

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

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

Subject: Project Status Quarterly Report – Q1 2016

Ref: YORK-#6705259

Recommendation

It is recommended that:

1. The attached Project Status Quarterly – Q1 2016 report from the Chief Financial Officer be received for information.

Purpose

The purpose of this report is to provide a project activity and financial update to the Board. The Project Status Quarterly – Q1 2016 report is attached and reflects activities up to March 31, 2016.

Project Highlights

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

The Davis Drive BRT segment in the Town of Newmarket is now in service – adding another 2.6 km for total rapidways to-date in the Region to 8.6 km or 25% of the program

- Davis Drive (D1), from Yonge St. to Highway 404. (2.6 km) – in service as of December 2015
 - With the rapidway in service – average YRT and Viva daily ridership shows an increase of 49% when comparing December 2015 to December 2014
 - Boulevard works nearing completion and planting works to commence shortly
 - Preparation activities for remaining works related to private properties completed, e.g. grading, asphaltting & landscaping

Construction continues along the rapid transit corridor in the Vaughan Metropolitan Centre

- Highway 7 West (H2-VMC), from Bowes Rd. to Edgeley Blvd. – (3.6 km)
 - East of Jane St. – construction works progressing, with to-date completion at approximately 61% and rapidway segment available for service in late 2016
 - Road works such as excavation and base asphalt paving to commence in early Spring – unit paving work (pre-cast pavers) in the boulevards progressing ahead of schedule due to favourable weather conditions
 - Retaining wall works at CN Bridge progressing
 - West of Jane St. – construction works ongoing, with roadworks to be completed in Fall 2016
 - Utility relocations for telecommunication works (cable pulling and cut-over) progressing and to be completed by end of Spring
- VMC Canopy at Jane St. – fabrication of the structure continues; start of construction works delayed until the hand-over of the area – now targeted for May 20th
 - With the delay of the hand-over of the area from TYSSE, the completion date of the canopy will not be available for service until after the opening of the subway (i.e late Q1 to early Q2 2018). As a result, York Region Transit will be required to put an interim operations plan in place to allow passengers to transfer to the subway
 - The YRT/Viva BRT Concourse – the direct pedestrian access between the VMC Subway Station and VMC-Spadina Station at Highway 7 and west of Jane Street is progressing – to-date completion at over 50%
 - Concrete wall poured – preparation of the site (rebar, forming, embedded conduits) for pour of concrete roof slab this May

Utility relocations and rapidway design advance along the three BRT segments for the Yonge Street project in Newmarket and Richmond Hill

- Yonge Street (Y2.1, Y2.2, & Y3.2) – (8.9 km) – construction works progressing with to-date completion at approximately 18% completion
 - 100% design packages now submitted by the Design-Build Constructor, RapidLINK – currently under review
 - Y2.1 – Hwy. 7 to Major Mackenzie Dr. and Y2.2 – Leventdale Rd. to 19th Ave./Gamble Rd – utility companies finalizing their designs with relocations to start in Spring 2016
 - Y3.2 – Mulock Drive to Davis Drive
 - Construction of underground infrastructure and retaining walls underway
 - Gas relocations at 85% completion from Savage Rd. to Mulock Dr.
 - Telecommunication relocations on-going from Savage Rd. to north of Eagle St.
 - Hydro relocations including caisson installation to commence in April
 - Design for the Town of Richmond Hill watermain upgrade finalized with RapidLINK – construction to commence in May
 - Rapidway segments projected to be in service by December 2018

The second phase of the BRT Program in Vaughan is underway with utility relocation and design work progressing

- Highway 7 West (H2-East & H2-West), from Yonge St. to Bowes Road and Edgeley Blvd. to Helen St. (approximately 12.0 km) – construction works progressing with to-date completion at approximately 8% completion
 - Designs from the Design-Build Constructor, EDCO received and under review
 - 90% Design for Bathurst watermain & 60% Design for Centre St. watermain
 - 60% Civil Design
 - Utility relocations activities at Hwy. 7 West, Bathurst St. & Centre St., and surveying of Hwy. 7 West & Hwy. 400 area to prepare for first stage of rapidway construction underway
 - Rapidway segments projected to be in service by December 2019
- The BRT program is fully funded by the Province of Ontario and represents a total transportation infrastructure investment of \$1.755 billion in the Regional Municipality of York – part of Metrolinx's 'The Big Move' first wave of projects announcement

Facilities and Terminals Program

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

- Conceptual design by HDR completed; Engineering design to 100% progressing – currently at 10% completion
- Continuing coordination of design and construction of the turning circle with City of Markham staff and Cornell Community developers
- Site plan application to City of Markham by end of Q2
- Procurement for Design Bid Build construction services in Q2, with contract award in late Q3-early Q4
- Target completion date projected to be by December 2017

SmartREIT Vaughan Metropolitan Centre (VMC) Terminal is proceeding to site plan approval

- Hwy. 7 West & Jane St. – design and construction activities advancing for the SmartREIT VMC Terminal, a 9-bay bus terminal located at VMC Subway Station, the terminus for the TYSSE
- Preliminary Design progressing with DSAI – with latest capital cost estimates within the budgeted dollars
- Site plan application activities underway with City of Vaughan
- Full or partial opening of the terminal projected by December 2017

Rapid transit park n' ride facilities are being coordinated with the Transportation Master Plan Commuter Parking Strategy

- As identified in the draft Transportation Master Plan, staff continue to work with York Region on the integration of a commuter parking management strategy to create parking facilities in the rapid transit corridors to meet their future transportation, urban design and development

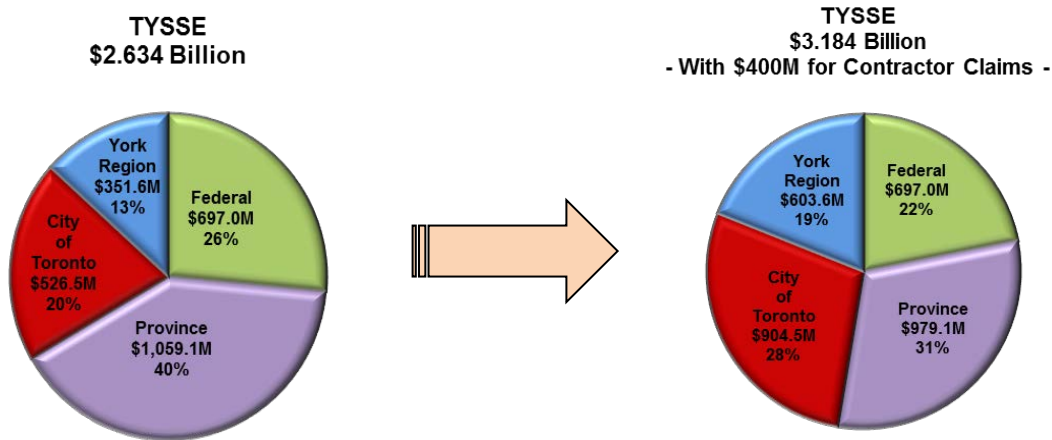
objectives. Areas of study would focus on available land, parking supply and potential parking partnership opportunities within York Region’s Rapid transit corridors

- Enterprise Dr.-Warden Ave. & 407 ETR – procurement activities for the design & engineering services of the on-surface Park n’ Ride parking facility at the “Warden Jug Handle” in progress
- Investigation related to market sounding activities in support of the identification of ultimate design direction for this property also underway
- Procurement for the design & engineering services, investigations and studies targeted for completion in Q2, with contract award in Q3

Toronto-York Spadina Subway Extension Program

Construction of the TYSSE is on-going and with the project reset to an overall budget of \$3.184 billion, subway to be in service by December 2017

- On February 11, 2016, Council received the January 22, 2016 report of the TTC Chief Executive Officer, which advised of the TTC’s projected costs to complete the project, recognizing the additional one year delay in the overall schedule – target completion date of December 31, 2017
- To address contractor claims, the overall project budget has been increased by an additional \$400M to \$3.184B – with Council approving the additional Region’s share of \$160.0M (40% of the \$400M) per the Memorandum of Understanding (MOU). With this approval, the Region’s contribution to the project is now \$603.6M:



- Based on the latest TYSSE progress works report, the target completion date of December 31, 2017 is still being maintained
 - Construction of the subway stations are progressing, with 3 in the Region – Black Creek Pioneer Village, Highway 407 and VMC
 - Procurement for ITS Systems and Fare Equipment for the 3 subway stations in the Region underway – led by YRRTC, with on-going coordination with TYSSE
 - Contribution-to-date from the Region is \$346.8 out of the funding commitment of \$603.6 million

Rapid Transit Future Initiatives

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

- In the 2016 Provincial Budget tabled in February, the Ontario government identified investment for “the planning and design work for other priority projects included in Metrolinx's Transportation Plan - The Big Move” – which identifies YNSE as a priority project
- In the 2016 Federal Budget tabled in March, the Government of Canada also committed funding to “improve and expand public transit”
- YRRTC continues to work in consultation with the Region and Metrolinx to advance the project development of the YNSE to 15% preliminary design and engineering
- In collaboration with the Region, YRRTC continues to advocate for capital funding of \$4.0 billion (in 2015 dollars) estimated for the construction of the YNSE, establish working groups and align the governance models needed to begin the 15% preliminary design and engineering

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 – to ensure that the RER program is fully integrated within the Region’s transit initiatives and network connectivity and use policies

Financial & Procurement Highlights

At the end of the first quarter, Capital Expenditures are at \$84.6 million – of which the Region’s contribution is \$52.0 million (Table 1)

- Regional Capital Program – Capital Expenditures for the TYSSE and Facilities & Terminals projects are \$36.6 million, driven by:
 - TYSSE construction of \$35.7M or 97% of the Capital Expenditures, includes the project reset dollars to meet the “in-service” completion target timeline of December 2017 – heavier monthly “burn-rate” spending in March
 - Capital Expenditures of \$0.9M for the Facilities & Terminals projects – primarily for the design for Cornell Terminal and SmartREIT-VMC Terminal
- Metrolinx Capital Program – Capital Expenditures for the BRT-Rapidways & Stations projects are \$46.7.0 million, 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 and construction preparation activities, utility relocations and land-related activities works along Yonge Street

- Construction mobilization and preparation activities, utility relocations and land-related activities along the remaining Highway 7 West (H2-West & H2-East)
- Additionally, ongoing recoveries for Municipal & Third Party Works for the rapidways now in service, i.e. \$7.2M for Davis Drive (D1), helped offset the Capital Expenditures this quarter
 - Town of Newmarket for \$1.4M
 - City of Markham for \$0.1M
 - Bell and Rogers for \$0.7M
 - Others for \$1.2M

Table 1 – YRRTC Capital Expenditures, Q1- 2016

| Capital Expenditures (\$Millions) | Regional Program (YTD) \$ | Metrolinx Program (YTD) \$ | Inception-To-Date \$ | Funding \$ |
|--|---------------------------------|----------------------------------|-------------------------|------------------|
| BRT Rapidways & Stations * | | 46.7 | 958.8 | 1,783.6 |
| BRT Facilities & Terminals | 0.9 | | 151.4 | 208.8 |
| BRT Vehicles | - | | 46.6 | 46.6 |
| Spadina Subway Ext. <i>Construction</i> | 35.7 | | 950.1 | 1,160.3 |
| <i>Viva Concourse</i> | - | | 7.0 | 14.0 |
| <i>Capacity Buy-In & Other</i> | 0.1 | | 20.6 | 32.4 |
| Yonge North Subway Ext. | 0.0 | | 4.0 | 4.3 |
| Rapidway Studies | 0.0 | | 2.1 | 3.2 |
| Total Capital | \$36.6 | \$46.7 | \$2,113.0 | \$3,206.9 |
| Total Regional Funded | \$52.0 | | \$463.5 | \$602.4 |

* Financials are net of Municipal & 3rd Party Recoveries

At the end of the first quarter, Gross Operating Expenditures and Net Operating Expenditures are \$4.8 million and (\$2.3) million respectively (Table 2) – note that Financing charges are not included

- Net Operating Expenditures of (\$2.3) million reflect:
 - Operating Recoveries of \$3.0 million for the delivery of the Metrolinx and Regional Capital Programs – offsetting YRRTC and York Region Staff and Administration Costs, including the office leases at 3601 Highway 7 East in the City of Markham
 - Revenues of \$4.0 million from Development Charges and Federal Gas Tax Revenues – offsetting Financing Costs, which include Debt Principal and Interest Payments
 - Consulting Services for new rapid transit initiatives, e.g. YNSE and RER Program

Table 2 – YRRTC Operating Expenditures, Q1- 2016

| Operating Expenditures (\$ Millions) | Total Operating Expenditures \$ | Regional Operating Expenditures \$ | Metrolinx Operating Expenditures \$ |
|---|--|---|--|
| YRRTC Staff & Administration. | 2.7 | 0.7 | 2.0 |
| York Region Staff & Administration | 1.1 | 0.0 | 1.1 |
| Financing Costs | 1.0 | 1.0 | 0.0 |
| Gross Operating | 4.8 | 1.7 | 3.1 |
| Capital Recoveries | (3.0) | 0.0 | (3.0) |
| Revenues | (4.1) | (4.1) | 0.0 |
| Net Operating - Tax Levy | (2.3) | (2.4) | 0.1 |

At end of the first quarter, approximately 92% of the \$1.8 billion funding for the Metrolinx Capital Program – BRT Projects is now committed

- \$7.5 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 first quarter, 94% of the \$1.4 billion funding for the Regional Capital Program is now committed

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

Mary-Frances Turner, YRRTC President

May 12, 2016
Attachment: (1)

Appendix A

YRRTC Capital Projects

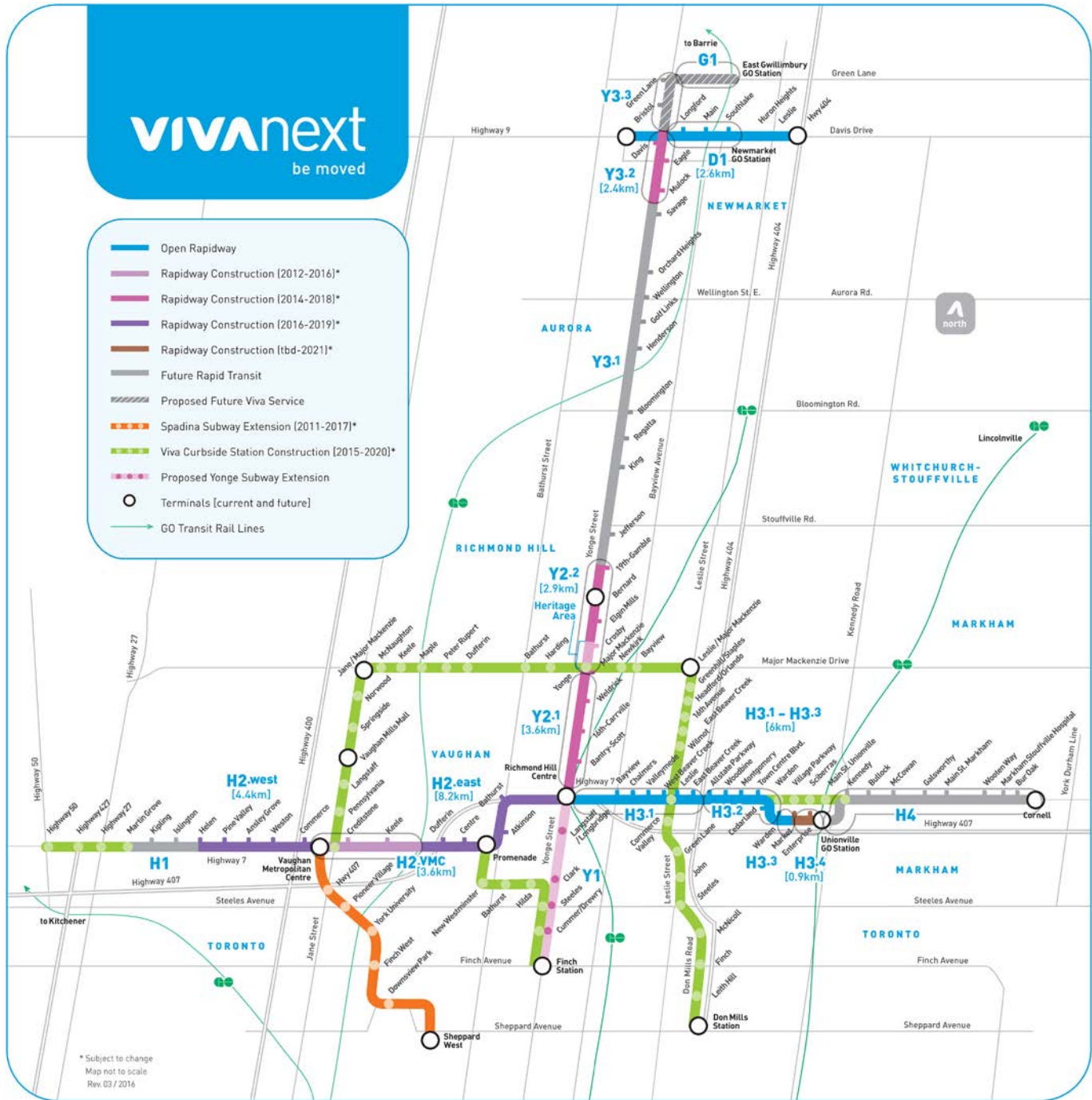


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MANDATE

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.



President
Mary-Frances Turner



Chief Financial Officer and Treasurer
Michael Cheong



Chief Engineer
Paul May



Design Chief, Infrastructure and Development
Carolyn Ryall



Chief Communications Officer
Dale Albers



Chief Corporate Counsel and Corporate Secretary
Janie Lin

1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK



2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS

The current Capital Program of \$3.2 Billion for the delivery of the rapid transit infrastructure in York Region continues to progress – and at the end of Q1-2016, \$2.1 billion or 66% of the available funding has been expensed since inception. By end of 2020/2021, the funding of \$3.2 billion for the Capital Program will see the project delivery of:

- 34.6 km of dedicated bus rapidways with 41 stations along:
 - ✓ Highway 7 East
 - ✓ Davis Drive
 - Yonge Street
 - Highway 7 West (H2-VMC) and remaining Highway 7 West (H2-WE)
- 8.6 km of Spadina Subway Extension to Highway 7 and west of Jane St., with 3 subway stations in York Region – Pioneer Village Station, 407 Station and Vaughan Metropolitan Centre Station
- ✓ 1 Operations, Maintenance & Storage Facility at Headford Business Park (Leslie St./16th Avenue)
- 2 Bus Terminals at the Vaughan Metropolitan Centre (Highway 7/Jane St.) and Cornell (Highway 7/Ninth Line)
- 6 Park n’ Ride Facilities
- ✓ 53, 60-Foot articulated vehicles

BRT-Rapidways & Stations Program

- 2 BRT rapidways in service and another 2 BRT rapidways are currently under construction:
 - ✓ All of Highway 7 East BRT rapidway segments from Bayview Ave. through to Warden Ave. completed and in-service – 6.0 km
 - ✓ Bayview Ave. to Hwy. 404 – August 2013
 - ✓ Hwy. 404 to South Town Centre – August 2014
 - ✓ South Town Centre to Warden Ave. – December 2015
 - ✓ Davis Drive BRT rapidway from Yonge St. to Hwy. 404 completed and in-service in December 2015 – 2.6 km
 - ✓ With the rapidway in service – average YRT and Viva daily ridership shows an increase of 49% when comparing December 2015 to December 2014
 - ✓ In support of the rapidway going in service, the new Park n’ Ride facility at Davis Dr. & Hwy. 404 is also in service – project led by GO Transit
 - Boulevard works nearing completion and planting to commence shortly
- Highway 7 West (H2-VMC) rapidway from Bowes Rd. to Edgeley Blvd. – 3.6 km
 - East of Jane St. – construction works progressing, with to-date construction at approximately 61% completion and rapidway segment available for service in Fall 2016
 - West of Jane St. – construction works ongoing – to be completed in Fall 2016
 - VMC Canopy at Jane St. – fabrication of the structure continues
 - With the delay of the hand-over of the area from TYSSE, the completion date of the canopy will not be available for service until after the opening of the subway, i.e. late Q1 to early Q2 of Year 2018. This means that York Region Transit will be required to put an interim operations plan in place to allow passengers to transfer to the subway
- Yonge St. BRT rapidway from Richmond Hill Centre to Major Mackenzie Drive; Leventdale Ave. to 19th Ave.- Gamble Rd.; and Mulock Dr. to Davis Dr. – 8.9 km
 - 100% design packages submitted by the Design-Build Constructor, RapidLINK and currently under review – this has allowed for some utility relocations work to start

- To-date construction at 18% completion, with construction of underground infrastructure and retaining walls underway in Y3.2 (Mulock Dr. to Davis Dr.) and utility relocations ongoing
- All rapidway segments projected to be in service by December 2018
- Highway 7 West (H2-WE), from Yonge St. to Bowes Road and Edgeley Blvd. to Helen St. – 12.0km
 - Designs from the Design-Build Constructor, EDCO received and under review with 90% Design for Bathurst watermain & 60% Design for Centre St. watermain and 60% Civil Design
 - Utility relocation and surveying activities underway to prepare for first stage of rapidway construction
 - To-date completion at 9%
- All rapidway segments projected to be in service by December 2019

Facilities and Terminals

- Canada Strategic Infrastructure Fund (CSIF) Program is progressing with the design of the last project – Cornell Terminal, an 11-bay bus terminal in the City of Markham
 - Conceptual design by HDR completed; Engineering design to 100% progressing – currently at 10% completion
 - Construction targeted to commence in late Summer-early Fall 2016, and completion expected by end of 2017
- Implementation of the integrated SmartREIT VMC Terminal and Park n’ Ride facilities in support of the YRT/Viva-BRT network is underway
 - Design and construction preparation activities continue to advance the SmartREIT VMC Terminal – a 9-bay bus terminal located at VMC Subway Station
 - Preliminary Design progressing with DSAI – with latest capital cost estimates within the budgeted dollars
 - Site plan application activities under way with City of Vaughan
 - Construction targeted to commence in late Summer-early Fall 2016, and completion to be staged with the opening of the Toronto-York Spadina Subway Extension
- Park n’ Ride facility at Enterprise Dr.-Warden Ave. & 407 ETR – procurement activities for the design & engineering services of the on-surface Park n’ Ride parking facility at the “Warden Jug Handle” in progress – the facility is in support of the Highway 7 East-BRT rapidway
 - Procurement for the design & engineering services, investigations and studies in Q2, with contract award in Q3

Toronto-York Spadina Subway Extension (TYSSE)

- On February 11, 2016 – Council received the January 22, 2016 report of the TTC Chief Executive Officer , which advised of the TTC’s projected costs to complete the project, recognizing the additional one year delay in the overall schedule – target completion date of December 31, 2017
- To address contractor claims, the overall project budget has been increased by an additional \$400M to \$3.184B – with Council approving the additional Region’s share of \$160.0M (40% of the \$400M) per the Memorandum of Understanding (MOU). With this approval, the Region’s contribution to the project is now \$603.6M.
- With the YYSSE projected to be in service by December 2017, the construction of the Subway Stations are progressing – 3 of which are in York Region: Pioneer Village, 407 and VMC
 - ITS Systems and Fare Equipment procurement underway with ongoing coordination with YYSSE – RFPQ soon to be released

- Viva BRT Pedestrian Concourse – underground connection from the YRT/Viva-BRT network to the subway at VMC is progressing – with to-date completion at over 50%; Preparation of the site (rebar, forming, embedded conduits) for concrete roof slab pour in May and concrete walls poured

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

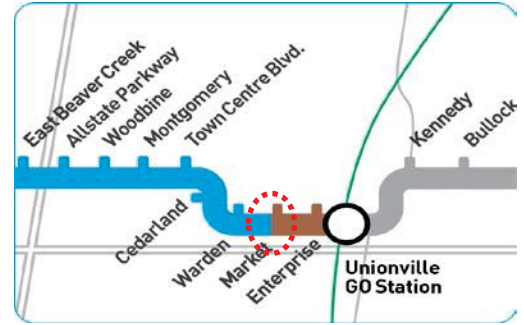
- York Region continues to advance discussions to proceed to 15% preliminary design and engineering and advocate for capital funding of the Yonge North Subway Extension (YNSE) from Finch Station to the Richmond Hill Centre Terminal
- In the February 2016 Provincial Budget, the Ontario government identified investment for “the planning and design work for other priority projects included in Metrolinx's Transportation Plan - The Big Move” – which identifies YNSE as a priority project
- In the March 2016 Federal Budget, the Government of Canada also committed funding to “improve and expand public transit”
- YRRTC continues to work in consultation with the Region and Metrolinx to advance the project development of the YNSE to 15% preliminary design and engineering
- In collaboration with the Region, YRRTC continues to advocate for capital funding of \$4.0 billion (in 2015 dollars) estimated for the construction of the YNSE, establish working groups and align the governance models needed to begin the 15% preliminary design and engineering
- YRRTC continues to work with the Region and Metrolinx on the implementation of the Provincial Regional Express Rail (RER) Program that will provide more frequent and convenient travel options for residents and commuters

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Project Status

Design-Build Construction

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



3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Progress Status Update

Utility Relocations

- Minor utility works ongoing with Rogers



3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Progress Status Update

Property

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

Utility Relocations

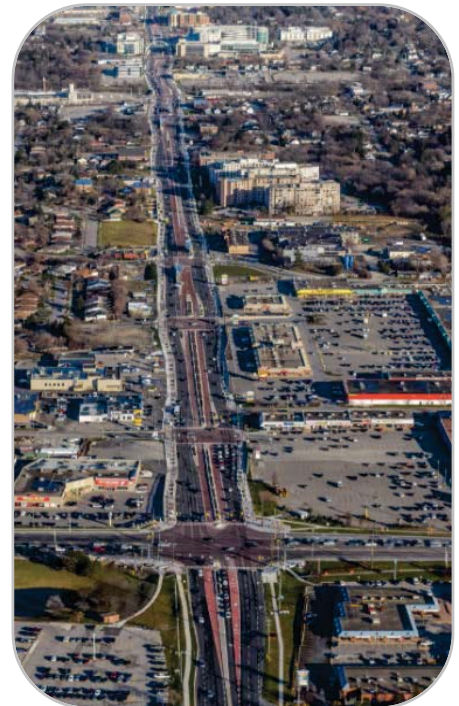
- Overall Utility Relocations completed for gas, hydro and telecom (Enbridge, Newmarket-Tay Power, Bell, Rogers, YTN) – minor works remaining with Newmarket-Tay Power’s removal of wooden poles, and Rogers’ aerial to underground cabling works
- Construction of the Joint Use Duct Bank (JUDB) – an underground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

Design-Build Construction

- Davis Drive construction completed with the rapidway in service in December 2015
- Boulevard works nearing completion and planting works to commence shortly
- Preparation activities for remaining works related to private properties completed, e.g. grading, asphaltting & landscaping

Keeping the Public Informed

- Community Liaisons continue to work with the local businesses and residents including participation in various community engagement events to key stakeholders and community groups. Community outreach included:
 - Presentation at a Newmarket Chamber Breakfast in February
 - Smart Commute ‘Champions Workshop’ – March 23 – participated in the event with York Region businesses interested in sustainable commuting options - 40 participants.

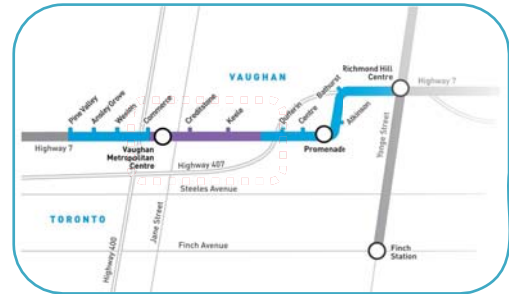


3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The H2-VMC rapidway refers to Highway 7- West, from Bowes Rd. to Edgeley Blvd. – it includes the construction of 3 centreline vivastations along the 3.6 km of rapidway. East of Jane Street, the rapidway is expected to open in Q4 2016.



Progress Status Update

Property

- Environmental remediation works ongoing as per the Remediation Action Plan (RAP) for the acquired lands

Utility Relocations

- Utility relocations East of Jane St. completed and Rogers utility relocations (cable pulling and cut-over); West of Jane St. to be completed in Spring

Design-Build Construction

- Construction works underway East of Jane St. to Bowes Rd. with construction at approximately 61% completion
- Glass installation completed at Creditstone and Keele St. platforms
- Permanent light poles installation completed from Highway 400 to Bowes Rd.
- Paver stone installation completed on the north side of Highway 7 from Jane St. to Creditstone Rd. and Keele St. to Bowes Rd.
- Permanent traffic signal works at Edgeley Blvd, Jane St., Keele St. and Bowes Rd. to be operational in Spring
- Installation of ITS devices such as CCTV, PA, fare vending, etc. at Creditstone Rd. and Keele St. platforms ongoing
- East of Jane Street:
 - Road excavation and base asphalt paving to commence in Spring
 - Unit paving work (pre-cast pavers) in the boulevards progressing
- West of Jane Street from Jane St. to Edgeley Blvd:
 - Retaining wall works for utility manholes on the at the CN Bridge to be completed by Spring
- VMC Canopy at Jane St. – fabrication of the structure continues



Keeping the Public Informed

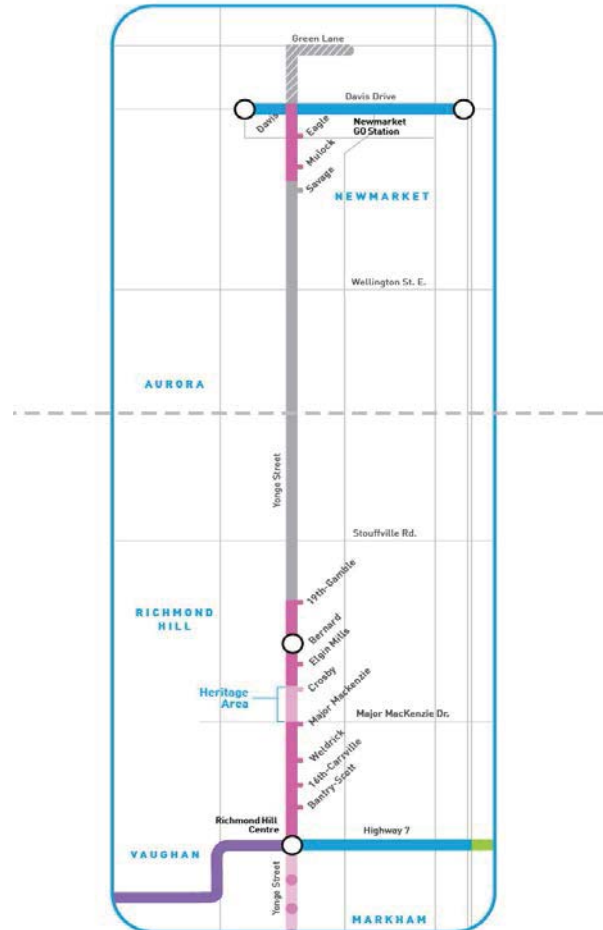
- Community Liaisons continue to work with local businesses and residents including participating in various community engagement events to key stakeholders and community groups:
 - Vaughan Business Expo – Feb. 10 – provided rapidway project updates and featured business outreach program
 - Vaughan Winterfest – Feb. 21- information booth providing project information.
 - Vaughan Fire and Rescue Services – March 30

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Yonge St. at Major Mackenzie Dr. – Looking South

Progress Status Update

Property

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

Utility Relocations

- Additional potholing investigations to advance utility design and construction planning continue
- Ongoing construction staging meetings held with the Utility Companies and the contractor, RapidLINK to build coordinated utility schedule by segment
- Geotechnical tests conducted at various intersections and locations
- Utility relocations include electrical works (PowerStream, Newmarket-Tay Hydro and Hydro One), gas works (Enbridge) and telecom works (Rogers, Allstream and Bell).
- Y2.1 and Y2.2 segment – Additional potholing investigations to advance utility design and construction planning; telecom detailed design at 40% complete; Powerstream construction of poles in Y2.1 and duct-bank in Y2. 2 to commence in May
- Y3.2 segment – Enbridge detailed design for Y3.2 is complete with 85% construction completion; Telecom relocation ongoing on the east and west side of Yonge from Savage Road to just north of Eagle Street and will continue to progress in phases along the corridor; Newmarket Hydro caisson installation tender awarded and construction to start in April



Design-Build Construction

- Continuous coordination with the contractor, RapidLINK, in order to progress the project and advance the design
- 100% design packages for all segments received and reviewed
- RapidLINK has completed construction of the retaining wall at Gladman Ave. – note that a number of retaining walls will be built along Yonge St.
- Transformer relocation of Pfaff Motors completed
- Sign relocation in Y2.2 and Y2.1 is underway to remove conflicts for the utility relocation work.
- RapidLINK to start construction of the Town of Richmond Hill watermain in May



Keeping the Public Informed

- To engage our customers, Community Liaisons continue to increase the data base reach by visiting businesses and providing project updates. Community outreach for the month of included:
 - Belinda's Place - February 11 - Participated in a joint venture to move large landscape rocks from McDonald's Restaurant located at Yonge and Eagle in Newmarket to Belinda's Place (a women's shelter). Participants included AECON, Enbridge gas, McDonald's and Belinda's Place. This initiative partnered a business and key community stakeholder to re-use and recycle material within the community.
 - Coffee with the Town of Newmarket's CAO – February 19 – information booth providing Yonge Street and Davis Drive rapidway project updates to Town Staff and municipal politicians
 - Newmarket Chamber of Commerce Economic Luncheon – February 23 – information booth providing Yonge Street rapidway updates to Chamber members.
 - Newmarket Chamber of Commerce – Women in Business Luncheon – March 3 – networking and rapidway project opportunity – approximately 100 in attendance.
 - YRT/Viva Public information Centre – Aurora Library – March 31 – set up project information booth and provides the public with project updates related to Yonge and Davis rapidways

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Progress Status Update

Property

- May Council report for approval to expropriate
- Environmental investigation field work completed in Q4 2015 with finalization of Phase II reports underway

Utility Relocations

- EDCO's daylight investigation program is proceeding as planned. The collection of data is incorporated into the Composite Utility Plan and is shared with the Utility Companies on a continual basis
- Bell continues to work with MTO and EDCO to design and relocate Bell/YTN ducts crossing Highway 400 in order to meet MTO regulations to remove and relocate all structures from the Highway 400 Bridge
- EDCO working with all Utility Companies to advance other early utility work relocations, such as the Pine Valley Bell/culvert work and the Bell mobility tower relocation

Design-Build-Finance (DBF) Construction

- Discipline Integration Team meetings scheduled monthly for all design components (e.g. utilities, structures, civil, streetscape, electrical and traffic signals) are ongoing
- Design workshops to address technical review comments on EDCO's 60% Civil Design Submissions ongoing
- 90% Design Submission for Bathurst St. Watermain Replacement and 90% Design Submission for Centre St. Watermain Replacement milestones are under review

Keeping the Public Informed

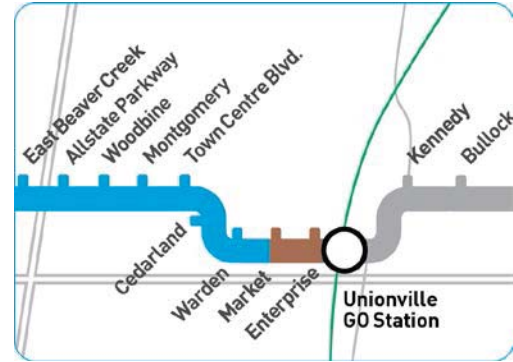
- Community Liaisons advancing their outreach program and making contacts along the corridor in order to inform the community of the upcoming rapidway construction activities and potential impacts
- Community outreach included development and completion of corridor walk strategy to introduce Community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

3.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Progress Status Update

Progress Update

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

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

3.1 FACILITIES AND TERMINALS PROGRAM

OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)

Project Description

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



Progress Status Update

Design-Build Construction

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



3.1 FACILITIES AND TERMINALS PROGRAM

CORNELL TERMINAL

Project Description

- The Cornell Terminal is a planned 11-Bay Bus terminal connecting Viva service with the East Markham local YRT transit routes, as well as future connections with the Durham Transit and GO bus services – located in the City of Markham, at Highway 7-East and Ninth Line in the vicinity of Markham-Stouffville Hospital (MSH)
- Lands for the project funded 100% under the QuickWins Agreement with the Province
- Design and construction for the project funded under the Federal-CSIF agreement and the Region (50-50 cost share)
- April 6 – Held a design workshop for the City of Markham staff to review and comment on the draft designs
- Completion by end of 2017



Cornell bus terminal



Progress Status Update

Design-Bid-Build Construction

- Conceptual design by HDR completed
- Engineering design to 100% progressing – currently at 10% completion
- Continuing coordination of design and construction of the turning circle with City of Markham staff and Cornell Community developers
- Site plan application to City of Markham by end of Q2
- Procurement for DBB-construction services in Q2, with contract award in late Q3-early Q4
- Target completion date projected to be by December 2017

3.1 FACILITIES AND TERMINALS PROGRAM

PARK n' RIDE FACILITIES

Project Description

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

Davis Drive Park n' Ride

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



Warden Jug Handle Park n' Ride

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

Progress Status Update

- Enterprise Dr.-Warden Ave. & 407 ETR – procurement activities for the design & engineering services of the on-surface Park n' Ride parking facility at the “Warden Jug Handle” in progress
- Investigation related to market sounding activities in support of the identification of ultimate design direction for this property also underway
- Procurement for the design & engineering services, investigations and studies in Q2, with contract award in Q3
- Construction expected to commence in early 2017

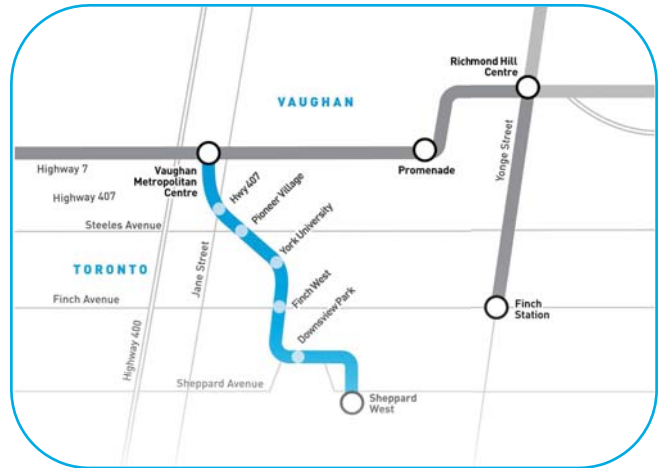


3.2 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM

SPADINA SUBWAY EXTENSION

Project Description

- Project relates to an 8.6 km subway extension from the existing Downsview Subway Station to the Vaughan Metropolitan Centre (VMC) at Highway 7 and West of Jane St.
 - 6.2 km from Downsview Subway Station to Black Creek Pioneer Village Subway Station – in the City of Toronto
 - 2.4 km from 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

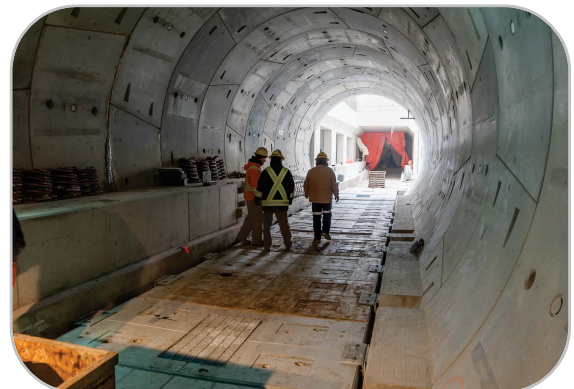
- Two 5.4 metre diameter twin tunnels bored from the Downsview Subway Station to the VMC Subway Station – connecting the existing system to the 6 new stations, of which 3 are in the Region

Project Progress Status

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

Community Engagement

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



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

Pioneer Village Subway Station

- Subway Station is located on Steeles Ave., with the north half of the station located in the City of Vaughan
- Station includes a fully accessible subway entrance, a 5-bay YRT bus 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 (as of most recent TYSSE update report)

- Roofing work for the north-west entrance building is complete and exterior metal stud framing and sheathing work continues
- Work on the TTC Bus Terminal terrazzo floor and stairway is underway
- Mechanical and electrical work is ongoing
- Construction tender for YRT bus terminal & TTC commuter parking lot awarded

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 (as of most recent TYSSE update report)

- Ceiling works on the north half of the station are complete
- Construction of the commuter parking lot continues
- Architectural, mechanical and electrical installations continue; escalator installations are in progress
- Work in the technical rooms are nearing completion for access to the Systems Contractor

VMC Subway Station

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

TTC Progress Status Update (as of most recent TYSSE update report)

- Casting of the second lift of the BRT entrance walls, and placing of base plates are complete
- Installation of mullions for the curtain wall around the building entrance steel frame has commenced; masonry work continues on the concourse level at the south end of the station
- Mock-up for the platform isolation mat was completed and successfully tested
- Millway Avenue watermain was chlorinated and connected at Highway 7
- Excavation and grading continues for Millway Ave. and Apple Mill Rd.

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

- Concrete wall poured and preparation of the site (rebar, forming, embedded conduits) for pour of concrete roof slab this May

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 9 Bus-Bay terminal located at the VMC Subway Station – designed to accommodate 6 platforms for YRT-Viva services
- Located over the tail track of the VMC Subway Station and directly connected to the subway concourse by means of an underground pedestrian tunnel
- Concept for the Terminal has been developed jointly with SmartREIT to form an integrated assembly of transit facilities and to be in keeping with the overall master plan for the district
- Lands for the project funded by TYSSE; Design and Construction for the project funded by TYSSE, York Region and SmartREIT

Land Acquisition Staging and Access

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

Project Progress Status

- Preliminary Design progressing with DSAI
- Millway Avenue Design Series meetings underway with the City of Vaughan, TYSSE, SmartREIT and YRRTC – to be funded 100% by the City of Vaughan
- Site plan application activities underway with City of Vaughan
- RFPQ for the construction of the SmartREIT-VMC Terminal underway – may include Millway Avenue work for the City of Vaughan
- Construction to commence in Fall 2016 with completion date projected to be by December 2017 – staged with the opening of the TYSSE



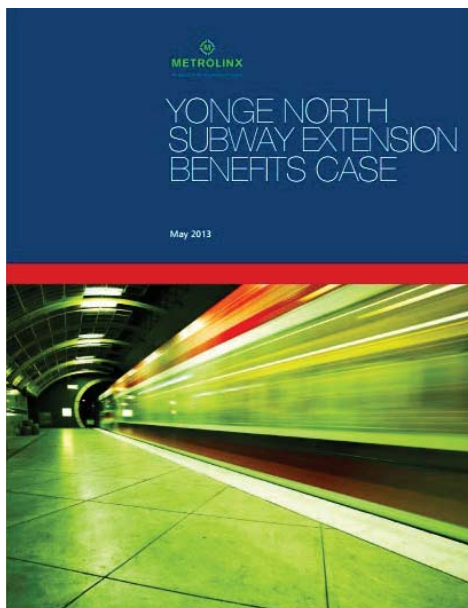
3.3 YONGE NORTH SUBWAY EXTENSION (YNSE) PROGRAM

Project Description

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

Progress Status Update

- This project is included in the Metrolinx’s “Next Wave Projects”
- The Yonge Relief Network Study (YRNS) commenced in September 2013 and included developing regional, network-based solutions to address crowding on the Yonge Subway and lay the groundwork to address regional transportation challenges, create new local and regional travel opportunities and improve mobility across the GTHA – the YRNS was completed in June 2015 and findings were reported to the Metrolinx Board
- As part of the recommendations of the YRNS, the Metrolinx Board directed staff to work in consultation with York Region, City of Toronto and the TTC to advance the project development of the Yonge North Subway Extension to 15% Preliminary Design and Engineering – which is anticipated to be fully funded by Metrolinx
- YRRTC and York Region continue to advance discussions to proceed to the 15% Preliminary Design and Engineering
- In collaboration with the Region, YRRTC continues to advocate for capital funding of \$4.0 billion (in today’s dollars) estimated for the construction of the YNSE, establish working groups and align the governance models needed to begin the 15% preliminary design and engineering, and promote the key benefits of the project to key stakeholders



4.0 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

4.1 AWARDED CONTRACTS – NEW

Procurement activities for Q1 were for the Metrolinx Capital Program, Bus Rapid Transit (BRT) with 6 contracts awarded primarily driven by utility relocations for the Yonge Street BRT. Contracts for a total of \$5.9 million were awarded in Q1. The below table identifies a *Categorized Summary of YRRTC Contracts Awarded* – see Appendix 1 for details:

| Category | Total | |
|---------------------|------------|--------------------|
| Property | Total (\$) | \$160,114 |
| | Count | 2 |
| Construction | Total (\$) | \$5,750,000 |
| | Count | 4 |
| Total (\$) | | \$5,910,114 |
| Total Count | | 6 |

4.2 AMENDED CONTRACTS – EXISTING

Total increases of \$1.6 million were made to existing contracts during Q1, with 5 contracts closed and 15 contracts extended. The below table identifies a *Categorized Summary of YRRTC Contract Amendments* – see Appendix 2 for details:

| Category | Action | Q1-2016 |
|-------------------------------|------------------|--------------------|
| Program Management | Closed | - |
| | Date Change | 1 |
| | Increased Amount | \$20,417 |
| Property | Closed | 1 |
| | Date Change | 4 |
| | Increased Amount | \$347,661 |
| Construction | Closed | 1 |
| | Date Change | 9 |
| | Increased Amount | \$1,196,772 |
| Communications | Closed | 2 |
| | Date Change | 1 |
| | Increased Amount | \$70,709 |
| Subway | Closed | 1 |
| | Date Change | - |
| | Increased Amount | - |
| Total Closed | | 5 |
| Total Date Change | | 15 |
| Total Increased Amount | | \$1,635,559 |

* Closed – refers to contracts closed during the period.

** Extension – refers to total number of contracts extended for the period.

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

With the new contract awards and increases to existing contracts – at the end of March 2016, total project and contract commitments are \$2.95 billion out of the funding availability of \$3.2 billion.

- Metrolinx Capital Program of \$1.8 billion – \$1.65 billion or approximately 92% committed
- Region Capital Program of \$1.4 billion – \$1.30 billion or approximately 94% committed

4.3 PROCUREMENTS IN PROGRESS

There were no procurements *advertised* or *under evaluation* at the end of Q1.

4.4 UPCOMING PROCUREMENTS

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

Metrolinx Capital Program, BRT

- Davis Dr. BRT rapidway – Environmental and Remediation Activities for 161 Davis Drive
- Yonge St. BRT rapidway – Utility Relocations => Hydro, Electricity & Telecom
- H2 BRT rapidway – Utility Relocations => Early Works

Regional Capital Program

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

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

| Category | Estimated Value | Estimated Project Start Period | | | |
|------------------------------------|----------------------------|--------------------------------|----------|----------|----------|
| | | Q2-2016 | Q3-2016 | Q4-2016 | Q2-2017 |
| Preliminary Engineering (1) | \$100,001 to \$500,000 | - | 1 | - | - |
| Property (12) | \$10,001 to \$25,000 | 1 | - | - | - |
| | \$25,001 to \$50,000 | 2 | - | - | - |
| | \$50,001 to \$100,000 | 3 | 1 | 1 | - |
| | \$100,001 to \$500,000 | 1 | - | 1 | 1 |
| | \$500,001 to \$1,000,000 | - | 1 | - | - |
| Construction (15) | \$50,001 to \$100,000 | 1 | - | - | - |
| | \$100,001 to \$500,000 | 10 | - | - | - |
| | \$500,001 to \$1,000,000 | 2 | - | - | - |
| | \$1,000,001 to \$5,000,000 | 2 | - | - | - |
| Communications (1) | \$50,001 to \$100,000 | 1 | - | - | - |
| Subway (3) | \$0 to \$5,000 | 1 | - | - | - |
| | \$1,000,001 to \$5,000,000 | - | - | 1 | - |
| | >\$5,000,001 | - | - | 1 | - |
| Terminals (6) | \$100,001 to \$500,000 | 2 | 1 | 1 | - |
| | >\$5,000,001 | - | 1 | 1 | - |
| Grand Total (38) | | 26 | 5 | 6 | 1 |

5.0 FINANCIAL UPDATES

5.1 CAPITAL EXPENDITURES SUMMARY

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

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

Current Capital Program - \$3.2 billion:

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

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

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

Capital expenditures were approximately \$83.4 million for the first quarter of 2016, bringing total expenditures to \$2.1 billion since inception of the Capital Programs. The main drivers of the expenditures were from:

- Bus Rapidways and Stations – \$46.7 million, with the Highway 7 East (H3) and Davis Drive (D1) BRT rapidways completed and in service some boulevard works 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 mobilization activities for the start of construction of the remaining Highway 7 West (H2)
- Completion of the Operations, Maintenance & Storage Facility (OMSF) – \$0.89 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$35.7 million, driven by ongoing TYSSE construction to meet the completion timeline of December 2017; and construction related to the interface-concourse (Viva Concourse), between the subway and the vivaNext station at Vaughan Metropolitan Centre (VMC).

| Program | Expenditures Year-to-Date | Expenditures Inception to-Date | Total Budget * | Budget Remaining | % Remaining |
|--|------------------------------|-----------------------------------|------------------------|------------------------|----------------|
| BRT Rapidways and Stations * | 46,747,704 | 958,759,504 | 1,783,574,387 | 824,814,883 | 46% |
| BRT Facilities & Terminals | 886,543 | 151,363,449 | 208,847,086 | 57,483,637 | 28% |
| BRT Vehicles - viva Buses | - | 46,637,016 | 46,637,017 | - | Completed |
| Toronto-York Spadina Subway Extension (TYSSE) | 35,712,626 | 950,100,400 | 1,160,336,000 | 210,235,600 | 18% |
| Yonge North Subway Extension (YNSE) | 871 | 4,039,169 | 4,310,000 | 270,831 | 6% |
| Rapidway Studies | 34,775 | 2,144,663 | 3,161,906 | 1,017,243 | 32% |
| Total | \$83,382,520 | \$2,113,044,200 | \$3,206,866,395 | \$1,093,822,194 | 34% |

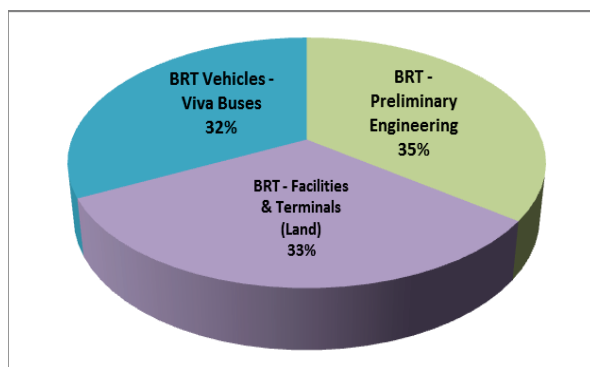
* Budget Is net of Municipal and 3rd Party Recoveries

5.2 QUICKWINS – \$67.6 MILLION

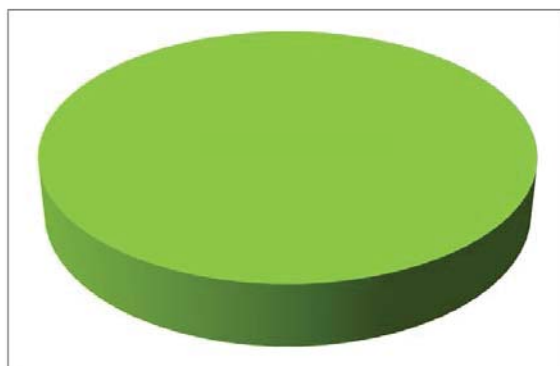
A total of \$105.6 million was announced as QuickWins funding. Under this provincial announcement, this funding consisted of a \$67.6 million in funds advanced and an additional contribution of \$38.0 million – which was subsequently transferred and included in the Metrolinx Master Agreement of \$1.755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

Distribution of Funding by Program – \$67.6 million:

QuickWins Project Components – per Capital Budget



Funding Sources



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

| Program | Expenditures Year-to-Date (Gross) | Expenditures Year-to-Date | Expenditures Inception-to-Date (Gross) | Expenditures Inception-to-Date | Total Budget |
|------------------------------------|-----------------------------------|---------------------------|--|--------------------------------|---------------------|
| Enterprise Dr. (PE & Construction) | 11,813 | - | 18,780,361 | 18,735,362 | 18,735,362 |
| Davis Drive (PE) | - | - | 1,652,933 | 1,652,933 | 1,652,933 |
| Highway 7 West - VMC (PE) | - | - | 660,347 | 660,347 | 660,347 |
| Highway 7 West - Main (PE) | - | - | 6,918,831 | 6,918,831 | 6,918,831 |
| Yonge Street (PE) | - | - | 590,827 | 590,827 | 590,827 |
| BRT Facilities & Terminals (Land) | (6,317) | - | 27,555,152 | 27,543,194 | 27,543,195 |
| BRT Vehicles - viva Buses | 128.67 | - | 11,506,641 | 11,498,506 | 11,498,506 |
| Total | \$5,625 | - | \$67,665,092 | \$67,600,000 | \$67,600,000 |

* Budget is net of Municipal and 3rd Party Recoveries

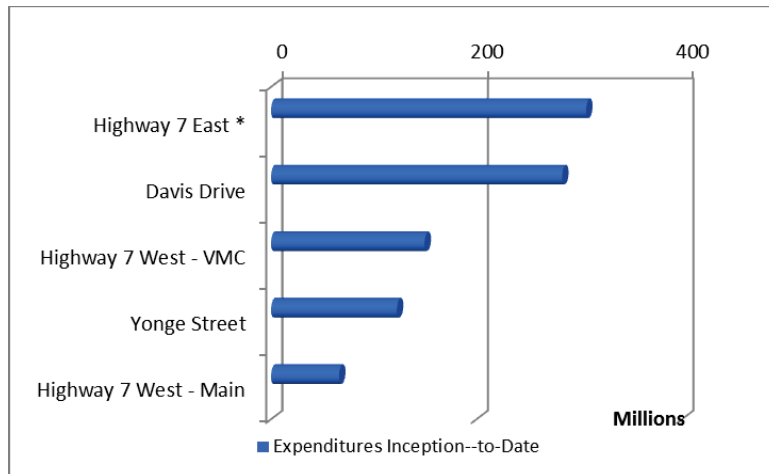
5.3 METROLINX MASTER AGREEMENT - \$1.755 BILLION

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

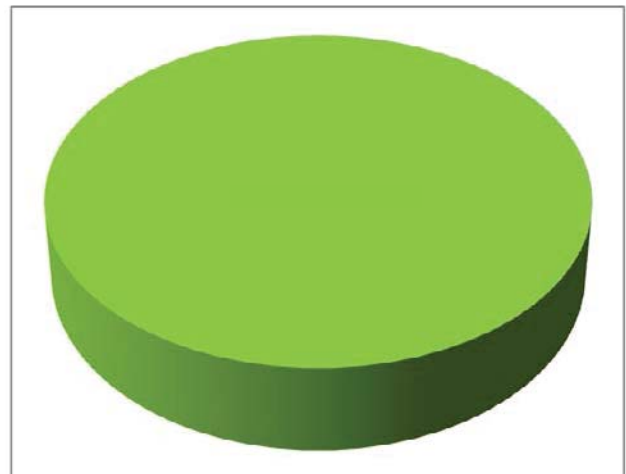
- \$38.0 million in funding remaining from the original QuickWins announcement of \$105.6 million
- \$85.0 million for the Provincial ‘CSIF’ funding announcement
- \$1.4 billion announcement plus escalation

Distribution of Funding by Program – \$1.755 billion:

BRT Program, BRT Rapidway – per Capital Budget



Funding Sources



With the Highway 7 East (H3) and Davis Drive (D1) BRT rapidways completed and in service some boulevard works 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 mobilization activities for the start of construction of the remaining Highway 7 West (H2), the expenditures in the first quarter of 2016 were \$46.7 million, bringing the total expenditures to \$930.2 million since the inception of the program.

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 * | 1,397,406 | 306,686,697 | |
| Davis Drive ** | (3,430,278) | 283,320,233 | |
| Highway 7 West - VMC | 9,645,800 | 149,422,443 | |
| Yonge Street | 9,069,371 | 122,509,399 | |
| Highway 7 West - Main | 29,976,441 | 66,210,027 | |
| Enterprise Dr. | 77,151 | 2,007,406 | |
| Total | \$46,735,891 | \$930,156,205 | \$1,755,015,596 |

* Budget is net of Municipal and 3rd Party Recoveries

Inception-to-date:

* With the Highway 7 East BRT completed and in service, approximately \$21.5 million of Municipal and 3rd Party works have been recovered – an additional \$1.4 million remains. Examples of the work completed:

- Widening of roads, replacement of storm sewers, installation of bike boxes and fibre optic system works for York Region

- Upgrades to the watermain for the Town of Richmond Hill
- Construction of new sidewalks for the City of Markham
- Utility relocations for Rogers Communications Inc. and Bell Canada

** With Davis Drive BRT completed and in service, approximately \$13.3 million of Municipal and 3rd Party works have been recovered – an additional \$10.6 million remains. Examples of the work completed:

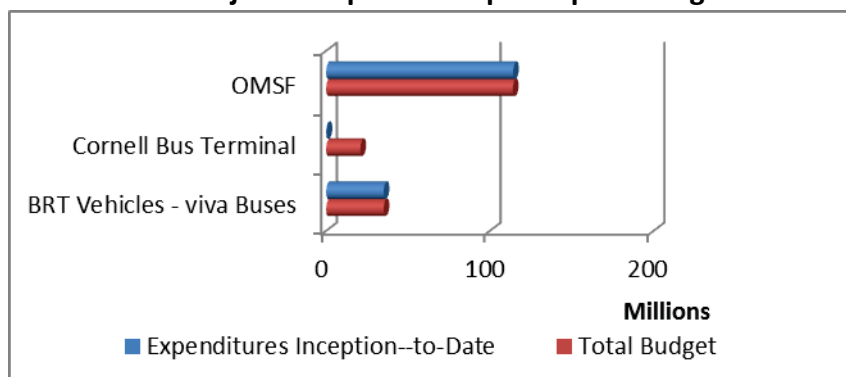
- Town of Newmarket watermain upgrade and installation of pedestrian lighting
- Replacement of storm sewers, installation of bike trail bike box detection and fibre optic system work for York Region

5.4 FEDERAL CSIF CONTRIBUTION AGREEMENT – \$170.0 MILLION

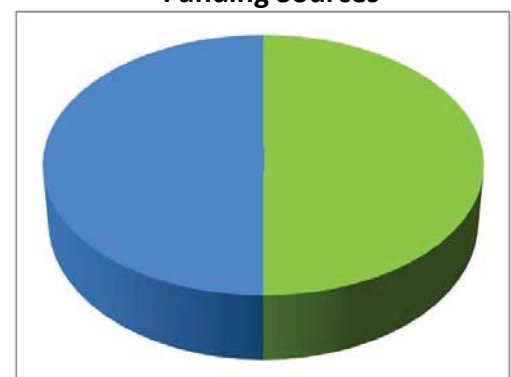
The Federal Canada Strategic Infrastructure Fund (CSIF) contribution agreement, worth \$170.0 million, was executed on March 15, 2011 – a 50-50 contribution partnership between the Federal Government and the Region.

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

For the first quarter of 2016, expenditures were \$0.1 million, bringing the total expenditures to \$149.6 million since inception of the program – as illustrated in the table below:

| Project | Year-to-Date (Gross) | Expenditures Inception-to-Date | Total Budget* | Budget Remaining | % Remaining |
|--|----------------------|--------------------------------|----------------------|---------------------|-------------|
| Operations, Maintenance and Storage Facility (OMSF) | 78,482 | 113,970,815 | 113,970,815 | - | Completed |
| Cornell Bus Terminal | 44,143 | 273,308 | 20,898,810 | 20,625,502 | 99% |
| BRT Vehicles - viva Buses (39) | (129) | 35,130,375 | 35,130,375 | - | Completed |
| Total | \$122,496 | \$149,374,498 | \$170,000,000 | \$20,625,502 | 12% |

* Budget is net of Municipal and 3rd Party Recoveries

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

The total budget committed by the funding partners towards Toronto-York Spadina Subway Extension (TYSSE) is \$3.184 billion, of which \$1.3 billion worth of assets (40%) are being built in the Region:

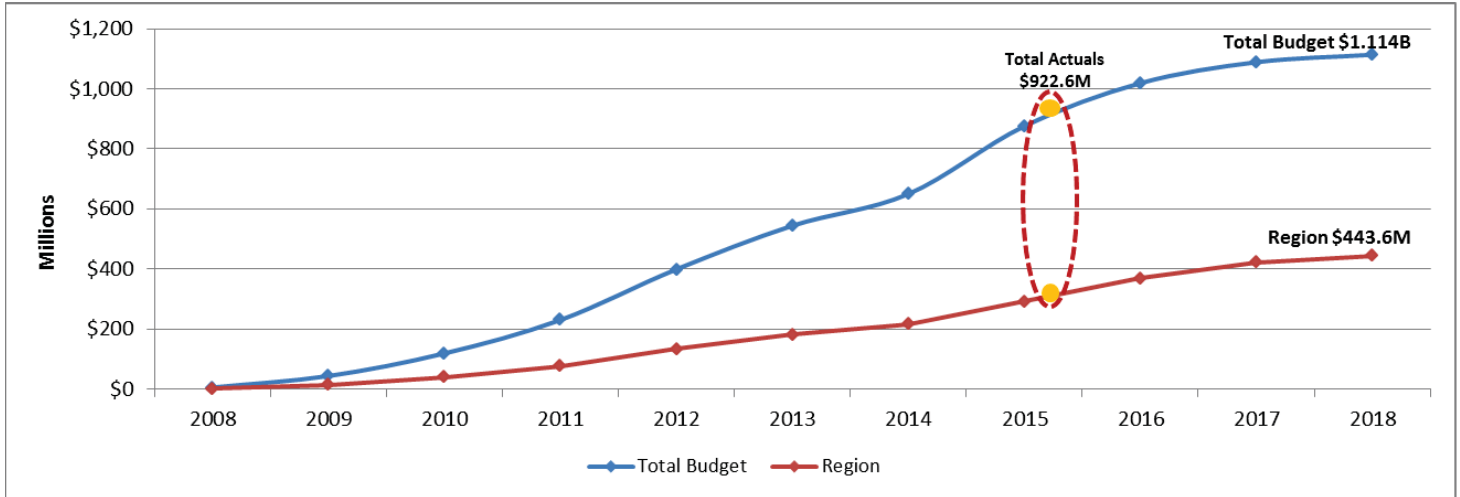
- Region’s commitment to this program is \$603.6 million. The breakdown of these dollars is as follows:
 - \$351.6 million for the original project construction
 - \$60.0 million for the project reset and project extension as approved by Council this past April – reflecting 40.04% of the additional funding 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 \$295.6million of the total construction costs, excluding the “Capacity Buy-In” and the interface-concourse (Viva Concourse). The table below shows the project expenditures at the end of Q1 and inception-to-date:

| Project | Expenditures | | Total Budget | Budget | |
|--|---------------------------|----------------------|------------------------|--------------------|-------------|
| | Expenditures Year-to-Date | Inception-to-Date | | Remaining | % Remaining |
| York Region - Capacity Buy-In | - | 20,000,000 | 29,980,000 | 9,980,000 | 33% |
| York Region - viva Concourse | (1,317) | 6,956,227 | 13,957,397 | 7,001,170 | 50% |
| York Region - Downsview & Others | 51,741 | 575,262 | 2,398,604 | 1,823,342 | 76% |
| York Region - Subway Construction | 51,177,299 | 346,812,869 | 443,600,000 | 96,787,131 | 22% |
| Province - Subway Construction | (8,076,750) | 304,417,495 | 391,623,106 | 87,205,611 | 22% |
| Government of Canada - Subway Construction | (7,438,348) | 271,338,546 | 278,776,894 | 7,438,348 | - |
| Total | \$35,712,626 | \$950,100,400 | \$1,160,336,001 | 210,235,601 | 18% |

TYSSE Construction Expenditures, Year 2015



5.6 YONGE NORTH SUBWAY EXTENSION PROGRAM

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

The table below shows the project expenditures at the end of Q1 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 | 871 | 4,039,169 | 4,310,000 | 270,831 | 6% |
| Preliminary Engineering | - | - | - | - | - |
| Construction | - | - | - | - | - |
| Total | \$871 | \$4,039,169 | \$4,310,000 | \$270,831 | 6% |



5.7 OPERATING EXPENDITURES SUMMARY

For the Year 2016, Gross Operating Expenditures are \$4.8 million and Net Operating Surplus of \$2.3 million Net Operating Surplus of \$2.3 million reflect:

- Operating Recoveries from the Capital Programs – \$3 million from the Metrolinx and Regional Capital Programs, which help offset YRRTC and York Region Staff and Administrative Costs, including office leases
 - Approx. 85% of the expenditures for the YRRTC staff budgeted @ 76 for the Year 2016, and 100% of the expenditures for the York Regions dedicated staff to the rapid transit projects – budgeted @ 36 for the Year 2016, are recovered
- Revenues of \$4.1 million from Development Charges and Federal Gas Tax Revenues – offsetting the Financing Costs of \$1 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. | 2.7 | 0.7 | 2.0 |
| York Region Staff & Administration | 1.1 | 0.0 | 1.1 |
| Financing Costs | 1.0 | 1.0 | 0.0 |
| Gross Operating | 4.8 | 1.7 | 3.1 |
| Capital Recoveries | (3.0) | 0.0 | (3.0) |
| Revenues | (4.1) | (4.1) | 0.0 |
| Net Operating - Tax Levy | (2.3) | (2.4) | 0.1 |

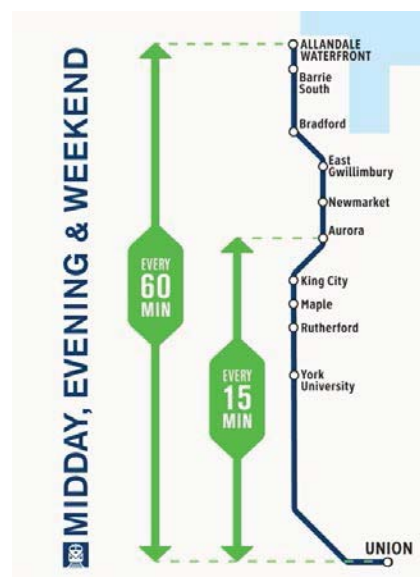
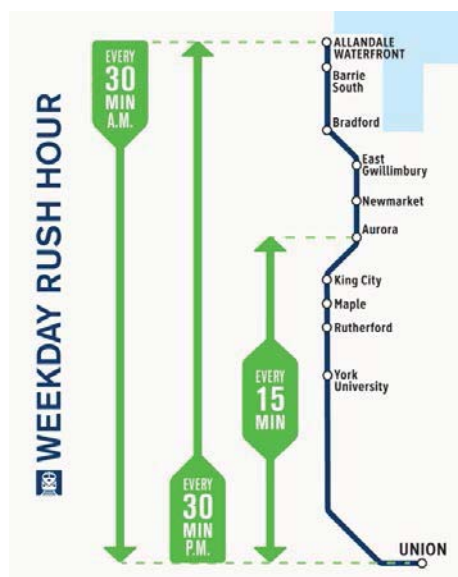
6.0 COMMUNICATIONS

6.1 GOVERNMENT RELATIONS

- Work to secure funding sources for priority vivaNext projects per YRRTC’s 10-Year Business Plan is underway. Current identified priorities, with an estimated value of \$5.8 billion, are:
 - Capital Funding and Preliminary Engineering dollars for the Yonge North Subway Extension
 - Future rapidway segments on Highway 7 – from Highway 50 to Helen St. and Unionville Station to Reesor Rd.
 - Future rapidway segment on Yonge St. – from 19th Ave. to Mulock Dr.
 - Future rapidway segment on Green Lane – from Yonge St. 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. Funding implications for York Region are not known at this time.
 - Since the announcement, YRRTC and York Region staff have established a comprehensive team, including municipal representatives from across York Region, to support the RER initiative along the Stouffville and Barrie lines.
 - YRRTC and York Region staff continue to participate in meetings and discussions with Metrolinx on the RER network implementation – as well, YRRTC and York Region staff continue to meet and work with municipalities to assess impacts of the RER expansion throughout York Region.

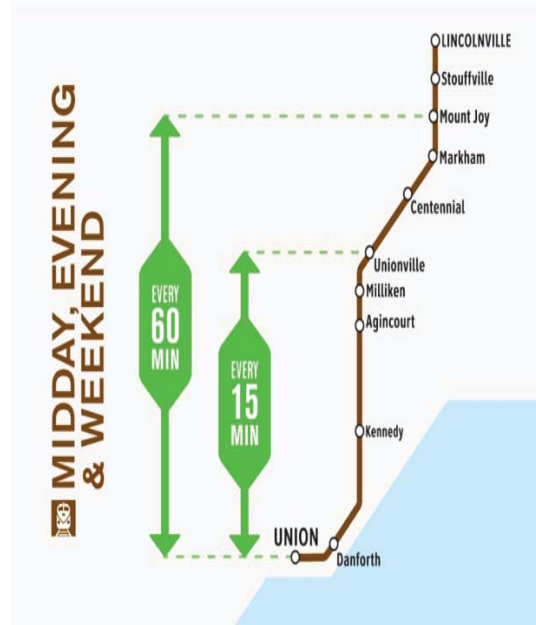
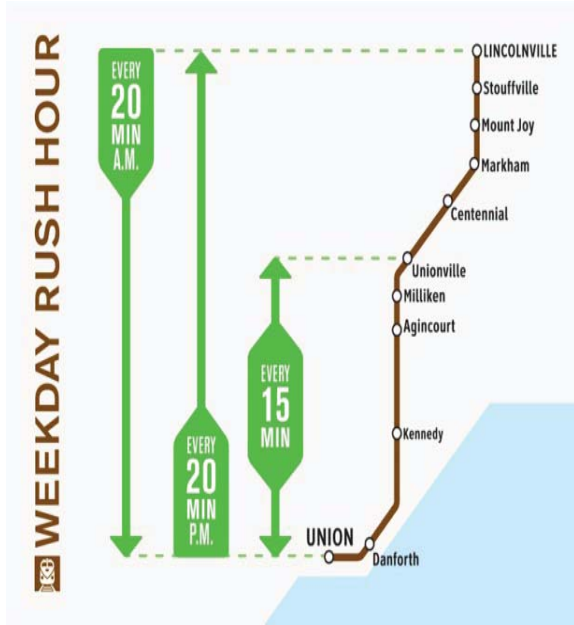
Barrie Rail Corridor

- 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 continues to meet with stakeholders along the corridors and expand information sharing with business owners, property management personnel, the Markham Board of Trade, the Richmond Hill Chamber of Commerce, the Newmarket Chamber of Commerce and the Vaughan Chamber of Commerce.
- Business support program deployed in the Town of Newmarket, Town of Richmond Hill and City of Vaughan – included radio ads, newspaper ads, billboards and bus backs
- In the first quarter of the year, a few of community events took place:
 - Newmarket Winterfest
 - Vaughan Winterfest
- As part of the corporate marketing strategy banners are installed along the Viva corridors to emphasize the benefits of transit to your life and entice people to try it.
- vivaNext continues to engage audiences in conversation to increase the total reach and connections through social media channels. Results are reflective of the engagement and project activities during each quarter. At the end the first quarter, YRRTC made approximately 142,631 connections.
- During the winter months because there is little construction underway there is traditionally less communications required, however vivaNext continues to use every opportunity to educate and engage their audiences.
- 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 | | | |
| Page views to vivanext.com | 64,417 | | | |
| Followers on Twitter | 2,434 | | | |
| Friends on Facebook | 1,962 | | | |



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

| Subscribers | Q1-2016 | Q2-2016 | Q3-2016 | Q4-2016 |
|--|---------|---------|---------|---------|
| Highway 7 - Markham | 1,343 | | | |
| Highway 7 - Vaughan | 1,615 | | | |
| Davis Drive - Newmarket | 1,600 | | | |
| Yonge Street – Richmond Hill & Newmarket | 3,310 | | | |
| Spadina Subway Extension | 1,101 | | | |
| Yonge North Subway Extension | 1,553 | | | |
| E-Newsletter | 6,166 | | | |

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

Community Liaisons

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APPENDIX 1: AWARDED CONTRACTS

Table 1 Awarded Contracts

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

| Category | Tender Type | Description | RFX No. | Vendor | Awarded Value |
|---------------------|----------------|-----------------|---------------|---------------------|---------------|
| Property (2) | RFQ - Single | Y2.1 Streetline | RFQ-15-063-RT | Lloyd & Purcell Ltd | \$115,340.00 |
| | Source Request | Survey | | | |

| | | | | | |
|-------------------------|---|--------------------------------------|---------------|-------------------------------|-----------------------|
| | for Quotation | Y2.2 Streetline Survey | RFQ-15-064-RT | Holding Jones Vanderveen Inc. | \$44,773.82 |
| Construction (4) | RFQ - Sole Source Request for Quotation | Y3.2 Rogers Utility Relocations | RFQ-15-039-RT | Rogers Communications | \$750,000.00 |
| | | Y2.1 Powerstream Utility Relocations | RFQ-15-035-RT | Powerstream Inc. | \$2,500,000.00 |
| | | Y2.2 Powerstream Utility Relocations | RFQ-15-036-RT | Powerstream Inc. | \$1,250,000.00 |
| | | Y3.2 Bell Utility Relocations | RFQ-15-042-RT | Bell Canada | \$1,250,000.00 |
| Total (6) | | | | | \$5,910,113.82 |

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 |
|-------------------------------|----------------|---|-----------------------|
| Program Management (1) | RFQ-12-057-RT | York Consortium | \$20,416.85 |
| | PT-12-025-RT | Stilescape Inc. | \$32,686.18 |
| Property (3) | RFP-12-016-RT | S2S Environmental Inc. | \$218,750.00 |
| | RFP-12-016-RT | S2S Environmental Inc. | \$96,225.00 |
| Construction (1) | RFSA-12-001-RT | Toronto & Region Conservation Authority | \$252,728.13 |
| | RFQ-12-010-RT | Enbridge Gas Distribution Inc. | \$944,043.66 |
| Communications (1) | PT-14-042-RT | Flags Unlimited | \$70,709.29 |
| Total (6) | | | \$1,635,559.11 |

Table 2 Contracts Extensions – Existing

| Category | RFX No. | Vendor |
|-------------------------------|---------------|--------------------------------------|
| Property (4) | PT-12-025-RT | Stilescape Inc |
| | RFP-12-016-RT | S2S Environmental Inc – Assignment 1 |
| | | S2S Environmental Inc – Assignment 2 |
| | RFQ-15-059-RT | S2S Environmental Inc |
| Program Management (1) | RFQ-12-057-RT | York Consortium |

| | | |
|---------------------------|----------------|---|
| | RFQ-10-047-RT | Newmarket-Tay Power Distribution Ltd |
| | RFQ-12-010-RT | Enbridge Gas Distribution Inc. |
| | RFQ-11-065-RT | Rogers Cable Communications Inc. |
| | RFSA-12-001-RT | Toronto & Region Conservation Authority |
| Construction (9) | RFQ-11-038-RT | AECOM Canada Ltd |
| | RFQ-12-071-RT | Newmarket-Tay Power Distribution Ltd |
| | RFQ-14-054-RT | Bell Canada |
| | RFQ-13-004-RT | Bell Canada |
| | RFQ-15-048-RT | AGI Traffic Technology Inc. |
| Communications (1) | RFP-14-042-RT | Flags Unlimited Corporation |
| Total (15) | | |

Table 3 Contracts Closures

| Category | RFX No. | Vendor |
|---------------------------|----------------|-------------------------------|
| Property (1) | RFQ-15-028-RT | Antec Appraisal Group Inc |
| Construction (1) | RFQ-14-033-RT | Powerstream Inc. |
| Communications (2) | RFQ-12-049-RT | Newmarket Chamber of Commerce |
| | RFQ-12-073-RT | Cineplex Media |
| Subway (1) | COOP-10-054-RT | Doug Stewart & Associates |
| Total (5) | | |

APPENDIX 3: PROCUREMENTS IN PROGRESS

Table 1 Procurements in Progress

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

APPENDIX 4: UPCOMING PROCUREMENTS

Table 1 Upcoming Procurements

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

| Category | Estimated Value | RFX No. | Description | Estimated Project Start Period |
|------------------------------------|--------------------------|--|--|--|
| Preliminary Engineering (1) | \$100,001 to \$500,000 | RFP-16-004-RT | H3.4 BRT Realignment Study | Q3-2016 |
| | \$10,001 to \$25,000 | RFQ-16-014-RT | Y2.2 Pattison Sign Relocations at 10675 and 10593 Yonge Street | Q2-2016 |
| Property (12) | \$25,001 to \$50,000 | RFQ-16-015-RT | Y2.2 Footer & Electrical Installation at 10675 Yonge Street | Q2-2016 |
| | | RFQ-16-030-RT | Y2.1 Sign Relocations at 9675 and 9699 Yonge Street | Q2-2016 |
| | \$50,001 to \$100,000 | RFQ-16-003-RT | Y3.2 Appraisal Services (30 TLI's) | Q2-2016 |
| | | RFP-16-006-RT | D1 Surplus Lands Planning Program | Q2-2016 |
| | | RFQ-16-007-RT | H2-VMC Supply & Installation of Permanent Signs | Q4-2016 |
| | | RFQ-16-008-RT | D1 Surplus Lands Appraisal Services | Q3-2016 |
| | | RFQ-16-033-RT | Y2.1 Sign Rebuild at 9350 Yonge Street | Q2-2016 |
| | | \$100,001 to \$500,000 | RFP-16-012-RT | D1 Environmental Risk Assessment Services |
| | PT-16-031-RT | | D1 Risk Assessment Implementation of RAPs | Q4-2016 |
| | 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 |
| | Construction (15) | \$50,001 to \$100,000 | RFQ-16-040-RT | H2 Bell Utility Relocation Hwy 400 Duct Crossing |
| RFQ-16-034-RT | | | H2 PowerStream Utility Relocation Early Works - East | Q2-2016 |
| RFQ-16-035-RT | | H2 PowerStream Utility Relocation Early Works - West | Q2-2016 | |
| \$100,001 to \$500,000 | | RFQ-16-036-RT | H2 Rogers Utility Relocation Early Works - East | Q2-2016 |
| | | RFQ-16-037-RT | H2 Rogers Utility Relocation Early Works - West | Q2-2016 |
| | | RFQ-16-038-RT | H2 Bell Utility Relocation Early Works - East | Q2-2016 |
| | | RFQ-16-039-RT | H2 Bell Utility Relocation Early Works - West | Q2-2016 |

| | | | | |
|---------------------------|----------------------------|----------------|--|---------|
| | | RFQ-16-041-RT | H2 Bell Utility Relocation Mobility Tower | Q2-2016 |
| | | RFQ-15-037-RT | Y2.1 Rogers Utility Relocations | Q2-2016 |
| | | RFQ-15-044-RT | Y3.2 Hydro One Utility Relocations | Q2-2016 |
| | | PT-16-001-RT | Upgrades to the vivaNext Warden Station | Q2-2016 |
| | \$500,001 to \$1,000,000 | RFQ-15-038-RT | Y2.2 Rogers Utility Relocations | Q2-2016 |
| | | RFQ-15-040-RT | Y2.1 Bell Utility Relocations | Q2-2016 |
| | \$1,000,001 to \$5,000,000 | RFQ-15-041-RT | Y2.2 Bell Utility Relocations | Q2-2016 |
| | | RFQ-15-043-RT | Y3.2 Newmarket Hydro Utility Relocations | Q2-2016 |
| Communications (1) | \$50,001 to \$100,000 | RFQ-16-021-RT | Barrett & Welsh Brand Communications | Q2-2016 |
| | \$0 to \$5,000 | RFPQ-16-002-RT | Prequalification for Design Builder for ITS Systems at Pioneer Village Station, Hwy 407 Station and Vaughan Metropolitan Centre Bus Terminal | Q2-2016 |
| Subway (3) | \$1,000,001 to \$5,000,000 | RFP-16-018-RT | Design Builder for ITS Systems at Pioneer Village Station, Hwy 407 Station and Vaughan Metropolitan Centre Bus Terminal | Q4-2016 |
| | >\$5,000,001 | RFP-16-019-RT | Preliminary Engineering for North Yonge Subway | Q4-2016 |
| | | RFP-16-005-RT | Millway Avenue Design and Engineering Services | Q2-2016 |
| | \$100,001 to \$500,000 | RFQ-16-010-RT | VMC Bus Terminal Architectural Services (DSAI) | Q2-2016 |
| Terminals (6) | | 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-16-026-RT | Cornell Terminal Construction | Q4-2016 |
| | | PT-16-017-RT | VMC Terminal/Millway Construction | Q3-2016 |