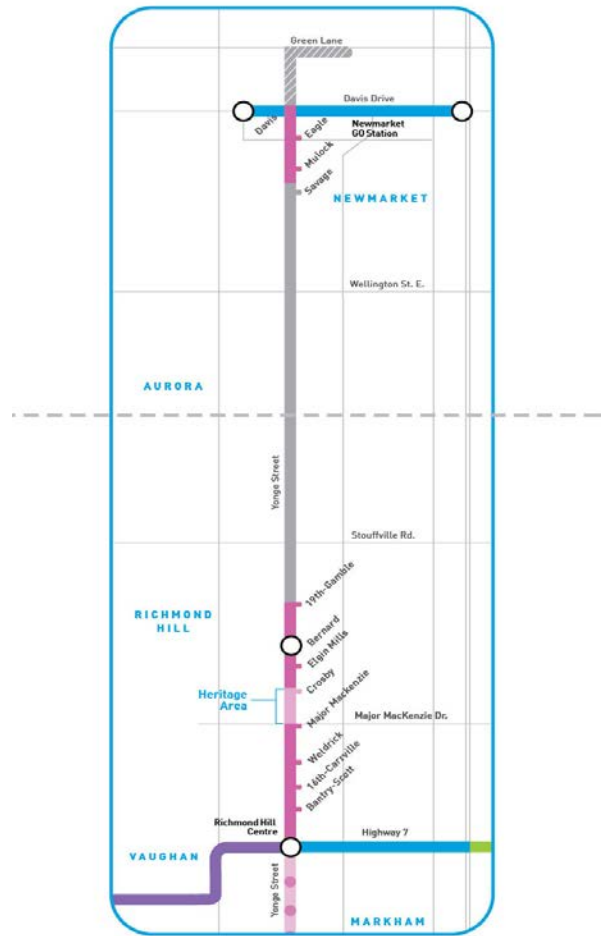
- Construction bulletins continue to be issued as work progresses
- The Community Liaison team continues to work with local businesses and residents, and participates in community engagement events to key stakeholders and community groups
- Recent project overview presentations were provided to:
  - City of Vaughan By-law Enforcement Department – October 6
  - York Catholic District School Board Communications group – October 12
- The stakeholder subscription list currently has over 1,790 contacts

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

**YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DR. (Y2.1); LEVENDALE AVE. TO 19<sup>th</sup> 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 Drive and includes 4 centre-lane vivastations
  - Pre-construction activities on Y2.1 commenced in mid-2014, followed by utility relocation works in 2016
- 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
  - Pre-construction activities on Y2.2 commenced in mid-2014, followed by utility relocation works in 2016
- 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 include 3 centre-lane vivastations
  - Pre-construction activities on Y3.2 commenced in mid-2014, followed by utility relocation works in 2015
- Project schedule and completion date are currently under review



## Progress Status Update

### Property

- Phase II field investigations completed for all acquired lands – final reports are being prepared and to be completed in Q2-2017
- Property infrastructure relocations (i.e. signs, lights and transformers) are currently underway
- A Risk Evaluation for the corridor is currently underway with Risk Assessment “request for proposal” will commence in Q1-2017

### Utility Relocations

- Y2.1 and Y2.2 segment** – Potholing investigations to advance utility design and construction continued in Y2.1 and Y2.2
- Enbridge, Powerstream, Bell and Rogers have all commenced relocation work in the segment
- Y3.2 segment** – Enbridge relocation and telecommunications civil relocation work is complete and cable installation and service connections are underway
- Newmarket-Tay Hydro caisson installation is complete; pole installation is 50% complete; and line stringing and service connections will be completed by end of Q3-2017



### Design-Build Construction

- 100% of design packages have been received and are under review for Y3.2 and Y2.2
- 90% of IFC packages for Y2.1 have been received and the remaining are expected in early 2017
- Retaining wall construction is underway at Gamble Avenue
- Most signs and transformers have been relocated in Y2.1 and Y2.2 in advance of the utility relocation work
- Water main construction in the Town of Richmond Hill is 40% complete
- Road widening and surface improvements will begin in Y3.2 in April 2017



### Keeping the Public Informed

- 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
- Community outreach includes project presentations, information booths and other events providing an overview of the Yonge Street rapidway project to the following key stakeholders:
  - Richmond Hill – October 4
  - Town of Richmond Hill Committee of the Whole – November 7
  - Condominium residents and Councillors, providing an overview of night work and efforts to mitigate impacts – November 14
  - Residents of Baif Condo – November 17
  - Newmarket Chamber of Commerce Business Conference and Expo – November 22
  - York Region Administrative Building’s Annex Open House, Employee Information – November 29

**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**

- Possession of current stream properties (excluding the Pine Valley Drive to Bruce Street extension) was completed in August 2015
- Environmental investigation field work was completed in Q4-2015
- Properties west of Pine Valley Drive to Bruce Street in possession by September 30, 2016 as scheduled
- Permissions to enter (PTEs) continue to be negotiated with property owners
- Private property infrastructure relocations are on-going (i.e. signs, light standards and transformers)
- An Environmental Risk Evaluation for the corridor is underway, with Risk Assessment “request for proposal” to commence in Q1-2017



**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
- Bell continues to work with Ministry of Transportation (MTO) and the Design-BUILDER (EDCO) to design and relocate Bell/YTN ducts crossing Highway 400, in order to meet Provincial requirements to remove and relocate all structures from the Highway 400 bridge



- The contractor continues to work with all utility companies to advance early utility work relocations, such as the Pine Valley Bell culvert work and the Bell mobility tower relocation at Dufferin & Centre Street
- The Bell Mobility tower relocation is complete
- Enbridge gas relocation work on Centre Street has commenced and continues
- Enhanced design submissions have been accepted for the corridors and detailed utility design continues

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

- Bathurst Street water main replacement was completed in November 2016, achieving the phase completion milestone
- Final construction designs have been issued for the Centre Street water main replacement; and construction work commenced in December
- Installations of temporary traffic signal continue on Bathurst Street and Centre Street
- 90% and 100% design submissions for the various design components continue
- Key meetings continue with the Ministry of Transportation (MTO), and the Toronto and Region Conservation Authority (TRCA) and other stakeholders to resolve further design work and to acquire permits
- The Project will be in service by the end of 2019, and the project will be completed by the end of 2020

**Keeping the Public Informed**

- Community Liaisons continue to keeping the public informed of on-going works
- Their outreach program has been advanced with local businesses and residents to inform the community of upcoming rapidway activities and construction impacts and this includes participation in various community engagement events to key stakeholders and community groups
- The subscription list for these corridors continues to increase and is currently over 2,575 contacts
- Community outreach includes project presentations with an overview of the H2-East and H2-West rapidway project to the following key stakeholders (and has a reach of over 70 people):
  - Chartwell Costantia Retirement Residence – October 26
  - Ward Funeral Home – November 4
  - Royal Grand Condominium Board – November 21
  - MCI Doctor’s Clinic – December 1
  - Zero20Kids – December 5
  - Ambria Condo Board and Residents’ Meeting – December 14
- Project information booths at a variety of community events:
  - Pop-up Project Information booth: Westminster Community Centre in Vaughan – approximately 100 individuals visited the booth

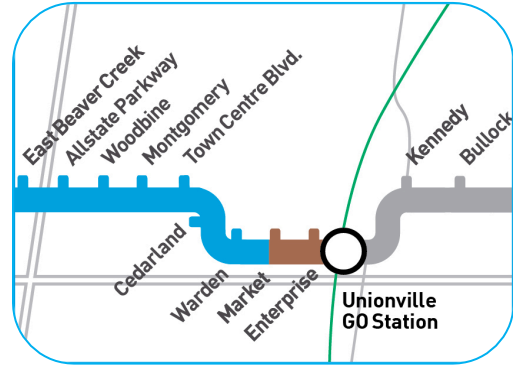


**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

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

**Project Description**

- The H3.4 rapidway will connect 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



**Progress Status Update**

**Progress Update**

- Design of H3.4 is on hold given 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 Environmental Assessment (EA) approved the H3.4 alignment in Markham Centre
- A Mobility Hub study is currently underway – led by Metrolinx, in partnership with the City of Markham and YRRTC
- Construction of the rapidway is scheduled to be in service by 2021



### 3.0 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 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
- 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)
- The facility is comprised of four 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 YRT-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 – Total Performance was achieved in late Q3, with all deficiency works completed
- In September 2016, LEED Silver Certification was achieved from Canada Green Building Council



**3.1 FACILITIES AND TERMINALS PROGRAM**

**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**

- Design and engineering is underway and it is targeted to be completed in Q1-2017
- Coordination and consultation with City of Markham is on-going – site plan presented to Markham’s Development Services Committee in June, with the site plan currently in Phase II
- Continuing coordination of design and construction of the future roads network adjacent to the terminal with City of Markham staff and Cornell Community developers
- Procurement activities for the Design-Bid-Build Construction contract currently underway, with the Request for Proposals (RFP) in market by mid-late Q1-2017
- Project expected to be delivered and in service by Q1-2018



### 3.2 FACILITIES AND TERMINALS PROGRAM

#### PARK 'n' RIDE FACILITIES

##### Project Description

- Rapid Transit Park 'n' Ride facilities are being 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 as the Viva projects that have been completed or under construction

##### 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
- This facility went in 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



##### Warden Jug Handle Park n' Ride

- Park n' Ride facility will be located at Warden Avenue and Enterprise Drive, and is planned as an on-surface parking facility that is 100% funded by the Region
- Procurement activities for the Design & Engineering services of underway – RFP is targeted to be in market in Q2-2017

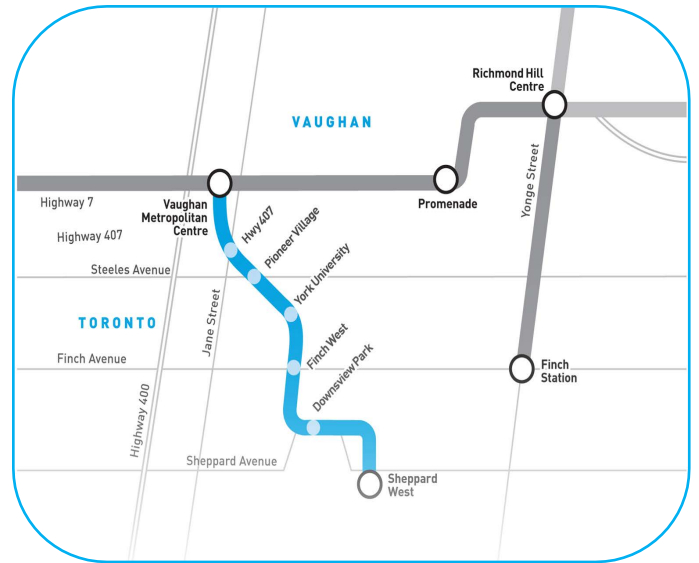


### 3.3 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM

#### SPADINA SUBWAY EXTENSION

##### Project Description

- This project is an 8.6 km subway extension from the existing Downsview Subway 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
  
- Funding of \$3.2 billion for the project, the contribution of York Region is now \$603.6 million – as approved by Council in February 2016
  - \$1.3 billion or 40% of the funding is to be spent in the Region



##### 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 six new stations, three of which are located in the Region

*TTC Project Progress Status (per the TYSSE works report of October 2016)*

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



Photo by TTC

## 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

#### *TTC Progress Status Update (per the TYSSE works report of October 2016)*

- Construction progress at 89.6% with substantial performance date of end of June 2017
- 90% of footing and foundation in place
- Base layer of pavement is in place
- Work on shop drawings for canopies is ongoing
- Installation of perforated weathering steel panels on the platform side of the smoke baffle ongoing
- Power and electrical works continue in the switchboard room
- Work on elevators and escalators ongoing at all station levels

### **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

#### *TTC Progress Status Update (per the TYSSE works report of October 2016)*

- Construction progress at 93.3% with forecast substantial performance date is June 20, 2017
- Architectural, mechanical and electrical installation continues at the station and bus terminal
- Work is progressing on the station wall cladding and false ceiling installation
- Construction of the commuter parking lot and landscaping continues

### **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 SmartREIT VMC Terminal and a connection tunnel under Millway Avenue

#### *TTC Progress Status Update (per the TYSSE works report of October 2016)*

- Construction progress at 91.1% with forecast substantial completion date of December 5, 2016
- Mechanical, electrical and fire protection installations continue
- Flooring and wall tiling works progressing on the concourse and platform levels
- Permanent power connected to the switchgear in the station and traction power substation completed
- Stairs and escalator support poured in the VIVA entrance marking the last major concrete pour for the site

### **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*

- Construction completion at 70%
- Completion of concrete raft slab caisson cap on the North and South elevations is complete
- Site service underground conduits installation 80% complete; sanitary line installation 100% complete; backfill West of BRT 60% complete

**SMARTREIT TERMINAL VMC (VAUGHAN METROPOLITAN CENTRE)**

**Project Description**

- SmartREIT Terminal VMC is a local transit terminal forming part of an integrated transit facilities hub at the terminus of TYSSE in the Vaughan Metropolitan Centre area
- Passengers embarking and disembarking from buses at the Spadina Subway Extension’s final station starting in December 2017, will do so at the SmartREIT Terminal VMC
- The terminal is a planned 9-bay bus terminal located at the VMC Subway Station – designed to accommodate six platforms for YRT-Viva services
- It is 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 Penguin-Calloway (formerly SmartCentres) 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 were 100% funded by TYSSE; and the Design and Construction for the project are funded by TYSSE, York Region and Penguin-Calloway

*Land Acquisition Staging and Access*

- The Region has been managing and coordinating the land acquisitions for TYSSE and YRRTC – with ongoing coordination to ensure access to lands aligns with the target opening date of the terminal (December 2017), which is in sync with the opening of the TYSSE

*Project Progress Status*

- Final design was completed and the construction contract was awarded Bondfield Construction Company Limited (BCCL) in October
- BCCL mobilized on site first week of December
- Site plan application activities are on-going with City of Vaughan
- Design for the Millway Avenue is underway with the City of Vaughan, TYSSE, Penguin-Calloway and YRRTC – expected to be 100% funded by the City of Vaughan, with on-going coordination with the mentioned parties
- Projected completion date is December 2017, to be staged with the opening of the TYSSE





### 3.4 YONGE SUBWAY EXTENSION (YSE) PROGRAM

#### Project Description

- This project relates to a proposed 7.4 km extension of the existing Yonge Subway, from the Finch Station to the Richmond Hill Centre, plus the underground train storage facility North of Richmond Hill Centre – this project is included in the Metrolinx’s “Next Wave Projects”

#### Progress Status Update

- With the environmental assessment approved in 2009 and the conceptual design approved in 2012, this project is now advancing to the preliminary design and engineering study stage
- On June 2, 2016, the Provincial Government announced that it is providing more than \$55.0 million to its transit agency – Metrolinx, to work with the Region, YRRTC, the City of Toronto and the TTC to advance the 15% design and preliminary engineering of the YSE
- On June 23, 2016, Council reaffirmed YSE as the number one priority transit project by endorsing a report which directed Region and YRRTC staff to seek federal funding of \$36.3 million from Public Transit Infrastructure Fund (PTIF), Phase I – in addition to the provincial funding announcement of \$55.0 million
- Staff submitted accordingly to PTIF in October last year, and are currently awaiting confirmation of funding
- In August 2016, Metrolinx advised that YRRTC will be the project manager and since that time York Region and YRRTC officials have been working with Metrolinx, Toronto and TTC officials towards the development of a Memorandum of Agreement (MOA) and other project governance/management arrangements enabling the preliminary engineering and design study to progress
- A total investment of \$91.3 million, allows for the advancement of 15% design and preliminary engineering work required, for the project to be “procurement-ready” by 2019
- The work program for the 15% design and preliminary engineering of the YSE is approved in the 2017 Multi-Year Capital Budget of YRRTC – and will enable the procurement of the construction activities by 2019
- In collaboration with the Region, YRRTC continues to advocate for provincial and federal funding in the amount of \$4.0 billion (in 2015 dollars) estimated for the construction of the YSE, for an in-service date of 2029



## 4.0 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

### 4.1 AWARDED CONTRACTS – NEW

Procurement activities for Q3 and Q4, 2016 were for a total of nearly \$21.0M, primarily driven by:

- Construction contract award to Bondfield Construction for the SmartREIT Terminal VMC – approx. \$15.9M
- Utility Relocations contract award to Enbridge for the H2-WE Bus Rapidway – approx. \$1.6M

The below table identifies a *Categorized Summary of YRRTC Contract Awards* – a total of 21 contracts (please see details in Appendix 1):

Category	Total	
<b>Corporate</b>	Total (\$)	\$134,520.00
	Count	3
<b>Bus Rapidways (BRT) Property</b>	Total (\$)	\$466,305.62
	Count	7
<b>Bus Rapidways (BRT) Construction</b>	Total (\$)	\$3,671,840.00
	Count	7
<b>Subways</b>	Total (\$)	N/A
	Count	1
<b>Facilities &amp; Terminals</b>	Total (\$)	\$16,534,437.00
	Count	3
<b>Total (\$)</b>		<b>\$20,807,102.62</b>
<b>Total Count</b>		<b>21</b>

#### 4.2 AMENDED CONTRACTS – EXISTING

In Q3 and Q4, total increases to existing contracts were for \$2.5 million – primarily driven by the increase of approx. \$2.3M to the Newmarket-Tay Hydro Utility Relocations contract for the Yonge St. Bus Rapidway in the Town of Newmarket (please see details in Table 1 of Appendix 2).

As well, 16 existing contracts were extended (please see details in Table 2 of Appendix 2); and 13 existing contracts – most of which being Utility Relocations contracts, were closed off – (please see details in Table 3 of Appendix 2).

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

Category	Activities	Q3 & Q4, 2016
<b>Corporate</b>	Closed	-
	Date Changes	4
	Increased Amounts	\$ 108,525.00
<b>BRT Property</b>	Closed	2
	Date Changes	6
	Increased Amounts	\$ 7,980.00
<b>BRT Construction</b>	Closed	9
	Date Changes	5
	Increased Amounts	\$ 2,385,970.32
<b>Subways</b>	Closed	1
	Date Changes	-
	Increased Amounts	-
<b>Facilities &amp; Terminals</b>	Closed	-
	Date Changes	1
	Increased Amounts	-
<b>Total Closed</b>		<b>12</b>
<b>Total Date Changes</b>		<b>16</b>
<b>Total Increased Amounts</b>		<b>\$2,502,475.32</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.

As at end of 2016, 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 \$3.479 billion.

- Metrolinx Capital Program of \$1.784 billion – \$1.704 billion or approximately 96% committed
- Region Capital Program of \$1.695 billion – \$1.575 billion or approximately 93% committed

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

Category	Estimated Project Start Period	Total
Corporate	Q1-Q2, 2017	1
BRT Property	Q1-Q2, 2017	3
BRT Construction	Q1-Q2, 2017	N/A
Subways	Q1-Q2, 2017	N/A
Facilities & Terminals	Q1-Q2, 2017	1
<b>Total</b>		<b>5</b>

The table above identifies a Categorized Summary of YRRTC Procurement Activities in Progress – a total of 5 contracts (please see details in Table 1 of Appendix 3) in the works.

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

Several upcoming procurements are scheduled over the next 90 days, with potential cumulative contract awards valued at nearly \$46.8 million. Significant procurement activities include:

Metrolinx Capital Program, BRT

- Owner’s Engineer – Program Management and Technical Advisory & Construction Oversight Services

Regional Capital Program

- Cornell Terminal – Construction
- TYSSE, SmartREIT Terminal VMC & Cornell Terminal – Fare Equipment & ITS Systems
- YSE – Preliminary Engineering

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

Category	Estimated Value	Estimated Project Start Period		
		Q1-2017	Q2-2017	Q3-2017
Corporate (3)	\$100,001 to \$500,000		1	
	>\$5,000,001			2
BRT Property (1)	\$100,001 to \$500,000	1		
BRT Construction (2)	\$50,001 to 100,000		1	
	>\$500,001 to \$1,000,000	1		
Subways (3)	\$50,001 to \$100,000		1	
	\$1,000,001 to \$5,000,000		1	
	>\$5,000,001			1
Facilities & Terminals (4)	\$10,001 to \$50,000		1	
	\$100,001 to \$500,000		2	
	>\$5,000,001	1	1	
<b>Grand Total (15)</b>		<b>3</b>	<b>8</b>	<b>3</b>

## 5.0 FINANCIAL UPDATES

### 5.1 CAPITAL EXPENDITURES SUMMARY

In accordance with the current Region’s Transportation Masterplan, YRRTC is the program manager for rapid transit infrastructure that has a total funding of \$3.479 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
- Six Park ‘n’ Ride Facilities
- Fifty-Three 60-foot articulated vehicles

#### Current Capital Program - \$3.479 billion:

The total value of the capital programs being delivered carries a value of \$3.479 billion, with the Region’s contribution at \$764.8 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 \$764.8 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 \$329.5 million for the year ending in 2016, bringing total expenditures to \$2.363 billion since inception of the Capital Programs. The main drivers of the expenditures are:

- Construction activities for the Bus Rapidways and Stations (BRT) Program – \$195.1 million
- Highway 7 East (H3) and Davis Drive (D1) BRT rapidways completed and in service – achieving Total Performance, with all deficiency works completed
- Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) – construction of the road and rapidways east and west of Jane St. completed, with hand-over in Q1-17
  - All utility relocations completed east of Jane St.; utility relocations by Rogers Communications continue west of Jane St.
  - Construction of the VMC Spadina Subway Viva Station continues with the canopy frame completed this past October – expected to be in service by Spring 2018
- Yonge Street (Y2.1, Y2.2 & Y3.2) – gas and telecom utility relocations completed along the Y3.2 segment, while utility relocations continue along Y2.1 and Y2.2; construction activities ramping up – e.g. replacement-upgrade of the Town of Richmond Hill water main at 40% completion
- Highway 7 West (H2-WE) – Bathurst Street water main completed and handed over to York Region Environmental Services in November; construction works progressing for the replacement-upgrade of the Centre St. water main which is expected to be completed in Q3-17; utility relocations along Centre St. underway; and mobilization activities in preparation for the construction of the rapidway completed
- Design and procurement activities for SmartREIT Terminal VMC – \$7.4 million

- Construction of the Toronto-York Spadina Subway Extension (TYSSE) – \$125.7 million, where the 3 subway stations in York Region – Pioneer Village, 407 and VMC, are approximately 90% completed

### Summary of Capital Expenditures – Year 2016 and Inception To-Date

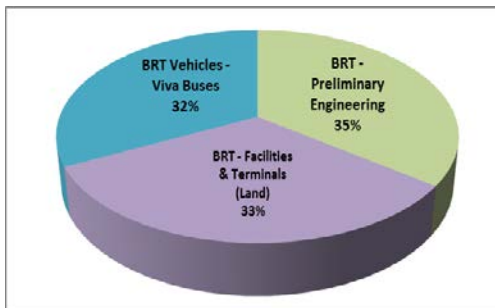
Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget *	Budget Remaining	% Remaining
BRT Rapidways and Stations *	195,098,269	1,107,110,068	1,784,207,363	677,097,295	38%
BRT Facilities & Terminals	8,557,407	154,560,344	219,897,220	65,336,877	30%
BRT Vehicles - viva Buses	-	46,637,016	46,637,017	-	Completed
Toronto-York Spadina Subway Extension (TYSSE)	125,670,715	1,048,024,686	1,329,244,670	281,219,985	21%
Yonge Subway Extension (YSE)	55,592	4,093,890	4,308,188	214,298	5%
Rapidway Transit Initiatives	139,100	2,248,988	94,465,909	92,216,921	98%
<b>Total</b>	<b>\$329,521,083</b>	<b>\$2,362,674,991</b>	<b>\$3,478,760,367</b>	<b>\$1,116,085,375</b>	<b>32%</b>

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

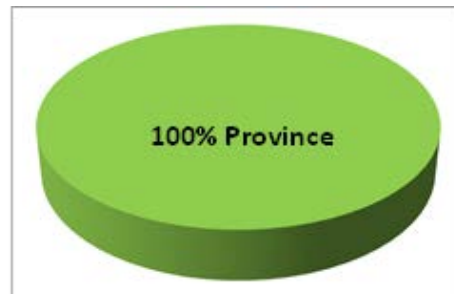
### 5.2 QUICKWINS CONTRIBUTION AGREEMENT – \$67.6 MILLION

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



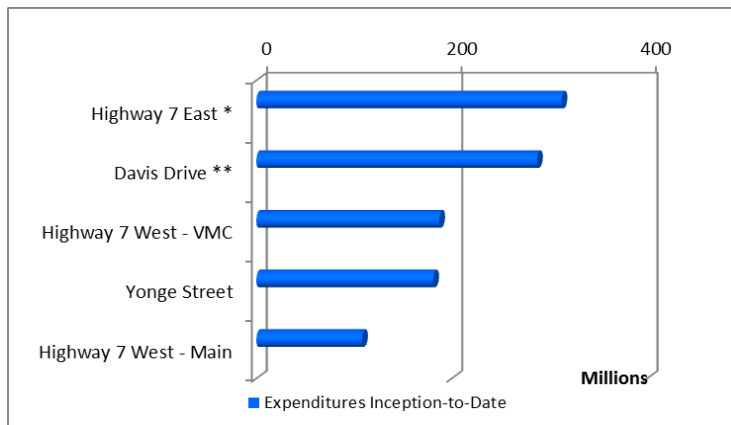
Program	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	% Remaining
Enterprise Dr. (PE & Construction)	153,613	18,888,975		Completed
Davis Drive (PE)	-	1,652,933		Completed
Highway 7 West - VMC (PE)	-	660,347		Completed
Highway 7 West - Main (PE)	-	6,918,831		Completed
Yonge Street (PE)	-	590,827		Completed
BRT Facilities & Terminals (Land)	260,286	27,803,480		Completed
BRT Vehicles - viva Buses	-	9,349,065		Completed
<b>Total</b>	<b>\$413,899</b>	<b>\$65,864,458</b>	<b>\$67,600,000</b>	

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

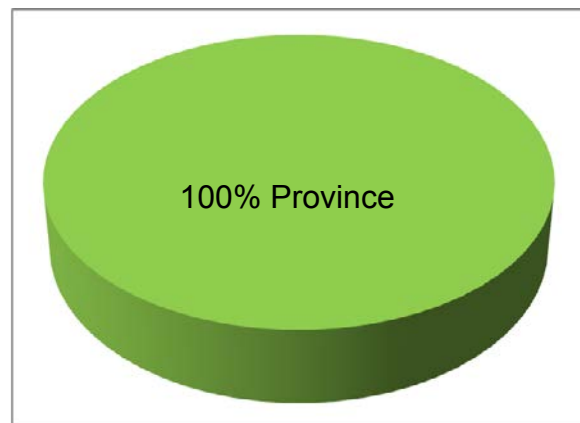
Funding 100% of the Bus Rapidways and Stations (BRT) Program in York Region – as per ‘The Big Move’ announcement for transportation infrastructure plan in the Greater Toronto and Hamilton Area (GTHA), the Metrolinx Master Agreement of \$1.755 billion includes:

- \$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 for the year ending in 2016, were \$194.8 million – bringing the total expenditures to \$1.078 billion since the inception of the program – approx. 35% of the rapidways completed.

- Highway 7 East (H3) rapidway – from Bayview Ave. to South Town Centre, in service since August 2014
- Davis Drive (D1) BRT rapidway – from Yonge St. to Hwy. 404, in service since December 2015
- Highway 7 West, Vaughan Metropolitan Centre (H2-VMC) rapidway – East of Jane St. segment is now complete and expected to be in service by Q1-2017; the West of Jane St. segment will be completed and in service by Spring 2018, soon after the opening of the Toronto-York Spadina Subway Extension (TYSSE)

**Summary of Capital Expenditures – Year 2016 and Inception To-Date**

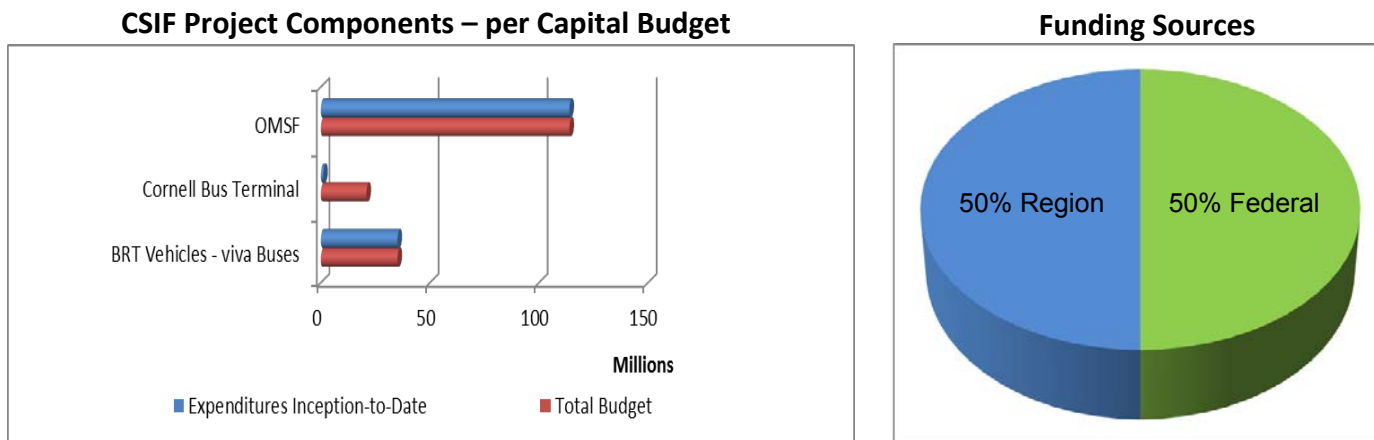
Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget
Highway 7 East *	7,046,284	312,335,575	
Davis Drive **	477,070	287,227,581	
Highway 7 West - VMC	47,379,962	187,156,605	
Yonge Street	67,574,447	181,014,475	
Highway 7 West - Main	71,903,668	108,137,254	
Enterprise Dr.	428,128	2,358,383	
<b>Total</b>	<b>\$194,809,559</b>	<b>\$1,078,229,873</b>	<b>\$1,755,000,000</b>

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

**5.4 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:**



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 completed by Spring 2018. Year-to-date expenditures include design, procurement and program management activities.

For the year ending in 2016, expenditures were \$0.9 million, bringing the total expenditures to \$150.2 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
<b>Operations, Maintenance and Storage Facility (OMSF)</b>	-	113,970,815	113,970,815	-	Completed
<b>Cornell Bus Terminal</b>	872,292	1,101,457	20,898,810	19,797,353	95%
<b>BRT Vehicles - viva Buses (39)</b>	-	35,130,375	35,130,375	-	Completed
<b>Total</b>	<b>\$872,292</b>	<b>\$150,202,647</b>	<b>\$170,000,000</b>	<b>\$19,797,353</b>	<b>12%</b>

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



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

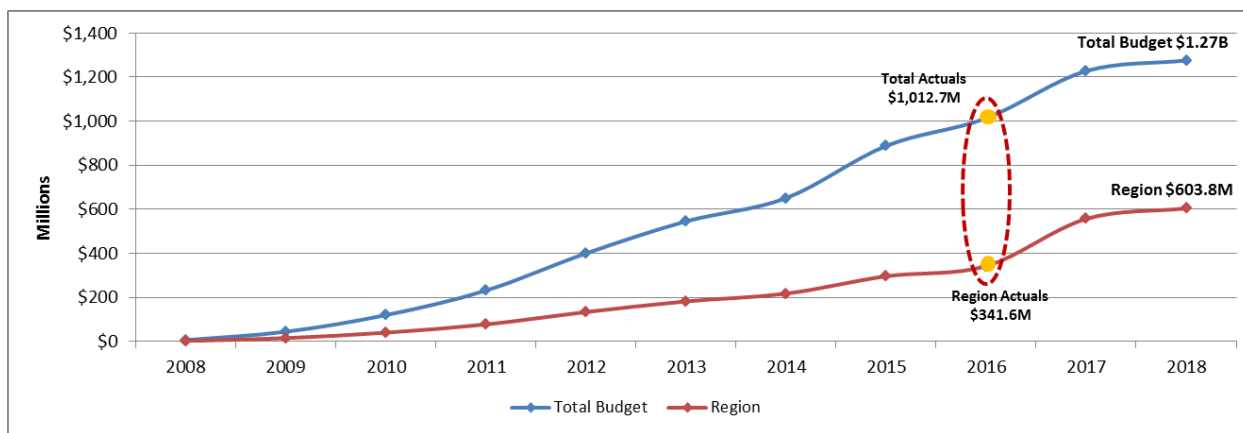
The total budget committed by the funding partners towards Toronto-York Spadina Subway Extension (TYSSE) is \$3.184 billion, of which \$1.3 billion worth of assets (40.04%) are being built in York Region:

- York Region’s commitment to TYSSE Construction is now \$603.8 million

**Summary of Capital Expenditures – Year 2016 and Inception To-Date**

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
York Region - Capacity Buy-In	-	20,000,000	29,980,000	9,980,000	33%
York Region - viva Concourse	0	6,957,544	13,957,397	6,999,853	50%
York Region - Downsview & Others	(101,178)	8,388,540	10,364,803	1,976,263	19%
York Region - Subway Construction	45,932,592	341,568,161	603,832,030	262,263,869	43%
Province - Subway Construction	79,537,395	392,031,640	392,031,640	0	0%
Government of Canada - Subway Construction	301,906	279,078,800	279,078,800	-	-
<b>Total</b>	<b>\$125,670,715</b>	<b>\$1,048,024,686</b>	<b>\$1,329,244,670</b>	<b>281,219,985</b>	<b>21%</b>

**TYSSE Construction Expenditures in York Region, Year 2016 and Inception-To-Date**



### 5.6 YONGE SUBWAY EXTENSION PROGRAM

On June 2, 2016, Metrolinx announced \$55.0M to advance project development of YSE to 15% Preliminary Design and Engineering (MOA is pending review by Metrolinx, City of Toronto and Toronto Transit Commission). An application for \$36.3M was committed to be made by York Region to the Federal Government this past October - for the procurement and due diligence through Phase I of the Public Transit Infrastructure Fund (PTIF) program, per Council resolution put forward in June 2016.

YRRTC continues to work with Metrolinx, the City of Toronto and TTC on advancing the Preliminary Design and Engineering Study and is currently in discussions to develop project governance and management arrangements.

The table below shows the project expenditures for the year ending in 2016 and inception-to-date that York Region has invested in order to keep advancing the project and maintain a state of readiness. The project costs are related to the Conceptual Design.

- Note that York 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	Expenditures	Total Budget	Budget	%
	Year-to-Date	Inception-to-Date		Remaining	Remaining
Conceptual Design	55,592	4,093,890	4,308,188	214,298	5%
Preliminary Engineering	-	-	-	-	-
Construction	-	-	-	-	-
<b>Total</b>	<b>\$55,592</b>	<b>\$4,093,890</b>	<b>\$4,308,188</b>	<b>\$214,298</b>	<b>5%</b>

### 5.7 OPERATING EXPENDITURES SUMMARY

For the year ending in 2016, Gross Operating Expenditures and Net Operating Expenditure are \$37.7 million and \$7.9 million respectively.

- Net Operating Expenditures of \$7.9 million – which is slightly below the Budget of \$7.9 million reflect:
  - \$13.6 million of Operating Recoveries for YRRTC and York Region staff and administrative costs from the Metrolinx Capital Program and Regional Capital Program
  - \$16.3 million of Revenues from Development Charges and Federal Gas Tax – offsetting the Debt Principal and Interest Payments which are primarily for the TYSSE
  - Corporate Legal Services in regards to existing projects, and Consulting Services for rapid transit future initiatives to be “shovel ready and shovel worthy” (re. 10-Year Business Plan)

#### YRRTC Operating Expenditures, Year 2016

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	10.9	2.3	8.6
York Region Staff & Administration	4.9	0.3	4.6
Financing Costs	21.9	21.9	0.0
<b>Gross Operating</b>	<b>37.7</b>	<b>24.5</b>	<b>13.2</b>
Capital Recoveries	(13.6)	(0.3)	(13.2)
Revenues	(16.3)	(16.3)	0.0
<b>Net Operating - Tax Levy</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>

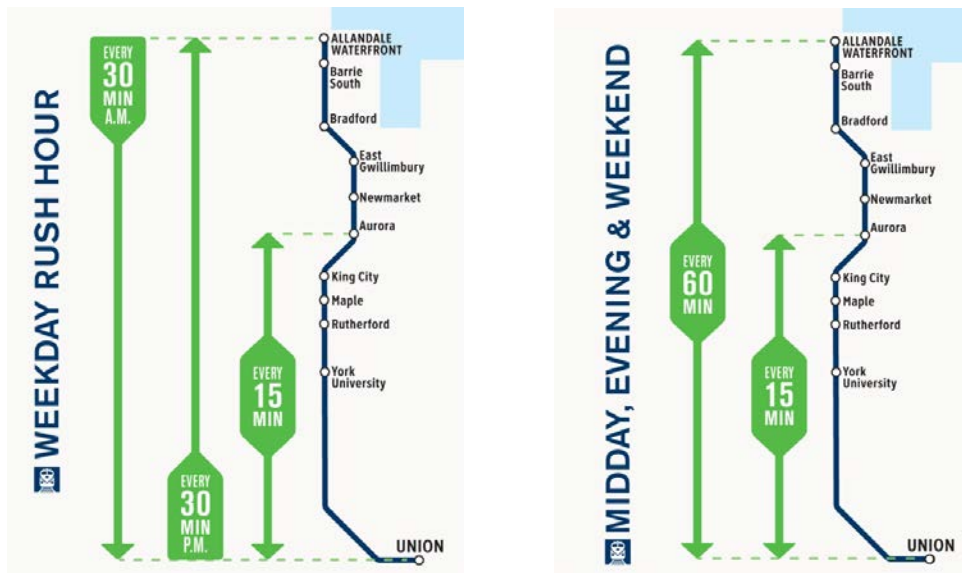
6.0 COMMUNICATIONS

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 and Preliminary Engineering dollars for the Yonge Subway Extension
  - Future rapidway segments on Highway 7 – from Highway 50 to Helen Street and Unionville Station to 9<sup>th</sup> Line
  - Future rapidway segment on Yonge Street – from 19<sup>th</sup> Avenue to Mulock Drive
- 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
- 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

**Barrie Rail Corridor**

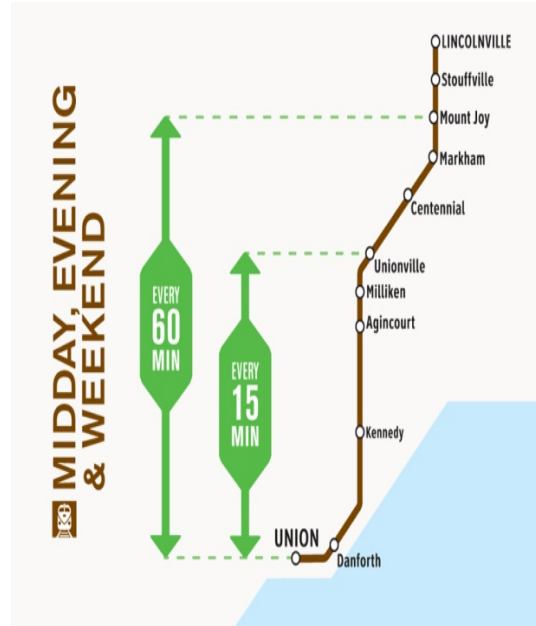
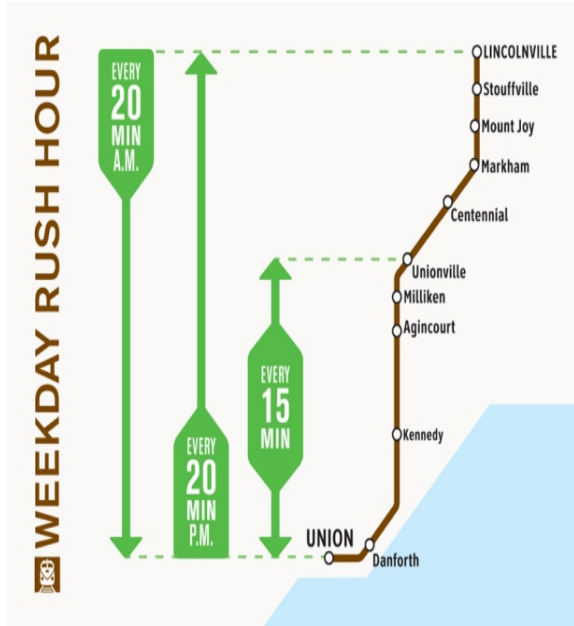
- 15-minute electrified service, running on weekdays, evenings and weekends between Aurora and Union Station;
- Two-way, 60-minute service or better on weekdays, evenings and weekends between Allandale-Waterfront (Barrie) and Union Station; and
- Peak period, peak direction service on weekdays every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



**6.2 COMMUNITY ENGAGEMENT**

- Community Liaison staff continue to work with community stakeholders (i.e. businesses, property owners , residents, Chambers of Commerce) informed along the corridors
- Business support program continues to be deployed in the Town of Newmarket, Town of Richmond Hill and City of Vaughan. A comprehensive Fall campaign – included newspaper ads, social media, billboards and bus backs and interior bus cards was launched for the month of December
- This month’s campaign utilized geo fencing targeting geographic areas along the corridors through social media
- An extensive outreach program to assist businesses with the social media profiles using “Google maps” was launched in 2017 and continues throughout the year as required



- On October 7, 2016 – The Honourable Steven Del Duca, Minister of Transportation; Wayne Emmerson, Chairman and CEO, The Regional Municipality of York; Bruce McCuaig, President and CEO, Metrolinx; and Tony Van Bynen, Mayor of the Town of Newmarket, joined together to celebrate the transformation Newmarket and the completion of the contract by hosting a media event
- October 4, 2016 – The operations, maintenance and storage facility designed and built by York Region Rapid Transit Corporation [YRRTC] received LEED Silver certification from the Canada Green Building Council
- In the second quarter of the year, the Liaison team participated in a number of community events including:
  - Newmarket Farmers’ Market
  - Newmarket – “touch a truck” event at the Regional Works Yard
  - Newmarket Community Clean-up and ‘Thank you’ event
  - Vaughan Community Clean-up
  - Vaughan Concerts in the Park
  - Richmond Hill Ward BBQ ‘s
  - Newmarket Smart Commute Bike to Work day
- As part of the corporate marketing strategy banners are installed along the Viva corridors to emphasize the benefits of transit and these are changed out seasonally
- In the second quarter of the year, banners were refreshed with fall/winter images

- 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
- By the end of the year, YRRTC made approximately 274,876 in accumulative 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 wrap up the work in the fall in preparation for winter, 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

Measure / Statistics	Q1-2016	Q2-2016	Q3-2016	Q4-2016
Visitors to vivanext.com	22,565	30,391	30,983	32,298
Page views to vivanext.com	64,417	91,893	85,444	81,154
Followers on Twitter	2,434	2,531	2,590	2,675
Friends on Facebook	1,962	2,020	2,042	2,077



**Subscription for construction updates on the vivaNext website ([www.vivanext.com](http://www.vivanext.com)) were as follows at the end of each quarter:**

Subscribers	Q1-2016	Q2-2016	Q3-2016	Q4-2016
Highway 7 - Markham	1,343	1,364	1,296	1,318
Highway 7 - Vaughan	1,615	1,707	1,307	1,628
Davis Drive - Newmarket	1,600	1,595	1,568	1,588
Yonge Street – Richmond Hill & Newmarket	3,010	3,149	3,240	3,295
Spadina Subway Extension	1,101	1,170	1,073	1,102
Yonge Subway Extension	1,420	1,469	1,478	1,505
E-Newsletter	6,166	6,170	6,620	6,113

For more information on the vivaNext projects, please visit our vivaNext website – [www.vivanext.com](http://www.vivanext.com) or contact our Community Liaisons team:

### Community Liaisons

#### Vaughan - VMC

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**Kristina Bergeron**  
Tel: 905.886.6767 Ext. 71051  
Cell: 905.505.1347  
Email: [kristina.bergeron@york.ca](mailto:kristina.bergeron@york.ca)

#### Vaughan - Phase 2

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**Laura Black**  
Tel: 905.886.6767 Ext. 71181  
Cell: 905.716.7663  
Email: [laura.black@york.ca](mailto:laura.black@york.ca)

#### Yonge Street - Newmarket

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**Sophia Bittar**  
Tel: 905.886.6767 Ext. 71116  
Cell: 905.806.0713  
Email: [sophia.bittar@york.ca](mailto:sophia.bittar@york.ca)

#### Yonge Street - Richmond Hill

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**Leslie Pawlowski**  
Tel: 905.886.6767 Ext. 71357  
Cell: 905.505.1430  
Email: [leslie.pawlowski@york.ca](mailto:leslie.pawlowski@york.ca)

**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 & Q4, 2016.

Category	Tender Type	Description	RFX No.	Vendor	Awarded Value
<b>Corporate (3)</b>	REOI – Request for Expression of Interest	Engineering and Advisory Services (Industry Consultations)	REOI-16-056-RT	N/A	N/A
	RFQ – Request for Quotation	Fairness Monitor Services for OE Procurement	RFQ-16-055-RT	RFP Solutions Inc.	\$44,520.00
	RFQ – Direct Purchase Request for Quotation	Consulting – F&T Design and Property Related Matters	RFQ-16-043-RT	DCCI Advisory Services	\$90,000.00
<b>BRT Property (7)</b>	PT – Invitation to Tender (ITT)	Y2.1 Sign Relocations at 9651, 9675, and 9699 Yonge Street	IT-16-030-RT	Spectra Advertising	\$ 49,950.00
	RFP – Request for Proposal	D1 Environmental Risk Assessment Services	RFP-16-012-RT	Intrinsik Corp.	\$323,300.00
	RFQ – Request for Quotation	H2-VMC 3131 Hwy. 7 pylon sign relocation (Toromont)	RFQ-16-040-RT	Black & McDonald Limited	\$13,877.95
		D1 Grounds Maintenance	RFQ-16-045-RT	Forest Ridge Landscaping Inc	\$33,930.00
		Y2.2 Sign & Light Standard Relocation at 10800 Yonge St., Richmond Hill	RFQ-16-048-RT	Black & McDonald Limited	\$20,797.67
		Y2.1 9875 Yonge Street Sign Rebuild. Richmond Hill	RFQ-16-049-RT	Spectra Advertising	\$14,575.00
		Y2.1 Sign Rebuild 9350 Yonge Street (Hillcrest Mall)	RFQ-16-051-RT	Spectra Advertising	\$9,875.00
<b>BRT Construction (7)</b>	PT – Invitation to Tender (ITT)	Upgrades to the vivaNext Warden Station	IT-16-001-RT	AGI Traffic Technology Inc.	\$514,500.00
	RFQ – Direct Purchase Request for Quotation	H2-WE Bell Utility Relocation Mobility Tower	RFQ-16-041-RT	Bell Canada	\$100,625.00



		H2-WE PowerStream Utility Relocation Early Works - East	RFQ-16-034-RT	Powerstream Inc.	\$265,000.00
		H2-WE PowerStream Utility Relocation Early Works - West	RFQ-16-035-RT	Powerstream Inc.	\$265,000.00
		Y3.2 Allstream Utility Relocations	RFQ-16-020-RT	Zayo Canada Inc.	\$40,388.00
		vivaNext Transit Projects - Enbridge Dedicated Resources	RFQ-16-046-RT	Enbridge Gas Distribution Inc.	\$893,970.00
		H2-WE Enbridge Utility Relocations	RFQ-16-046-RT	Enbridge Gas Distribution Inc.	\$1,592,357.00
<b>Subways (1)</b>	RFPQ - Request for (Pre) Qualification	Prequalification for Design Builder for Fare Equipment & ITS Systems at Pioneer Village Station, Hwy. 407 Station and VMC Station – also includes SmartREIT Terminal VMC and Cornell Terminal	RFPQ-16-050-RT	N/A	N/A
	PT - Invitation to Tender (ITT)	Construction of the SmartREIT Terminal VMC at 170 Millway Ave.	PT-16-053-RT	Bondfield Construction Company Limited	\$15,913,000.00
<b>Facilities &amp; Terminals (3)</b>	RFQ – Direct Purchase Request for Quotation	Architectural Services for SmartREIT Terminal VMC – per agreement with Penguin-Calloway (Vaughan) Inc.	RFQ-16-010-RT	Diamond & Schmitt Architects Inc.	\$574,187.00
		Geotechnical Work for SmartREIT Terminal VMC	RFQ-16-060-RT	Golder Associates Ltd.	\$47,250.00
<b>Total (21)</b>					<b>\$20,807,102.62</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 – Q3 & Q4, 2016.

Category	RFX No.	Vendor	Increase Value
<b>Corporate (3)</b>	RFQ-15-030-RT	McPhail Transportation Planning	\$28,000.00
	RFQ-15-031-RT	Solution ML Limited	\$15,925.00
	RFQ-16-042-RT	Michel Lavoie Consultant Inc.	\$64,600.00
<b>BRT Property (1)</b>	RFQ-16-015-RT	Spectra Advertising	\$7,980.00
<b>BRT Construction (4)</b>	RFQ-10-063-RT	Bell Canada	\$57,655.32
	RFQ-12-045-RT	Canadian National Railway Company	\$52,000.00
	RFQ-15-043-RT	Newmarket-Tay Power Distribution Ltd	\$2,250,000.00
	RFP-13-076-RT	S2S Environmental Inc	\$26,315.00
<b>Total (8)</b>			<b>\$2,502,475.32</b>

**Table 2 – Contracts Extensions, Existing**

Category	RFX No.	Vendor
<b>Corporate (4)</b>	RFQ-12-057-RT	York Consortium
	RFQ-15-030-RT	McPhail Transportation Planning
	RFQ-15-031-RT	Solution ML Limited
	RFQ-16-042-RT	Michel Lavoie Consultant Inc.
	PT-12-025-RT	Stilescape Inc
<b>BRT Property (6)</b>	RFQ-16-015-RT	Spectra Advertising
	RFQ-15-047-RT	Lloyd & Purcell Ltd
	RFQ-14-069-RT	Watters Environmental Group Inc.
	RFQ-16-014-RT	Pattison Sign Group
	RFQ-16-051-RT	Spectra Advertising
<b>BRT Construction (5)</b>	RFQ-12-002-RT	Powerstream Inc.
	CC-12-020-RT	Kiewitt-Ellis Don (KED), A Partnership
	RFQ-13-005-RT	Powerstream Inc.
	RFQ-14-052-RT	Cole Engineering Group Ltd.
	RFQ-13-005-RT	Powerstream Inc.
<b>Facilities &amp; Terminals (1)</b>	RFQ-15-050-RT	Penguin-Calloway (Vaughan) Inc.
<b>Total (16)</b>		

**Table 3 – Contracts Closures**

Category	RFX No.	Vendors
<b>BRT Property (2)</b>	RFQ-15-058-RT	Spectra Advertising
	RFQ-16-051-RT	Spectra Advertising
<b>BRT Construction (9)</b>	RFQ-10-063-RT	Bell Canada
	RFQ-12-023-RT	Bell Canada
	RFQ-15-048-RT	AGI Traffic Technology Inc.
	RFQ-13-045-RT	Enbridge Gas Distribution Inc.
	RFQ-13-072-RT	Enbridge Gas Distribution Inc.
	RFQ-13-082-RT	Enbridge Gas Distribution Inc.
	RFQ-13-083-RT	Enbridge Gas Distribution Inc.
<b>Subways (1)</b>	RFQ-13-064-RT	Bell Canada
	RFQ-15-005-RT	Enbridge Gas Distribution Inc.
<b>Total (12)</b>	COOP-10-034-RT	Toronto Transit Commission

**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 – Q3 & Q4, 2016, whereby a solicitation has been advertised, but no award has yet been issued.

Category	RFX No.	Description	Estimated Project Start Period
<b>Corporate (1)</b>	RFQ-16-061-RT	Process Monitor Services for OE Procurement	Q1-2017
<b>BRT Property (3)</b>	RFQ-17-015-RT	H2-WE Enbridge Utility Relocations	Q1-2017
	RFQ-17-016-RT	H2-WE Bell Utility Relocations	Q1-2017
	RFQ-17-014-RT	Y2.1 Environmental Services (Grand Genesis)	Q1-2017
<b>Facilities &amp; Terminals (1)</b>	RFQ-17-012-RT	Scaffolding Services at SmartREIT Terminal VMC	Q1-2017
<b>Total (5)</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 – Q3 & Q4, 2016.

Category	Estimated Value	RFX No.	Description	Estimated Project Start Period
<b>Corporate (3)</b>	\$100,001 to \$250,000	RFP-17-009-RT	YRRTC External Coaching Services	Q2-2017
	>\$5,000,001	RFP-17-001-RT	Engineering and Advisory Services - Program Management	Q3-2017
		RFP-17-002-RT	Engineering and Advisory Services - Technical Advisory & Construction Oversight	Q3-2017
<b>BRT Property (1)</b>	\$100,001 to \$500,000	IT-17-006-RT	Y2.1, Y2.2 & Y3.2 Additional Lands - Surveys	Q1-2017
<b>BRT Construction (2)</b>	\$50,001 to \$100,000	RFQ-17-011-RT	Design/Inspection of Low Impact Development Stormwater Mgmt. Facility (Y3.2) at 17250 Yonge St.	Q2-2017
	\$500,001 to \$1,000,000	RFQ-16-068-RT	Y2.2 Bell Structure Relocation for new culvert	Q1-2017
<b>Subways (3)</b>	\$50,001 to \$100,000	RFQ-17-010-RT	Development of Statement of Work for Yonge Subway Extension – Preliminary Engineering	Q2-2017
	\$1,000,001 to \$5,000,000	RFP-17-007-RT	Design Builder for Fare Equipment & ITS Systems at Pioneer Village Station, Hwy. 407 Station and VMC Station – also includes SmartREIT Terminal VMC and Cornell Terminal (RFPQ-16-050-RT)	Q2-2017
			Preliminary Engineering for Yonge Subway Extension	Q3-2017
	<b>Facilities &amp; Terminals (5)</b>	\$25,001 to \$50,000	RFQ-17-013-RT	Light Pole Reinstatement @ Operations, Maintenance & Storage Facility

\$100,001 to \$500,000	RFP-16-027-RT	Environmental & Geotechnical Investigations for planned Park n Ride Facilities – Warden Ave. & Enterprise Dr.	Q2-2017
	RFP-16-028-RT	Design and Engineering Consulting for planned Park n Ride Facilities – Warden Ave. & Enterprise Dr.	Q2-2017
>\$5,000,001	RFPQ-17-004-RT	Construction Pre-Qualification for Cornell Terminal	Q1-2017
	IT-17-005-RT	Construction for Cornell Terminal	Q2-2017
<b>Total (14)</b>			