

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

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

Subject: Project Status Report

Ref: YORK-#6964171

## Recommendation

It is recommended that:

1. The Board receive the attached Project Status Report (from April 1, 2016 to June 30, 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 update from April 1, 2016 to June 30, 2016.

## Project Highlights

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

#### ***The Highway 7 East and Davis Drive BRT segment in the Town of Richmond Hill and the Town of Newmarket are now in service***

- Highway 7 East (H3), from Bayview Ave. to South Town Centre (6.0 km) has been in service since August 2014
- The Warranty Period expires by the end of this year, with red asphalt repair works defined
- Davis Drive (D1), from Yonge St. to Highway 404. (2.6 km) was in service as of December 2015
- Boulevard and landscaping works have been completed

***Construction continues along the rapid transit corridor in the Vaughan Metropolitan Centre (City of Vaughan)***

- Highway 7 West (H2-VMC) is from Bowes Rd. to Edgeley Blvd. – (3.6 km)
- East of Jane Street, construction works are progressing, with to-date completion at approximately 70%, and the rapidway segment will be available for service later this year
- West of Jane St. – construction works on-going, with road works completed this Fall
- Fabrication of the VMC Canopy at Jane Street has begun

***Utility relocations and rapidway design advancing along the three BRT segments for the Yonge Street project***

- Yonge Street (Y2.1, Y2.2, & Y3.2) – (8.9 km) – construction works progressing with to-date completion at approximately 18% completion
- Utility companies finalizing their designs, and relocation work kicked off in May
- Design of the Town of Richmond Hill water main upgrade completed and construction activities are underway
- Project completion date is currently under review

***Utility relocation and design work for the second phase of the BRT Program in Vaughan is underway***

- Highway 7 West (H2-East & H2-West), is approximately 12 kilometres, from Yonge St. to Bowes Road and from Edgeley Blvd. to Helen Street )
- Utility relocations and water main relocation activities at Hwy. 7 West, Bathurst St. & Centre St. are currently underway

***FACILITIES AND TERMINALS PROGRAM***

***Design of the Cornell Terminal, a nine-bay bus terminal in the City of Markham progresses***

- The site plan application has been submitted and is currently under review by the City of Markham
- Procurement activities for the Design-Bid-Build services and adjacent construction will be underway by Q1 2017

***SmartREIT Terminal VMC (Vaughan Metropolitan Centre) proceeds to procurement***

- The SmartREIT VMC Terminal Located at Hwy. 7 West and Jane Street
- Design and construction activities are currently advancing
- The Site plan application has been submitted and is currently under review by the City of Vaughan

***Rapid transit park ‘n’ ride facilities 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 to meet future transportation, urban design and development objectives
- For Enterprise Drive, procurement activities for the design & engineering services of this on-surface park ‘n’ ride parking facility progressing, with the contract award anticipated for Q4

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

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

- Construction of the subway stations are progressing, with three located in the Region – Pioneer Village, Highway 407 and VMC
- Procurement of the ITS Systems and Fare Equipment for the three subway stations in the Region is currently underway – led by YRRTC, with on-going coordination with TYSSE
- Contribution-to-date from the Region is \$297.3 million – versus the latest funding commitment of \$603.6 million

### **The Viva BRT Concourse construction continues**

- Completion of concrete wall and roof slab pour and North caisson cap rebar installation complete
- Underground conduits installation is well under way and is 80% complete, as the sanitary line installation is complete

## **RAPID TRANSIT FUTURE INITIATIVES**

### **In June 2016, Metrolinx announced \$55M for the design and preliminary engineering of the Yonge North Subway Extension (YNSE) from Finch Station to the Richmond Hill Centre Terminal**

- 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 YNSE.
- On June 23, 2016, York Regional Council also reaffirmed YNSE as the top priority transit project by endorsing a report which directed Region and YRRTC staff to seek federal funding of \$35 million from PTIF, Phase I

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

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

## **Financial & Procurement Highlights**

### **At the end of Q2-2016, Capital Expenditures are at \$102.6 million – of which the Region's contribution is \$3.1 million (Table 1)**

- Regional Capital Program – Capital Expenditures for the TYSSE and Facilities & Terminals projects are \$6.9 million, driven by:
  - TYSSE, representing \$4.9M or 71% of the Regional Capital Expenditures
  - Facilities & Terminals represent the remaining Regional Capital Expenditures – primarily for the design and engineering activities for Cornell Terminal and SmartREIT Terminal VMC

- Metrolinx Capital Program – Capital Expenditures for the BRT-Rapidways & Stations projects are \$95.7 million and are driven by:
  - Construction activities along the Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) and finishing works activities for the “now-in-service” Davis Drive (D1)
  - Detailed design, pre-construction activities and utility relocations along Yonge Street (Y2.1, Y2.2 & Y3.2)
  - Construction mobilization activities, utility relocations and land-related activities along the remaining Highway 7 West (H2-West & H2-East)
  - Additionally, recoveries for Municipal & Third Party Works for the rapidways now in service – e.g. \$7.2M for Davis Drive (D1), offset the Capital Expenditures this quarter

**Table 1 – YRRTC Capital Expenditures, Q2- 2016**

Capital Expenditures (\$Millions)	Regional Program (YTD) \$	Metrolinx Program (YTD) \$	Inception-To-Date \$	Funding \$
BRT Rapidways & Stations *		95.7	1,007.7	1,783.6
BRT Facilities & Terminals	1.9		152.3	208.8
BRT Vehicles	-		46.6	46.6
Spadina Subway Ext.	4.9		919.3	1,320.3
<i>Construction</i>	4.9		891.8	1,274.0
<i>Viva Concourse</i>	0.0		7.0	14.0
<i>Capacity Buy-In &amp; Other</i>	0.0		20.6	32.4
Yonge North Subway Ext.	0.1		4.1	4.3
Rapidway Studies	0.1		2.2	3.2
<b>Total Capital</b>	<b>\$6.9</b>	<b>\$95.7</b>	<b>\$2,132.3</b>	<b>\$3,366.9</b>
<b>Total Regional Funded</b>	<b>\$3.1</b>		<b>\$407.8</b>	<b>\$637.9</b>

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

**At the end of Q2-2016, Gross Operating Expenditures and Net Operating Expenditures are \$21.2 million and \$6.7 million respectively (Table 2)**

- Net Operating Expenditures of \$6.7 million reflect:
  - Operating Recoveries of \$ the Metrolinx and Regional Capital Programs –Revenues from Development Charges and Federal Gas Tax Revenues –
    - Debt Principal and Interest Payments for the TYSSE program-projects
  - Legal Services for existing projects and Consulting Services for rapid transit future initiatives to r be “shovel ready and shovel worthy”

**Table 2 – YRRTC Operating Expenditures, Q2- 2016**

<b>Operating Expenditures (\$ Millions)</b>	<b>Total Operating Expenditures \$</b>	<b>Regional Operating Expenditures \$</b>	<b>Metrolinx Operating Expenditures \$</b>
YRRTC Staff & Administration.	5.4	1.4	4.1
York Region Staff & Administration	2.3	0.2	2.2
Financing Costs	13.5	13.5	0.0
<b>Gross Operating</b>	<b>21.2</b>	<b>15.0</b>	<b>6.2</b>
Capital Recoveries	(6.4)	(0.1)	(6.2)
Revenues	(8.1)	(8.1)	0.0
<b>Net Operating - Tax Levy</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>

***At end of Q2-2016, approximately 92% of the \$1.8 billion funding for the Metrolinx Capital Program – BRT Projects is now committed***

- \$6.0 million in contract awards and increases this quarter – driven by the utility relocations activities for Yonge Street (Y2.1, Y2.2 & Y3.2)

***At end of the Q2-2016, approximately 96% of the \$1.6 billion funding for the Regional Capital Program is now committed***

- Contract awards for the Cornell Terminal, SmartREIT Terminal VMC and Warden Park 'n' Ride projected late this year

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

October 13, 2016  
Attachment: (1)



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York Region Rapid Transit Corporation

# project status report



**YORK  
REGION  
RAPID  
TRANSIT**  
CORPORATION

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## MANDATE

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

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

The Executive Management Team reports to the Board of Directors and to YRRTC’s Chief Executive Officer. Board meetings are held in the York Region Administrative Centre located in the Town of Newmarket. Public reports are posted online at [www.york.ca](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 centreline 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, and the final segment from STC to Warden Avenue was completed in December 2014, going in service in January 2015
- Since the opening of the first segment of the rapidway in August 2013 there is an average decrease of 30% in travel time and a 10% increase in ridership



**Progress Status Update**

**Utility Relocations**

- Minor utility works ongoing with Rogers cut-over from aerial to underground work
- Total performance has been achieved for the project



**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
- Viva service continues east in mixed-use traffic, terminating at Highway 404
- The rapidway includes three centre lane vivastations and two curbside stations rapidway which was completed on November 29, 2015 and has been in service since December 2015



**Progress Status Update**

**Property**

- Union Hotel and the buildings now in their final locations with refinishing works underway
- Risk Assessment Program contract has been awarded

**Utility Relocations**

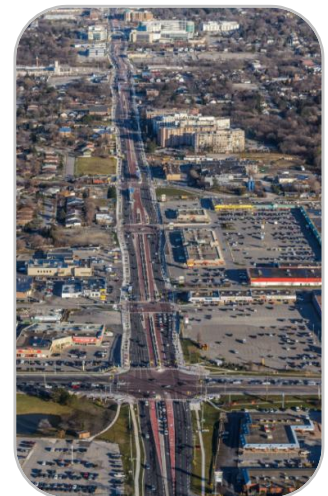
- Overall utility relocations completed for gas, hydro and telecom (Enbridge, Newmarket-Tay Power, Bell, Rogers, YTN)
- Newmarket-Tay Power work continues with the removal of wooden poles, and Rogers’ aerial to underground cabling works

**Design-Build Construction**

- Boulevard and planting work completed in July, with deficiencies and warranty work outstanding
- The deficiency work is expected to be completed by the end of 2016
- Total Performance projected to be achieved by end 2016

**Keeping the Public Informed**

- Community Liaisons continue to work with the local businesses and residents to address any concerns and to keep the community informed



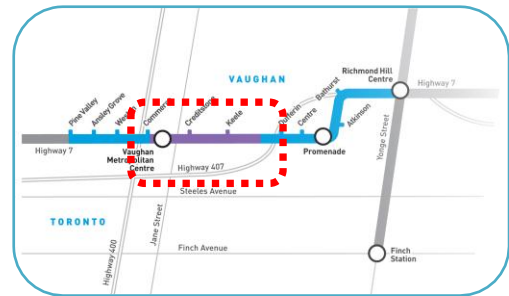


**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**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 three centreline vivastations along the 3.6 km of rapidway
- East of Jane Street, the rapidway is expected to be completed by the end of 2016



**Progress Status Update**

**Property**

- Environmental remediation work is ongoing in accordance with the Remediation Action Plan (RAP) for the acquired lands

**Utility Relocations**

- Utility relocations East of Jane Street complete
- West of Jane Street, Rogers relocation work will be completed by end of 2016

**Design-Build Construction**

- Construction work underway east of Jane Street to Bowes Road, with construction 70% completed
- All boulevard excavation is complete
- Paver and planter work along the corridor is in progress and nearing completion
- Top layer asphalt paving and red asphalt paving is complete for general purpose lanes
- Intersection red asphalt completed in September
- Hillside barrier wall with decorative inlay finish and handrails are complete
- Foundation construction of the vivastation located at Millway Avenue directly above the TTC station is complete
- Temporary steel structure to support the main canopy has been constructed, and installation of the canopy has commenced.



**Keeping the Public Informed**

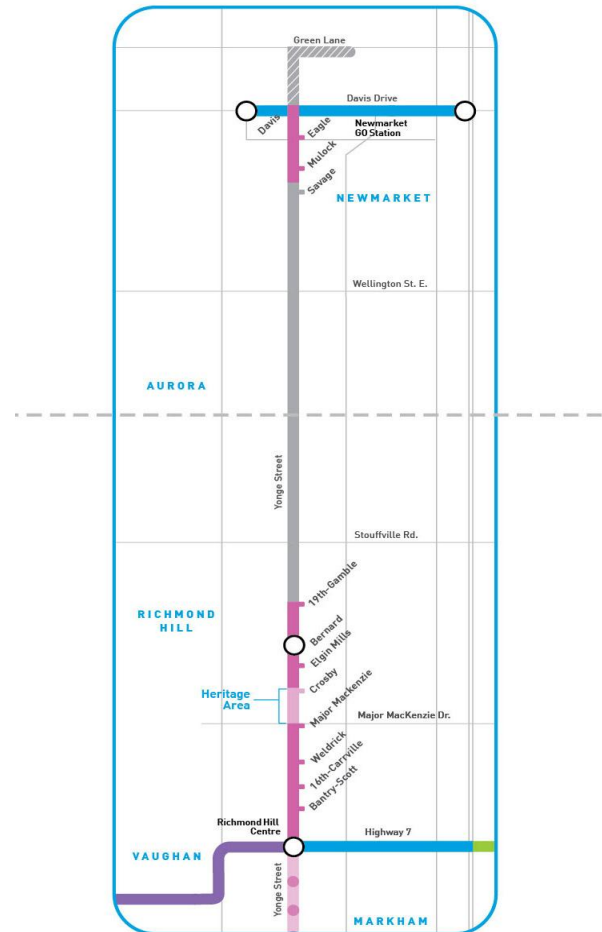
- Twenty-one construction bulletins were issued in August as work is progressing well with favourable weather conditions
- The Community Liaison team continues to work with local businesses and residents including participating in various community engagement events to key stakeholders and community groups:
  - Concert in the Park – on August 3, the team engaged approximately 300 local residents with a project information booth
  - Vaughan Chamber of Commerce BBQ – on August 18, the team engaged approximately 250 local businesses with a Project information booth

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

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

**Project Description**

- The Yonge Street (Y2.1) rapidway in the Town of Richmond Hill extends approximately 3.6 km from Richmond Hill Centre (Highway 7) to Major Mackenzie Drive and includes four centre-lane vivastations
- Pre-construction activities on Y2.1 commenced in mid-2014, followed by utility relocation work in 2016
- The Yonge Street (Y2.2) rapidway in the Town of Richmond Hill, extends approximately 4.1 km from Levendale Avenue to 19<sup>th</sup> Avenue and includes 2.9 km of rapidway and three centre-lane viva stations
- Pre-construction activities on Y2.2 commenced in mid-2014, followed by utility relocation work in 2016
- The Yonge Street (Y3.2) rapidway in the Town of Newmarket extends approximately 2.4 km from Mulock Drive to Davis Drive and include three centre-lane vivastations
- Pre-construction activities on Y3.2 commenced in mid-2014, followed by utility relocation work starting in 2016
- Schedule and completion date are currently under review



Yonge Street at Major Mackenzie Drive looking south

**Progress Status Update**

**Property**

- Phase II field investigations completed for all acquired lands – final reports are being prepared and to be completed in Q2
- Property infrastructure relocations (i.e. signs, lights and transformers) are currently underway

**Utility Relocations**

- Y2.1 and Y 2.2 segment – additional potholing investigations to advance utility design and construction continue; telecommunications detailed design is 40% complete; Y2.2
- Y3.2 segment – Enbridge construction completed; telecommunications relocation work is ongoing on the east and west side of Yonge Street, from Savage Road to just north of Eagle Street and will continue to progress in phases
- Newmarket Hydro caisson installation tender awarded and construction progressing
- Temporary hydro poles installation continues on both sides of Yonge Street, north of 19<sup>th</sup> Avenue/Gamble Road to Nottingham Drive/Devonsleigh Boulevard



**Design-Build Construction**

- 100% design packages for all segments received and reviewed
- Design drawings to be completed in Q3
- Retaining wall construction along Yonge Street at Gladman Avenue complete
- In preparation of utility relocation work in Y2.2 and Y2.1, sign relocation work is underway to remove conflicts
- In preparation of water main work, staging activities are underway in Town of Richmond Hill



**Keeping the Public Informed**

- The Community Liaison team continues to work with local businesses and residents including participating in various community engagement events to key stakeholders and community groups
- Community outreach for the month of includes project presentations with an overview of the Yonge Street rapidway project:
  - Town of Newmarket Customer Service team - April 22
  - Town of Richmond Hill key staff members – June 15
- Project information booths at a variety of community events:
  - YRT/Viva Service Planning PIC/Richmond Hill – April 7
  - Newmarket Chamber of Commerce Mayor’s luncheon – April 19
  - Town of Newmarket ‘Touch a Truck’ Event – May 25
  - Smart Commute’s Bike to Work Day – May 30
  - Newmarket Chamber of Commerce – Members’ BBQ - June 22
  - Richmond Hill Councillor’s BBQ – June 26
  - York Region’s Administrative Building – employee information – June 28

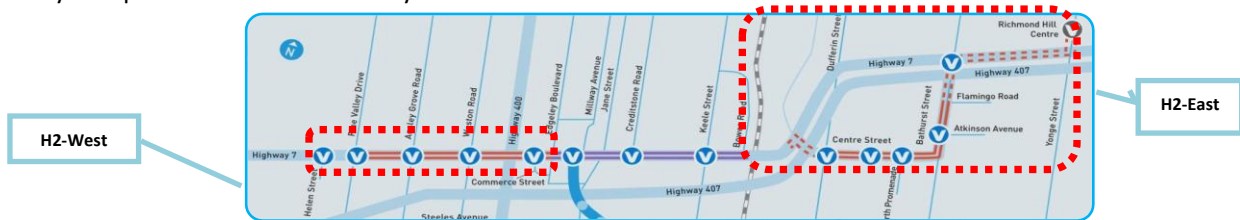


**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

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

**Project Description**

- The H2 rapidway refers to approximately 12.4 km of rapidway along Highway 7 West, Bathurst and Centre Streets and includes the construction of 10 vivastations
- 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) completed in August 2015
- Properties west of Pine Valley Drive to Bruce Street received Council approval for Application to Expropriate in October 2015
- Council report for approval to expropriate was presented to March 2016 Regional Council
- Environmental investigation field work completed in Q4-2015
- Finalization of Phase II reports is underway as well as private property infrastructure (i.e. signs, light standards and transformer relocations)

**Utility Relocations**

- Discipline Integration Team and utility workshops continue with all utility companies to mitigate, advance and coordinate the utility works in the H2-East and H2-West 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 MTO requirements to remove and relocate all structures from the Highway 400 bridge.
- EDCO 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 Streets
- Enhanced design submissions for H2 East and H2 West have been made by EDCO
- All utility companies have commenced detailed design in H2 East and H2 West (excluding Bruce Street to Helen Street)

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

- Bathurst Street water main replacement is ongoing.
- Tree and median island removals are continuing on Centre Street in support of upcoming Centre Street water main replacement work
- Design submissions for the various design components are ongoing
- Final design submissions for the Centre Street water main replacement milestone are under technical review
- Ongoing meetings with MTO, TRCA and other stakeholders to regarding design work continues

Project in service by end of 2019 and completion by end of 2020.

**Keeping the Public Informed**

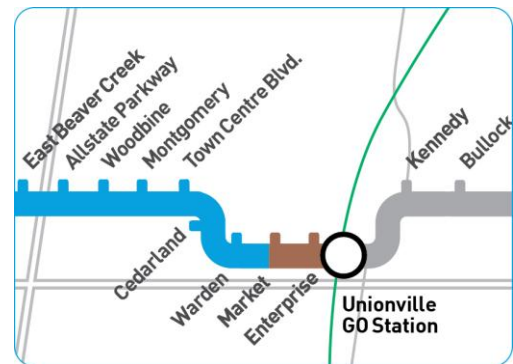
- The Community Liaison team continues to work with local businesses and residents including participating in various community engagement events to key stakeholders and community groups
- Ten construction bulletins were issued in August reflecting good progress
- The Community Liaison team continues to advance their outreach program, making contacts along the corridor in order to inform the community of the upcoming rapidway work and construction impacts
- The subscribers list for these section is currently at 2,485.
- Community Liaisons are advancing their outreach program and making contacts along the corridor in order to inform the community of the upcoming rapidway
- Community outreach for the month of July included:
  - Concert in the Park – August 3 - Project information booth- engaged with approximately 300 local residents
  - Vaughan Chamber of Commerce BBQ – August 18 – Project information booth – engaged with 250 local businesses and shared project updates
  - Vaughan Chamber of Commerce Business Education Session – August 24 – Vaughan Chamber of Commerce hosted a social media “Lunch and Learn,” for businesses within the construction corridor as part of the Shop 7 Business Support Program (BSP)
- Netivot Ha Torah Day School – August 25 – provided a project overview and upcoming works to Director and Assistant Director, developing processes to ensure safe student passage to school

**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 Dr. rapidway at Birchmount Rd., and will continue through Markham Centre, east to Kennedy Road
- The project includes approximately 1.2 km of rapidway and one 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, which 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 a Mobility Hub study currently underway
- The study is being led by Metrolinx, in partnership with the City of Markham and YRRTC
- Construction of the rapidway is scheduled for completion 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 in 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 for the project funded 100% under the QuickWins Agreement with the Province
- Design and construction for the project are funded under the Federal-CSIF Contribution Agreement and the Region (a 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 York Region Transit - Viva Transit vehicles consisting of 40, 40-foot conventional buses and 83, 60-foot articulated vehicles
- OMSF enhances the transit operation in the Region and helps better serve its Viva network



**3.1 FACILITIES AND TERMINALS PROGRAM**

**CORNELL TERMINAL**

**Project Description**

- The Cornell Terminal is a planned 11-Bay Bus terminal connecting Viva service with the East Markham local YRT transit routes, as well as future connections with the Durham Transit and GO bus services – located in the City of Markham, at Highway 7-East and Ninth Line near Markham-Stouffville Hospital (MSH)
- Lands 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 agreement and the Region (50-50 cost share)



**Progress Status Update**

**Design-Bid-Build Construction**

- Design and Engineering underway with design work completed
- Coordination and consultation with City of Markham is ongoing
- Site Plan presented was to Markham’s Development Services Committee in June with the Site Plan approved by City of Markham in the second quarter
- Engineering design to is progressing and is currently 30% complete
- Continuing coordination of design and construction of the turning circle with City of Markham staff and Cornell Community developers
- Procurement activities for the Design-Bid-Build services and adjacent construction will be underway by Q1 2017
- The projected completion date is December 2017





**3.2 FACILITIES AND TERMINALS PROGRAM**

**PARK n’ RIDE FACILITIES**

**Project Description**

- 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 the implementation to Viva segment delivery

**Davis Drive Park n’ Ride**

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

***Progress Status Update***

- Enterprise Drive and Warden Avenue– procurement activities for the design & engineering services of the on-surface Park n’ Ride parking facility at the “Warden Jug Handle” is in progress
- Investigation related to market sounding activities in support of the identification of ultimate design direction for this property to begin
- Procurement for the design & engineering services, investigations and studies in Q2, with contract award in Q4
- Based on investigative studies, construction activities to begin in 2017

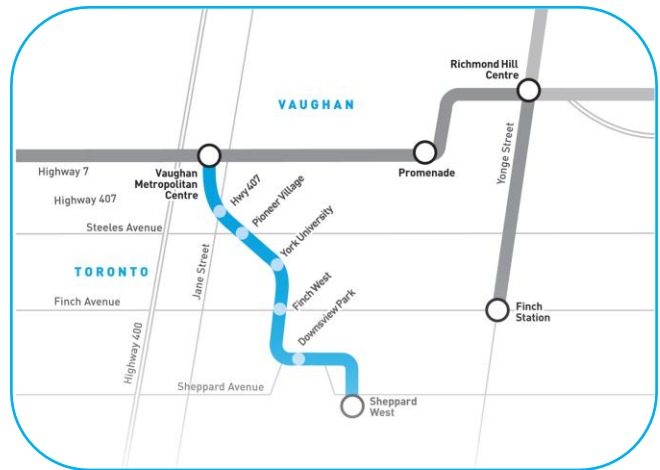


**3.3 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM**

**SPADINA SUBWAY EXTENSION**

**Project Description**

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



- With required funding of \$3.2 billion for the project, the contribution of York Region is \$603.6 million
  - \$1.3 billion or 40% of the funding is to be spent in the Region – based on geography and length of the project

**Tunneling**

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

**Project Progress Status**

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

**Community Engagement**

- The YRRTC-TYSSE joint communications group continues to promote communications through the website and social media channels – as well, coordination of project events and newsletters are ongoing



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 June TYSSE works report)***

- Construction progress at 89.6% with substantial performance date of May 17,2017
- Work continues on concrete pavement around the Bus Terminal and green roof
- 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
- Completed installation of exterior weathering steel panels at south -east entrance of building

**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 June TYSSE works report)***

- 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 is building a tail track north of this station, to facilitate subway operations

***TTC Progress Status Update (per June TYSSE works report)***

- 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
- Signal rooms turned over to Systems Contractors

**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 50%
- Completion of concrete wall and roof slab pour and North caisson cap rebar installation complete
- Site service underground conduits installation 80% complete; sanitary line installation 100% complete; backfill West of BRT 60% complete

**SmartREIT Vaughan Metropolitan Centre (VMC) Terminal**

**Project Description**

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

**Land Acquisition Staging and Access**

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

**Project Progress Status**

- Final design work is progressing
- Site plan application activities underway with City of Vaughan
- Millway Avenue design series meetings underway with the City of Vaughan, TYSSE, SmartREIT and YRRTC – to be funded 100% by the City of Vaughan; ongoing coordination with above parties
- Construction to commence in Fall 2016 and the projected completion date is December 2017, to be staged with the opening of the TYSSE



**3.4 YONGE NORTH SUBWAY EXTENSION (YNSE) PROGRAM**

**Project Description**

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

**Progress Status Update**

- The YNSE is a 7.4 kilometer project that extends north from Finch Station to the Richmond Hill/Langstaff Urban Growth Centre at Highway 7
- With the environmental assessment approved in 2009 and the conceptual design approved in 2012, this project is now advancing to the preliminary engineering and design 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 YNSE
- On June 23, Council reaffirmed YNSE as the number one priority transit project 16 by endorsing a report which directed Region and YRRTC staff to seek federal funding of \$35.0 million from PTIF, Phase I – in addition to the provincial funding announcement of \$55.0 million
- In August 2016, Metrolinx advised that YRRTC will be the project manager, a Memorandum of Agreement (MOA) of which is currently in progress
- A total investment of \$90.0 million, allows for the advancement of 15% design and preliminary engineering work required, for the project to be “procurement-ready”
- 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 YNSE, 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 Q2 were for the Metrolinx Capital Program, Bus Rapid Transit (BRT) with 12 contracts awarded for a total of nearly \$5M primarily driven by utility relocations for the Yonge Street BRT. The below table identifies a *Categorized Summary of YRRTC Contracts Awarded* (please see Appendix 1 for details:

Category		Total
<b>Corporate</b>	Total (\$)	\$ 69,560
	Count	1
<b>Property</b>	Total (\$)	\$ 87,345
	Count	3
<b>Construction</b>	Total (\$)	\$ 4,594,278
	Count	7
<b>Communications</b>	Total (\$)	\$ 96,950
	Count	1
<b>Total (\$)</b>		<b>\$ 4,848,134</b>
<b>Total Count</b>		<b>12</b>

**4.2 AMENDED CONTRACTS – EXISTING**

Total increases of \$1.2 million were made to existing contracts during Q2, with 20 contracts closed and 19 contracts extended. The table below identifies a *Categorized Summary of YRRTC Contract Amendments* (please see Appendix 2 for details):

Category	Action	Q2 - 2016
<b>Program Management</b>	Closed	1
	Date Change	-
	Increased Amount	-
<b>Property</b>	Closed	9
	Date Change	7
	Increased Amount	\$ 74,275
<b>Construction</b>	Closed	8
	Date Change	5
	Increased Amount	\$ 12,949
<b>Communications</b>	Closed	-
	Date Change	4
	Increased Amount	\$ 748,600
<b>Subway</b>	Closed	-
	Date Change	1
	Increased Amount	-
<b>Terminals</b>	Closed	-
	Date Change	2
	Increased Amount	\$ 336,257
<b>Total Closed</b>		<b>18</b>
<b>Total Date Change</b>		<b>19</b>
<b>Total Increased Amount</b>		<b>\$1,172,081</b>

\* Closed – refers to contracts closed during the period.

\*\* Date Change – refers to total number of contracts extended for the period.

\*\*\* Increased Amounts – refers to increases to existing contracts for the period – due to contingencies and/or added scope.

With the new contract awards and increases to existing contracts – at the end of June 2016, total project and contract commitments are \$2.96 billion out of the funding availability of \$3.4 billion.

- Metrolinx Capital Program of \$1.8 billion – \$1.65 billion or approximately 92% committed
- Region Capital Program of \$1.6 billion – \$1.3 billion or approximately 81% committed

**4.3 PROCUREMENTS IN PROGRESS**

Category	Estimated Project Start Period	Total
Corporate	Q3-2016	1
Property	Q3-2016	1
Construction	Q3-2016	2
Subway	Q3-2016	1
Terminals	Q3-2016	1
<b>Total</b>		<b>6</b>

**4.4 UPCOMING PROCUREMENTS**

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

Metrolinx Capital Program, BRT

- Davis Dr. BRT rapidway – Environmental and Remediation Activities
- H2 East and H2 West - utility relocations early works

Regional Capital Program

- Cornell Terminal – Construction
- SmartREIT-VMC Terminal – Construction
- Park 'n' Ride Facility at Warden Avenue – engineering , geotechnical & design consultant
- ITS systems for subway stations (in York Region), VMC Terminal and Cornell Terminal
- Preliminary Engineering – Yonge North Subway Extension

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 Appendix 4 for details):

Category	Estimated Value	Estimated Project Start Period		
		Q3-2016	Q4-2016	Q2-2017
<b>Property (7)</b>	\$25,001 to \$50,000	1		
	\$50,001 to \$100,000	1	1	
	\$100,001 to \$500,000	1	1	1
	\$500,001 to \$1,000,000	1		
<b>Construction (6)</b>	\$25,001 to \$50,000	1		
	\$100,001 to \$500,000	4		
	\$500,001 to \$1,000,000	1		
<b>Subway (2)</b>	\$1,000,001 to \$5,000,000	1		
	>\$5,000,001		1	
<b>Terminals (5)</b>	\$100,001 to \$500,000	2	1	
	>\$5,000,001	1	1	
<b>Grand Total (20)</b>		<b>13</b>	<b>6</b>	<b>1</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 an overall funding of \$3.4 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
- 53, 60-foot articulated vehicles

#### Current Capital Program - \$3.6 billion:

The total value of the capital programs being delivered carries a value of \$3.4 billion, with the Region's contribution at \$637.9 million and the remainder funded by senior levels of Government.

- Federal = 14% or \$461.1 million
- Provincial = 67 or \$2.3 billion
- York Region = 19% or \$637.9 million

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

Capital expenditures were approximately \$102.6 million in 2016 year to date, bringing total expenditures to \$2.1 billion since inception of the Capital Programs. The main drivers of the YTD expenditures of \$102.6 million are:

- Bus Rapidways and Stations – \$95.7 million, with the Highway 7 East (H3) and Davis Drive (D1) BRT rapidways completed and in service; remaining boulevard works and landscaping along Davis Drive completed; construction of the Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) with road works and utilities relocations progressing; utilities relocations activities along Yonge Street (Y2.1, Y2.2 & Y3.2) and staging activities for construction of the Town of Richmond Hill water main; mobilization activities for the start of construction of the remaining Highway 7 West (H2) and preparation works for construction of Bathurst Street and Centre Street water main replacement
- Design and program management of VMC Terminal – \$1.4 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$4.9 million, driven by ongoing TYSSE construction to meet the completion timeline of December 2017; adjustment in cost to reflect the latest TYSSE cash flow projection

Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget *	Budget Remaining	% Remaining
BRT Rapidways and Stations *	95,718,183	1,007,729,982	1,783,574,387	775,844,405	43%
BRT Facilities & Terminals	1,871,031	152,347,936	208,847,086	56,499,150	27%
BRT Vehicles - viva Buses	-	46,637,017	46,637,017	-	Completed
Toronto-York Spadina Subway Extension (TYSSE)	4,897,558	919,285,332	1,320,336,000	401,050,668	30%
Yonge North Subway Extension (YNSE)	54,404	4,092,702	4,310,000	217,298	5%
Rapidway Studies	69,550	2,179,438	3,161,906	982,468	31%
<b>Total</b>	<b>\$102,610,725</b>	<b>\$2,132,272,406</b>	<b>\$3,366,866,395</b>	<b>\$1,234,593,989</b>	<b>37%</b>

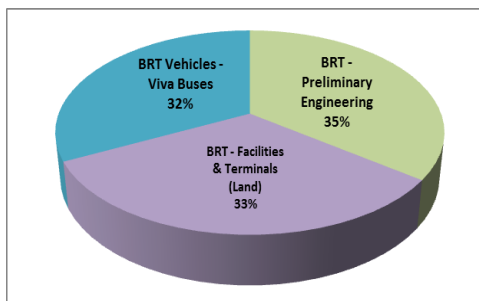
\* Budget is net of Municipal and 3<sup>rd</sup> Party Recoveries, and that includes the TYSSE contractor delay claims of \$160.0M

**5.2 QUICKWINS – \$67.6 MILLION**

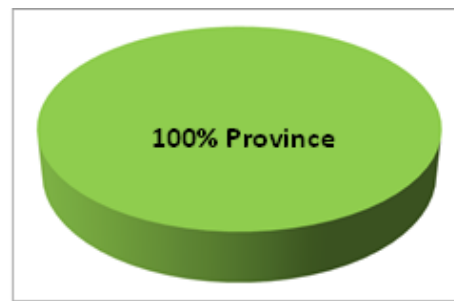
A total of \$105.6 million was announced as QuickWins funding. Under this provincial announcement, this funding consisted of a \$67.6 million in funds advanced and an additional contribution of \$38.0 million – which was subsequently transferred and included in the Metrolinx Master Agreement of \$1.755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

**Distribution of Funding by Program – \$67.6 million:**

**QuickWins Project Components – per Capital Budget**



**Funding Sources**



**Project Expenditures Inception-to-Date – \$67.7M**

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

\* Expenditures & Budget are net of Municipal/3rd Party Recoveries.

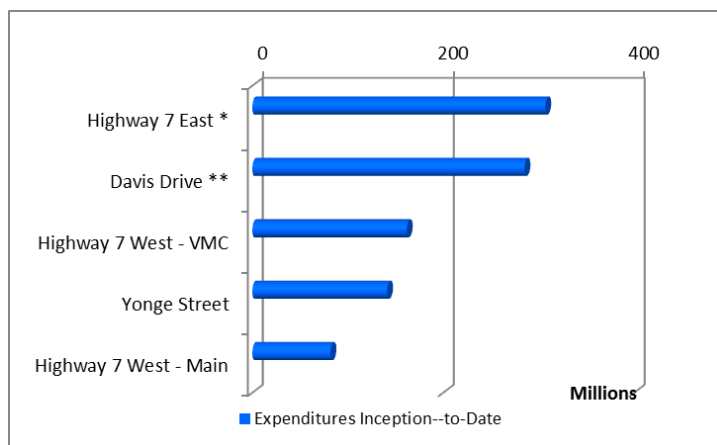
**5.3 METROLINX MASTER AGREEMENT - \$1.755 BILLION**

Funding 100% of the Region’s current vivaNext BRT capital program, as per ‘The Big Move’ announcement for transportation infrastructure plan in the Greater Toronto and Hamilton Area (GTHA), the Metrolinx Master Agreement of \$1.755 billion includes:

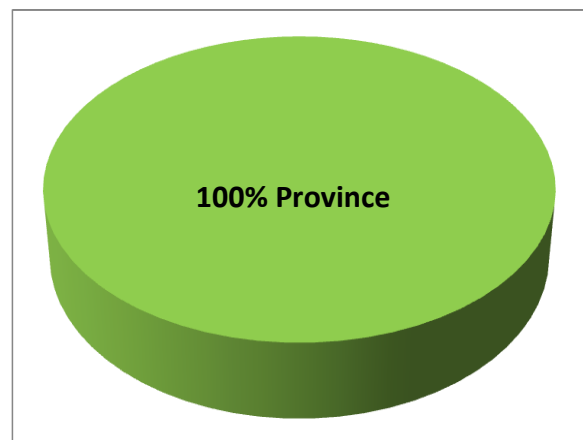
- \$38.0 million in funding remaining from the original *QuickWins* announcement of \$105.6 million
- \$85.0 million for the Provincial ‘CSIF’ funding announcement
- \$1.4 billion announcement plus escalation

**Distribution of Funding by Program – \$1.755 billion:**

**BRT Program, BRT Rapidway – per Capital Budget**



**Funding Sources**



The expenditures in the first half of Year 2016 were \$95.7 million, bringing the total expenditures to \$979.1 million since the inception of the program.

- Highway 7 East (H3) rapidway completed and in service utility relocations finishing works
- Davis Drive (D1) BRT rapidway completed and in service with remaining boulevard works and landscaping along Davis Drive completed
- Construction of the Highway 7 West-Vaughan Metropolitan Centre (H2-VMC) with road works and utilities relocations progressing
- Design activities and utilities relocations for Yonge Street (Y2.1, Y2.2 & Y3.2) and staging activities for the construction of Town of Richmond Hill water main
- Mobilization activities for the start of construction of the remaining Highway 7 West (H2) and construction activities in preparation for the construction of Bathurst St. and Centre St. water main

The below table shows the project expenditures in 2016 year-to-date and inception-to-date by BRT rapidway, and provides a comparison versus the respective project budgets.

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget*
Highway 7 East *	1,620,820	306,910,112	
Davis Drive **	(1,602,502)	285,148,009	
Highway 7 West - VMC	22,009,388	161,786,031	
Yonge Street	27,776,038	141,216,066	
Highway 7 West - Main	45,674,367	81,907,953	
Enterprise Dr.	227,909	2,158,164	
<b>Total</b>	<b>\$95,706,020</b>	<b>\$979,126,335</b>	<b>\$1,755,015,596</b>

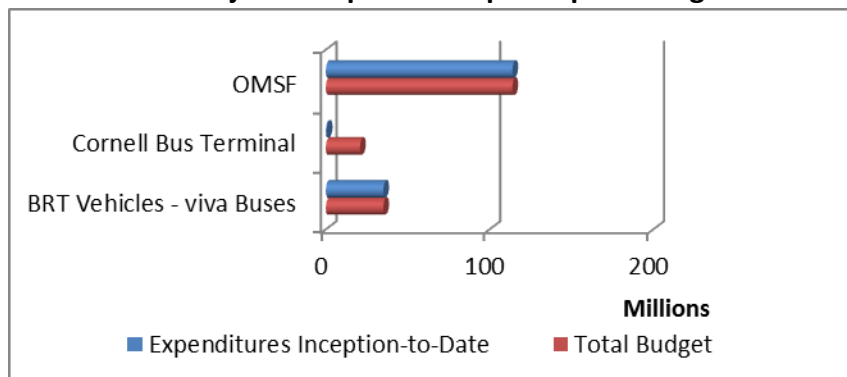
\* Budget is net of Municipal and 3<sup>rd</sup> Party Recoveries

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

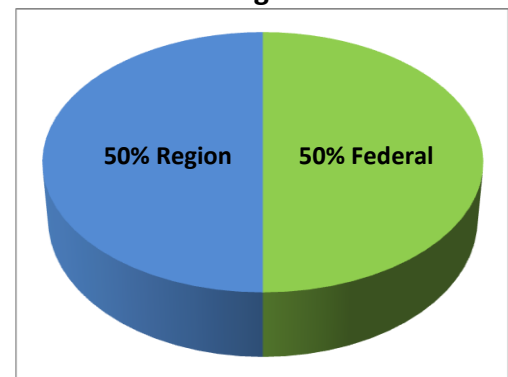
The Federal Canada Strategic Infrastructure Fund (CSIF) contribution agreement, worth \$170.0 million, was executed on March 15, 2011 – a 50-50 contribution partnership between the Federal Government and the Region.

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

**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 completed by end of 2017. Year-to-date expenditure includes design and program management.

For the first half of 2016, expenditures were \$0.4 million, bringing the total expenditures to \$149.7 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>	0	113,970,815	113,970,815	-	Completed
<b>Cornell Bus Terminal</b>	380,024	609,189	20,898,810	20,289,621	97%
<b>BRT Vehicles - viva Buses (39)</b>	(129)	35,130,375	35,130,375	-	Completed
<b>Total</b>	<b>\$379,895</b>	<b>\$149,710,379</b>	<b>\$170,000,000</b>	<b>\$20,289,621</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 the Region:

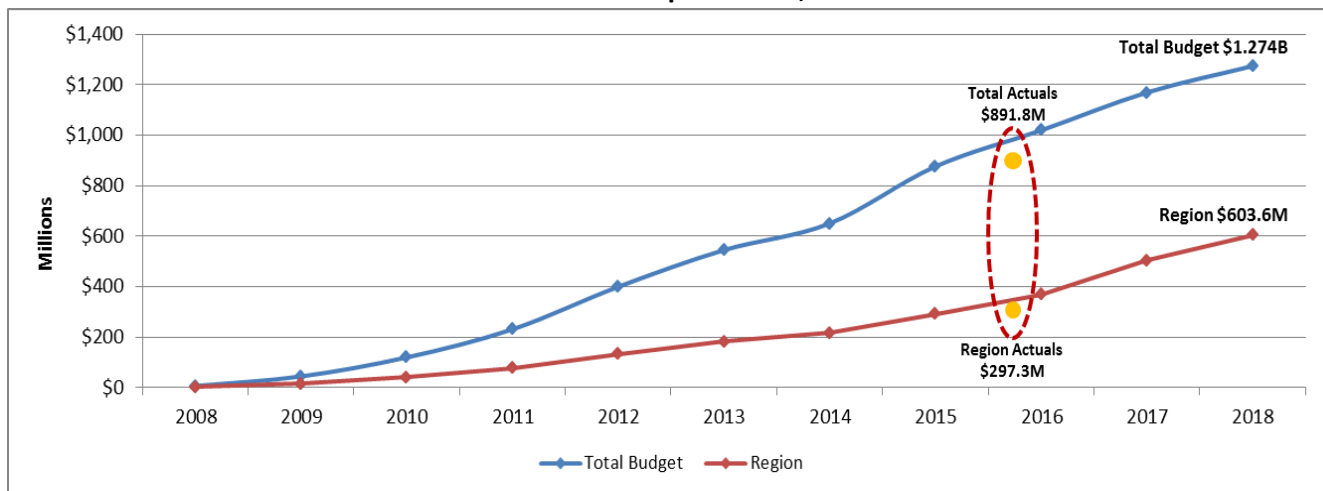
- Region’s commitment to TYSSE Construction is \$603.6 million. The breakdown of these dollars is as follows:
  - \$351.6 million for the original project construction
  - \$60.0 million for the project reset and project extension as approved by Council this past April – reflecting 40.04% of the additional funding of \$150.0 million required for this project
  - \$32.0 million from the Move Ontario Trust Revenue-Interests shortfall – reflecting 40.04% of the identified Revenue-Interests shortfall of \$80.0M for this project
  - \$160.0 million to address contractor claims – reflecting 40.04% of the additional identified funding of \$400.0M required for this project

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

Since the start of the program to now, the Region has contributed \$297.3million out of the \$891.8 total construction costs, excluding the “Capacity Buy-In” and the interface-concourse (Viva Concourse). The table below shows the project expenditures at the end of Q2 and inception-to-date:

Project	Expenditures		Total Budget	Budget	
	Year-to-Date	Inception-to-Date		Remaining	% Remaining
York Region - Capacity Buy-In	-	20,000,000	29,980,000	9,980,000	33%
York Region - viva Concourse	(1,317)	6,956,227	13,957,397	7,001,170	50%
York Region - Downsview & Others	40,770	564,291	2,398,604	1,834,312	76%
York Region - Subway Construction	1,619,371	297,254,936	603,600,000	306,345,064	51%
Province - Subway Construction	3,238,733	315,732,978	391,623,106	75,890,128	19%
Government of Canada - Subway Construction	-	278,776,894	278,776,894	-	-
<b>Total</b>	<b>\$4,897,558</b>	<b>\$919,285,327</b>	<b>\$1,320,336,001</b>	<b>401,050,674</b>	<b>30%</b>

TYSSE Construction Expenditures, Year 2016



**5.6 YONGE NORTH SUBWAY EXTENSION PROGRAM**

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

On June 2, 2016, Metrolinx announced \$55M to advance project development of YNSE to 15% Preliminary Design and Engineering (MOA is pending review by Metrolinx). An application for \$35M was committed to be made by the Region and the Federal Government, for the procurement and due diligence through phase one of the Public Transit Infrastructure Funding (PTIF) program, per Council resolution put forward in June 2016.

The table below shows the project expenditures at the end of Q2 and inception-to-date that the Region has spent in order to keep advancing the project and maintain a state of readiness. The project costs are related to the Conceptual Design.



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

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Conceptual Design	54,404	4,092,702	4,310,000	217,298	5%
Preliminary Engineering	-	-	-	-	-
Construction	-	-	-	-	-
<b>Total</b>	<b>\$54,404</b>	<b>\$4,092,702</b>	<b>\$4,310,000</b>	<b>\$217,298</b>	<b>5%</b>

**5.7 OPERATING EXPENDITURES SUMMARY**

For the Year 2016, Gross Operating Expenditures are \$21.2 million and Net Operating Expenditure of \$6.7 million. Net Operating Expenditure of \$6.7 million reflect:

- Operating Recoveries from the Capital Programs – \$6.4 million from the Metrolinx and Regional Capital Programs, which help offset YRRTC and York Region Staff and Administrative Costs, including office leases
  - Approximately 85% of the expenditures for the YRRTC staff budgeted for the Year 2016, and 100% of the expenditures for the York Regions dedicated staff to the rapid transit projects – for the Year 2016, are recovered
- Revenues of \$8.1 million from Development Charges and Federal Gas Tax Revenues – offsetting the Financing Costs of \$1.0 million for debt principal and interest payments
- Consulting Services for new rapid transit initiatives, e.g. Yonge North Subway Extension and Regional Express Rail

**YRRTC Operating Expenditures, Year 2016**

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	5.4	1.4	4.1
York Region Staff & Administration	2.3	0.2	2.2
Financing Costs	13.5	13.5	0.0
<b>Gross Operating</b>	<b>21.2</b>	<b>15.0</b>	<b>6.2</b>
Capital Recoveries	(6.4)	(0.1)	(6.2)
Revenues	(8.1)	(8.1)	0.0
<b>Net Operating - Tax Levy</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>

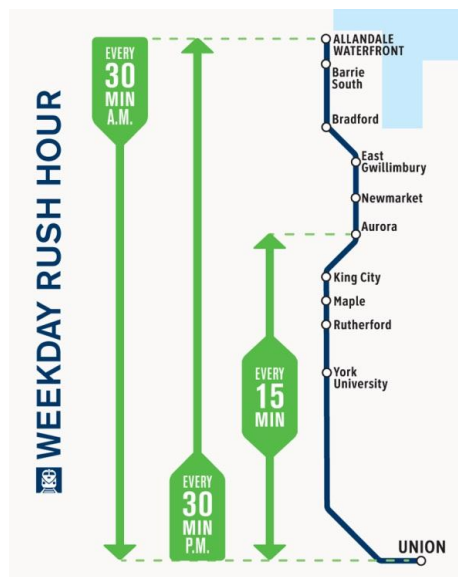
**6.0 COMMUNICATIONS**

**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 and Preliminary Engineering dollars for the Yonge North Subway Extension
  - Future rapidway segments on Highway 7 – from Highway 50 to Helen Street and Unionville Station to Reesor Road
  - Future rapidway segment on Yonge Street – from 19<sup>th</sup> Avenue to Mulock Drive
  - Future rapidway segment on Green Lane – from Yonge Street to East Gwillimbury GO Station Terminal
- 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
- To implement these services, the Province, through Metrolinx, has implemented a capital program that is set to deliver the project by 2025 and funding implications for York Region are not known at this time
- Since the announcement, YRRTC and York Region staff has established a comprehensive team, including municipal representatives from across York Region, to support the RER initiative along the Stouffville and Barrie lines
- YRRTC and York Region staff continue to participate in meetings and discussions with Metrolinx on the RER network implementation – as well, YRRTC and York Region staff continue to meet and work with municipalities to assess impacts of the RER expansion throughout York Region

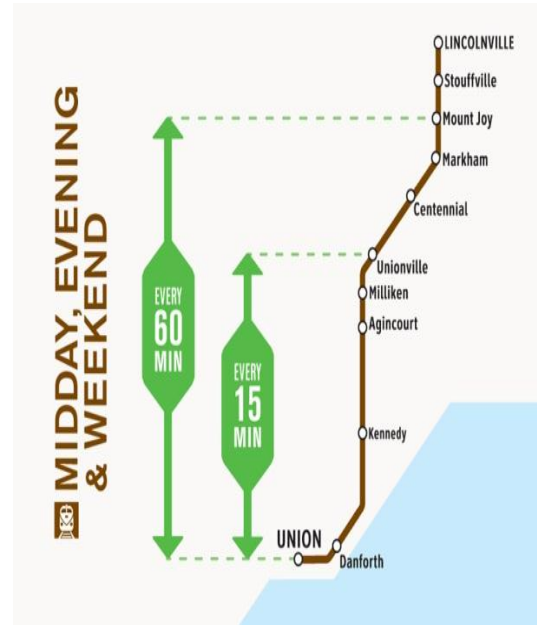
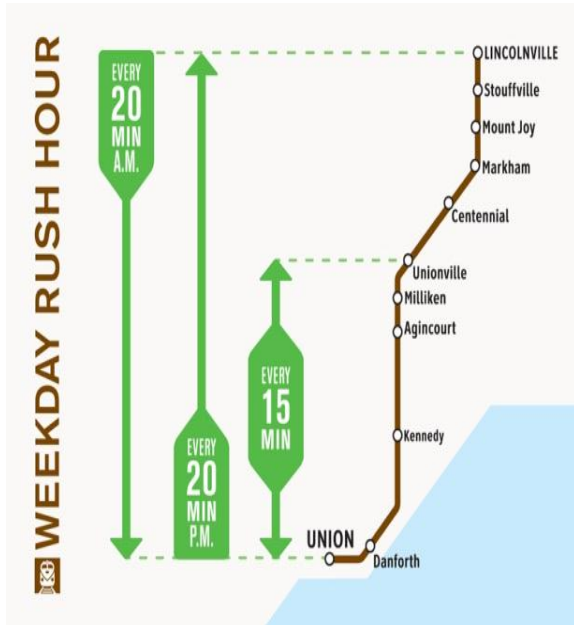
**Barrie Rail Corridor**

- 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



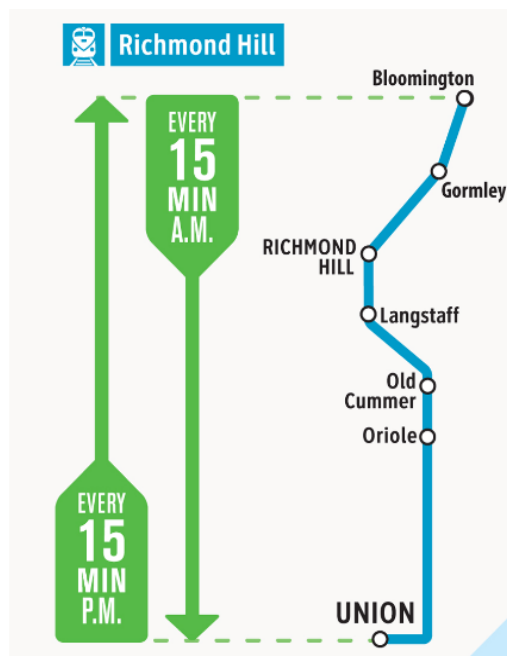
**Stouffville Rail Corridor**

- 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 Spring campaign – included newspaper ads, social media, billboards and bus backs and interior bus cards was launched
- An extensive outreach program to assist businesses with the social media profiles using “Google maps” was launched in the spring



- On May 17, 2016 – The Canadian Urban Transit Association (CUTA) presented YRRTC with the National Corporate Leadership Award for its business support communications campaign during the construction of rapidways along Davis Drive in Newmarket



- 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
- In the second quarter of the year, banners were refreshed with new spring 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
- At the end the second quarter, YRRTC made approximately 160,559 connections
- During the spring months construction is starting to ramp-up and 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
- 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
Visitors to vivanext.com	22,565	30,391
Page views to vivanext.com	64,417	91,893
Followers on Twitter	2,434	2,531
Friends on Facebook	1,962	2,020



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

Subscribers	Q1-2016	Q2-2016
Highway 7 - Markham	1,343	1,364
Highway 7 - Vaughan	1,615	1,707
Davis Drive - Newmarket	1,600	1,595
Yonge Street – Richmond Hill & Newmarket	3,310	3,949
Spadina Subway Extension	1,101	1,170
Yonge North Subway Extension	1,553	1,837
E-Newsletter	6,166	6,170

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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**Yonge Street - Newmarket**



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**Yonge Street - Richmond Hill**



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**APPENDIX 1: AWARDED CONTRACTS**

**Table 1 Awarded Contracts**

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

Category	Tender Type	Description	RFX No.	Vendor	Awarded Value
<b>Corporate (1)</b>	RFQ - Single Source Request for Quotation	Human Resources Consultant	RFQ-16-042-RT	Michel Lavoie Consultant Inc.	\$ 69,560.00
	<b>Property (3)</b>	RFQ - Request for Quotation (General)	Y2.2 Footer & Electrical Installation at 10675 Yonge Street	RFQ-16-015-RT	Spectra Advertising
		Y3.2 Appraisal Services (30 TLI's)	RFQ-16-003-RT	Appraisal Group Inc.	\$52,800.00
RFQ - Single Source Request for Quotation		Y2.2 Pattison Sign Relocations at 10675 and 10593 Yonge Street	RFQ-16-014-RT	Pattison Sign Group	\$ 13,620.35
<b>Construction (7)</b>	RFQ - Single Source Request for Quotation	H2 Bell Utility Relocation Hwy 400 Duct Crossing	RFQ-16-039-RT	Bell Canada	\$ 94,278.71
	RFQ - Sole Source	Y2.1 Bell Utility	RFQ-15-040-RT	Bell Canada	\$ 750,000.00

Request for Quotation	Relocations			
	Y2.1 Rogers Utility Relocations	RFQ-15-037-RT	Rogers Communications Inc.	\$ 500,000.00
	Y2.2 Bell Utility Relocations	RFQ-15-041-RT	Bell Canada	\$ 1,000,000.00
	Y2.2 Rogers Utility Relocations	RFQ-15-038-RT	Rogers Communications Inc.	\$ 750,000.00
	Y3.2 Hydro One Utility Relocations	RFQ-15-044-RT	Hydro One	\$ 250,000.00
	Y3.2 Newmarket Hydro Utility Relocations	RFQ-15-043-RT	Newmarket-Tay Power Distribution Ltd	\$ 1,250,000.00
<b>Comm. (1)</b>	RFQ - Single Source Request for Quotation	YRRTC Brand Evolution & Marketing	RFQ-16-021-RT	Barrett Welsh Inc \$ 96,950.00
<b>Total (12)</b>				<b>\$4,848,134.06</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.

Category	RFX No.	Vendor	Increase Value
<b>Property (6)</b>	PT-10-026-RT	Alex Marton Ltd.	\$2,300.00
	IT-14-012-RT	PVCI Inc.	\$15,400.00
	IT-14-011-RT	Cushman & Wakefield Ltd	\$4,550.00
	IT-14-010-RT	Cushman & Wakefield Ltd	\$46,950.00
	RFQ-15-058-RT	Spectra Advertising	\$1,925.00
	RFQ-16-015-RT	Spectra Advertising	\$3,150.00
<b>Construction (1)</b>	RFQ-11-038-RT	AECOM Canada Ltd	\$12,949.13
<b>Communications (4)</b>	RFQ-13-023-RT	York Region Media Group	\$360,134.36
	RFQ-12-074-RT	Cineplex Media	\$198,099.60
	RFQ-15-033-RT	Forum Research Inc.	\$35,200.00
	RFQ-13-022-RT	Snapd Inc	\$155,166.00
<b>Terminals (1)</b>	RFQ-15-050-RT	Penguin-Calloway (Vaughan) Inc.	\$336,257.01
<b>Total (12)</b>			<b>\$1,172,081.10</b>

Table 2 Contracts Extensions – Existing

Category	RFX No.	Vendor
<b>Terminals (2)</b>	RFP-12-070-RT	PCL Constructors Canada Inc.
	RFQ-15-050-RT	Penguin-Calloway (Vaughan) Inc.
<b>Subway (1)</b>	COOP-10-053-RT	Toronto Transit Commission
	RFQ-10-027-RT	Open Architects Inc.
	PT-13-030-RT	Steelcore Construction Ltd
<b>Property (7)</b>	RFP-12-016-RT	S2S Environmental Inc.
	IT-14-011-RT	Cushman & Wakefield Ltd
	IT-14-010-RT	Cushman & Wakefield Ltd
	RFQ-15-058-RT	Spectra Advertising
	RFQ-15-047-RT	Lloyd & Purcell Ltd
	RFQ-10-063-RT	Bell Canada
	RFQ-12-012-RT	Rogers Communications Inc.
<b>Construction (5)</b>	RFQ-12-045-RT	Canadian National Railway Company
	RFQ-13-019-RT	Rogers Communications Inc.
	RFQ-15-048-RT	AGI Traffic Technology Inc.
	RFQ-13-023-RT	York Region Media Group
<b>Communications (4)</b>	RFQ-13-022-RT	Snapd Inc.
	RFQ-12-074-RT	Cineplex Media
	RFQ-15-033-RT	Forum Research Inc.
<b>Total (19)</b>		

Table 3 Contracts Closures

Category	RFX No.	Vendors
<b>Corporate (1)</b>	RFPQ-14-074-RT	Enterprise Canada
<b>Program Management (1)</b>	A025137	Town of Newmarket
	IT-14-023-RT	Cushman & Wakefield Ltd.
	IT-14-012-RT	PVCI Inc.
	PT-14-006-RT	Rafat General Contractor Incorporated
	PT-10-025-RT	ertl Surveyors
	PT-15-002-RT	Salandria Ltd.
	RFQ-14-072-RT	Holding Jones Vanderveen Inc.
	RFQ-15-064-RT	Holding Jones Vanderveen Inc.
	IT-14-020-RT	Cushman & Wakefield Ltd.
	RFQ-15-063-RT	Lloyd & Purcell Ltd.
<b>Construction (8)</b>	RFQ-12-010-RT	Enbridge Gas Distribution Inc.
	RFQ-12-044-RT	Enbridge Gas Distribution Inc.

	RFQ-14-063-RT	Enbridge Gas Distribution Inc.
	RFQ-14-058-RT	Enbridge Gas Distribution Inc.
	RFQ-12-009-RT	Powerstream Inc.
	RFQ-15-061-RT	Bell Canada
	RFQ-15-029-RT	Resource Environmental Associates
	RFQ-15-045-RT	Spectra Advertising
<b>Vehicles (1)</b>	P-08-102	Nova Bus
<b>Total (20)</b>		

**APPENDIX 3: PROCUREMENTS IN PROGRESS**

**Table 1 Procurements in Progress**

The following table provides a breakdown of *Procurements in Progress* for the period of this report, 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-16-043-RT	Consultant	Q3-2016
<b>Property (1)</b>	RFP-16-012-RT	D1 Environmental Risk Assessment Services	Q3-2016
<b>Construction (2)</b>	IT-16-001-RT	Upgrades to the vivaNext Warden Station	Q3-2016
	RFQ-16-020-RT	Y3.2 Allstream Utility Relocations	Q3-2016
<b>Subway (1)</b>	RFPQ-16-002-RT	Prequalification for Contractor for ITS Systems at Pioneer Village Station, Hwy 407 Station & VMC Bus Terminal	Q3-2016
<b>Terminals (1)</b>	RFQ-16-010-RT	VMC Bus Terminal Architectural Services (DSAI)	Q3-2016
<b>Total (6)</b>			

**APPENDIX 4: UPCOMING PROCUREMENTS**

**Table 1 Upcoming Procurements**

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

Category	Estimated Value	RFX No.	Description	Estimated Project Start Period
<b>Property (7)</b>	\$25,001 to \$50,000	RFQ-16-030-RT	Y2.1 Sign Relocations at 9675 and 9699 Yonge Street	Q3-2016
	\$50,001 to \$100,000	RFQ-16-007-RT	H2-VMC Supply & Installation of Permanent Signs	Q4-2016
		RFQ-16-023-RT	D1 Grounds Maintenance	Q3-2016

		PT-16-031-RT	D1 Risk Assessment Implementation of RAPs	Q4-2016
	\$100,001 to \$500,000	PT-16-047-RT	H2-East & H2-West Relocation/Removal of Pylon Signs and Posts	Q3-2016
		RFP-16-032-RT	H2VMC Risk Assessment Services	Q2-2017
	\$500,001 to \$1,000,000	PT-16-009-RT	D1 Remediation 161 Davis Drive	Q3-2016
<b>Construction (7)</b>	\$25,001 to \$50,000	RFQ-16-044-RT	OMSF Light Pole Reinstatement	Q3-2016
		RFQ-16-034-RT	H2 PowerStream Utility Relocation Early Works - East	Q3-2016
	\$100,001 to \$500,000	RFQ-16-035-RT	H2 PowerStream Utility Relocation Early Works - West	Q3-2016
		RFQ-16-039-RT	H2 Bell Utility Relocation Early Works	Q3-2016
		RFQ-16-041-RT	H2 Bell Utility Relocation Mobility Tower	Q3-2016
	\$500,001 to \$1,000,000	RFQ-16-046-RT	vivaNext Transit Projects - Enbridge Dedicated Resources	Q3-2016
	\$1,000,001 to \$5,000,000	RFP-16-018-RT	Contractor for ITS Systems at Pioneer Village Station, Hwy 407 Station and Vaughan Metropolitan Centre Bus Terminal	Q4-2016
<b>Subway (1)</b>	>\$5,000,001	RFP-16-019-RT	Preliminary Engineering for North Yonge Subway	Q4-2016
<b>Terminals (5)</b>		RFP-16-005-RT	Millway Avenue Design and Engineering Services	Q3-2016
	\$100,001 to \$500,000	RFP-16-027-RT	Park and Ride Environmental and Geotechnical Investigations	Q3-2016
		RFP-16-028-RT	Park and Ride Design and Engineering Consultant	Q4-2016
	>\$5,000,001	PT-16-017-RT	VMC Terminal/Millway Construction	Q3-2016
		PT-16-026-RT	Cornell Terminal Construction	Q4-2016