

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

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

Subject: Project Status Quarterly – Q2 2015

Ref: YORK-#6092092

Recommendation

It is recommended that:

1. The attached Project Status Quarterly – Q2 2015 report from the Chief Financial Officer be received for information.

Purpose

The purpose of this report is to provide a project activity and financial update to the Board. The Project Status Quarterly – Q2 2015 report is attached, and reflects activities up to June 30, 2015.

Project Highlights

Bus Rapidways & Stations (BRT) Program

With 6.0 km of rapidway in service along Highway 7 from Bayview Avenue in the Town of Richmond Hill to Warden Avenue in the City of Markham, an additional 2.6 km is on track to be in service by December 2015 along Davis Drive, from Yonge Street to Highway 404 in the Town of Newmarket

- Highway 7 East (H3), from Bayview Ave. to Warden Ave. (6.0 km) – in service
 - Finishing works along last segment from South Town Centre Blvd. (STC) to Warden Ave. progressing and will be completed by end of Q3 – top lift asphalt and final pavement markings, boulevard works and remaining landscaping
 - Minor utility works from Rogers on-going – from aerial to underground

- Davis Drive (D1), from Yonge St. to Highway 404. (2.6 km) – to-date construction at 76% completion and projected to be in service by December 2015
 - Utility relocations for gas and hydro completed – and telecom nearing completion, including the construction of a Joint Use Duct Bank (JUDB) which is an underground conduit for telecom services
 - Road widening, paving and boulevard works on-going, with the segment from Yonge St. to Barbara Rd. nearing completion
 - With the canopy installation completed at all 3 stations – Southlake, Main and Longford, station works progressing on all 6 median platforms
 - Major infrastructure works including upgrades to sanitary sewers and watermains, and new storm sewers for the Regional Municipality of York and the Town of Newmarket nearing completion
 - Replacement of existing GO Rail infrastructure and crossing signals completed
 - With Union Hotel nearing completion, site restoration and exterior landscaping continue and will be completed by this Summer

- Highway 7 West (H2-VMC), from Bowes Rd. to Edgeley Blvd. – (3.6 km):
 - East of Jane St. – construction works progressing, with to-date construction at 55% completion and rapidway segment available for service in Fall 2016
 - Utility relocations for hydro and telecom progressing – gas completed
 - Road widening on the north side of Hwy. 7 – east side of CN bridge, continues
 - Widening of CN bridge proceeding with the majority of the bridge deck poured – at 62% completion and projected to be finished by December 2015
 - West of Jane St. – construction works have commenced and rapidway segment projected to also be available for service in Fall 2016
 - Road widening on the south side of Hwy. 7 completed
 - Upgrading of storm sewers for the Regional Municipality of York on the north and south sides of Hwy. 7 – i.e. both sides of the VMC subway station, completed
 - VMC Canopy at Jane St. – fabrication of the structure continues and construction works to begin in September/October once area is handed over by the Toronto-York Spadina Subway Extension (TYSSE) project; segment to open in sync with the opening of the subway in December 2017

- Yonge St. (Y2.1, Y2.2, & Y3.2) – (8.9 km):
 - Design-Build Constructor, RapidLINK, progressing to 90% design, which has allowed for start of design and relocation works by the Utility Companies
 - Enbridge has started utility relocations in Y3.2, from Savage Rd. to Mulock Dr. – Bell and Rogers, and Newmarket-Tay Hydro to follow in September/October
 - Clearing and grubbing of trees completed in the Right-of-Way (RoW) in Y3.2
 - With to-date construction at 9% completion, all segments of the rapidway projected to be completed by the end of 2018
 - Y2.1 – Hwy. 7 to Major Mackenzie Dr.
 - Y2.1 – Leventdale Ave. to 19th Ave.
 - Y3.2 – Mulock Dr. to Davis Dr.

- Highway 7 West (H2), from Yonge St. to Bowes Road and Edgeley Blvd. to Helen St. (approximately 12.0 km) – procurement for the Design-Build-Finance (DBF) contract completed
 - Technical and Financials completed, and First Negotiations Proponent selected
 - Preferred Proponent to be announced in Summer 2015, followed by award of contract in September 2015
 - The rapidway is projected to be in service by Fall 2020
- Bus Rapidways & Stations (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 the 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 in the City of Markham

- The Operations, Maintenance and Storage Facility (OMSF) at Headford Business Park in the Town of Richmond Hill is in service as of end of June, with York Region Transit (YRT) and the Transit Service Contractors taking occupancy
 - OMSF is a 24-acre site, with a 481,679 square foot, targeted LEED Silver Certified building constructed to have an immediate storage capacity for 196 Viva vehicles, which will increase to 250 over time
- Procurement activities for the full design of the Cornell Terminal are underway, with the planned release of a Request for Proposals (RFP) in early September
 - The lands for the bus terminal closed in October 2014 – an 11-bay bus terminal, it is located at Hwy. 7 East and Ninth Line in the vicinity of Markham-Stouffville Hospital
 - Construction targeted to commence in Fall 2016, with completion in late 2017

Implementation of the integrated Park n’ Ride facilities in support of the YRT/Viva-BRT network is underway

- Highway 7 East (H3) – procurement activities for the design and engineering of the on-surface parking facility at the Warden Jug Handle (Warden Ave./Enterprise Dr.) are progressing, with the planned release of the RFP in late August/early September
- Davis Drive (D1) – construction of this Park n’ Ride facility which is located at Davis Drive and Hwy. 404, is underway and is projected to be completed in September. It is being delivered by GO Transit and funded in partnership by Metrolinx, GO Transit and the Province – an access and operating agreement for YRT is in works with GO Transit

Subways Program

Construction of the Toronto-York Spadina Subway Extension (TYSSE) is on-going and is projected to be completed by December 31, 2017

- In late March, Toronto Transit Commission (TTC) CEO announced that the project will be completed by end of December 2017, and required \$150.0 million in additional funding to reset the project – the details are:
 - \$80.0 million for Bechtel, a project management firm to oversee and deliver the project by end of December 2017
 - \$70.0 million for additional project management costs – 2016 and 2017
 - Additional funding does not consider additional costs to settle delay claims from TYSSE's contractors – this will be reported at a later date this year
- As approved by Council in April 2015, the Regional Municipality of York increased its original TYSSE contribution commitment of \$351.6 million by \$60.0 million, which reflects 40.04% of the required additional funding of \$150.0 million and is per the TYSSE Contribution Agreement
 - TYSSE contribution commitment is now \$411.6 million for the Regional Municipality of York and cost-to-date is \$236.8 million as at end of June – this excludes the Capacity Buy-In and Viva Concourse at Vaughan Metropolitan Centre
- Construction of the stations progressing, of which 3 are in York Region – Black Creek Pioneer Village, Highway 407 and Vaughan Metropolitan Centre (VMC)
- Viva Concourse – underground connection connecting the YRT/Viva-BRT network to the subway at Vaughan Metropolitan Centre progressing
 - Design completed and construction underway – completion timeline in sync with the opening of the subway
- Design and construction activities are advancing for the SmartCentres-Vaughan Metropolitan Centre (VMC) Terminal – a 9-bay bus terminal located at VMC Subway Station
 - Concept Design by Diamond Schmitt Architects Incorporated (DSAI) completed, with Preliminary Design to finish by end of this year
 - Construction targeted to commence in late Summer/Early Fall 2016, and completion timeline is to be staged with the opening of the subway

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

- In June, the Metrolinx Yonge Relief Network Study (YRNS) was completed and findings were reported to the Metrolinx Board
- As part of the recommendations of the Metrolinx YRNS, the Metrolinx Board directed staff to work in consultation with the Regional Municipality of York, the City of Toronto

and the TTC to advance the project development of the Yonge North Subway Extension to 15% preliminary design and engineering

- Discussions continue to advance regarding funding for the 15% preliminary design and engineering

Regional Express Rail (RER) Program & Other Transit Projects

In April 2015, the Province committed \$16B to improving transit infrastructure in the Greater Toronto and Hamilton Area

- In April, the Province announced *The Trillium Trust and Moving Ontario Forward*. This provincial initiative unlocks certain provincial public assets and uses the net proceeds from the sale of qualifying provincial assets (Hydro One IPO, General Motors, etc.) to fund infrastructure projects that will create jobs and strengthen the economy through Moving Ontario Forward
- *Moving Ontario Forward* is a \$31.5 billion commitment over the next 10 years. To ensure every region across the province benefits fairly from *Moving Ontario Forward*, the government is allocating dedicated funds to the Greater Toronto and Hamilton Area (GTHA) while allocations outside the GTHA will be based on areas relative shares of the population using census data from Statistics Canada
- Of the \$31.5 billion, approximately \$16.0 billion is being allocated for transit projects in the GTHA and \$15.0 billion outside of the GTHA

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

- In the GTHA, these dedicated funds will allow the province to accelerate service enhancements to the GO Transit network, including implementation of RER
- The Province, through Metrolinx, has implemented a capital project program that is set to deliver the RER program by 2025
- As part of this RER program, the Province will provide the following GO service improvements:

Barrie Rail Corridor

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

Stouffville Rail Corridor

- 15-minute electrified service, running on week-days, evenings and week-ends between Unionville and Union Station
- Two-way, 60-minute service or better on week-days, evenings and week-ends between Mount Joy and Union Station
- Peak period, peak direction service on week-days 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

Financial & Procurement Highlights

At the end of Q2, Gross Capital Expenditures are \$189.8 million – including Municipal and Third Party Recoveries, Net Capital Expenditures are \$176.6 million, of which the Region's contribution is for \$24.1 million (Table 1)

Table 1 – YRRTC Capital Expenditures, Q2-2015

Capital Expenditures (\$Millions)	Regional Program (YTD) \$	Metrolinx Program (YTD) \$	Inception-To-Date \$	Funding \$
BRT Rapidways & Stations *		111.7	823.1	1,783.2
BRT Facilities & Terminals	14.9		143.0	208.6
BRT Vehicles	-		46.6	48.7
Spadina Subway Ext.	49.8		734.0	1,101.1
Construction	49.4		710.5	1,054.8
Viva Concourse	-		3.1	13.7
Capacity Buy-In & Other	0.4		20.5	32.6
Yonge North Subway Ext.	0.2		4.0	4.3
Rapidway Studies	0.1		2.0	3.2
Total Capital	\$64.9	\$111.7	\$1,752.9	\$3,149.1
Total Regional Funded	\$24.1		\$342.4	\$510.4

* Financials are net of Municipal & 3rd Party Recoveries

- Metrolinx Capital Program – net expenditures for the BRT-Rapidways & Stations program are \$111.7 million, driven by:
 - Purchase of lands for Yonge Street (Y2.1 & Y2.2) and the remaining Highway 7 West (H2)
 - Construction activities, including utility relocations along Davis Drive (D1) and Highway 7 West-Vaughan Metropolitan Centre (H2-VMC)
 - Municipal and Third Party Recoveries of \$13.1 million for Highway 7 East (H3)
 - Widening of roads, replacement of storm sewers, installation of bike boxes and fibre optic system works for the Regional Municipality of York
 - 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.
- Regional Capital Program – expenditures are \$64.9 million, driven by on-going construction of the TYSSE project and the OMSF project now in service

At end of Q2, Gross Operating Expenditures are \$18.0 million – including Capital Recoveries and Revenues, Net Operating Expenditures are \$5.9 million (Table 2), and are trending to be within this year’s approved budget

Table 2 – YRRTC Operating Expenditures, Q2-2015

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	5.2	1.4	3.8
York Region Staff & Administration	2.0	0.1	1.9
Financing Costs	10.8	10.8	0.0
Gross Operating Exp.	\$18.0	\$12.3	\$5.7
Capital Recoveries	(5.8)	(0.1)	(5.7)
Revenues	(6.3)	(6.3)	0.0
Net Operating Exp. - Tax Levy	\$5.9	\$5.9	\$0.0

- Gross Operating Expenditures are \$18.0 million and are offset by:
 - Capital Recoveries of \$5.8 million against the Metrolinx and Regional Capital Programs – offsetting YRRTC and York Region Staff and Administration Costs, including office leases
 - Revenues of \$6.3 million from Development Charges and Federal Gas Tax Revenues – offsetting Financing Costs of \$10.8 million for Debt Principal and Interest payments

At end of Q2, with the procurement for the Highway 7 West (H2) Design-Build-Finance (DBF) completed and First Negotiations Proponent selected, approximately 90% of the \$1.755 billion funding from Metrolinx is now committed

- + \$500K contract awards for the Metrolinx Capital Program:
 - Utility relocations contract award (single-sourced) to Enbridge – Y2.1, Y2.2 & Y3.2

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
President

September 17, 2015
Attachment: (1)

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MANDATE

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

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

Governance

Board of Directors

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



Chairman of the Board
Frank Scarpitti
Mayor
Markham



Vice-Chairman of the Board
Maurizio Bevilacqua
Mayor
Vaughan



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



Director
Dave Barrow
Mayor
Richmond Hill



Director
Tony Van Bynen
Mayor
Newmarket



Director
Jim Jones
Regional Councillor
Markham



Director
Vito Spatafora
Regional Councillor
Richmond Hill

Executive Management Team and Reporting

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



President
Mary-Frances Turner



Chief Financial Officer and Treasurer
Michael Cheong



Chief Engineer
Paul May



Chief Communications Officer
Dale Albers



Acting Design Chief, Infrastructure and Development
Carolyn Ryall



Associate Counsel and Corporate Secretary
Janie Lin

1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK



2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS

The current Capital Program Delivery of \$3.2 billion for rapid transit infrastructure in York Region continues to progress – and at the end of Q2-2015, \$1.8 billion or 56% 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:

- 34.4 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 (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

- 1 BRT rapidway in service and another 3 BRT rapidways are currently under construction:
 - Highway 7-East BRT rapidway nearing total completion with some minor finishing works end of Q3
 - Finishing works along last segment from South Town Centre Blvd. (STC) to Warden Ave. progressing and will be completed by end of Q3 – top lift asphalt and final pavement markings, boulevard works and remaining landscaping
 - Minor utility works from Rogers on-going – from aerial to underground
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 - Replacement of existing GO Rail infrastructure and crossing signals completed
 - With Union Hotel nearing completion, site restoration and exterior landscaping continue and will be completed by this Summer
 - Highway 7-West, VMC (Vaughan Metropolitan Centre) rapidway, from Bowes Rd. to Edgeley Blvd. progressing
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Facilities and Terminals

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Toronto-York Spadina Subway Extension (TYSSE)

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Yonge North Subway Extension (YNSE)

- York Region continues to advance discussions to proceed to 15% preliminary design and engineering of the Yonge North Subway Extension from Finch Station to the Richmond Hill Centre Terminal
 - In June, the Metrolinx Yonge Relief Network Study (YRNS) was completed and findings were reported to the Metrolinx Board
 - As part of the recommendations of the Metrolinx YRNS, the Metrolinx Board directed staff to work in consultation with the Regional Municipality of York, the City of Toronto and the TTC to advance the project development of the Yonge North Subway Extension to 15% preliminary design and engineering
 - Discussions continue to advance regarding funding for the 15% preliminary design and engineering

Regional Express Rail (RER) Program & Other Transit Projects

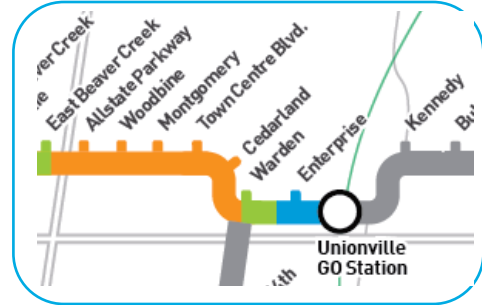
- In April 2015, the Province committed \$16.0 billion to improving transit infrastructure in the Greater Toronto and Hamilton Area (GTHA) – part of the Moving Ontario Forward commitment of \$31.5 billion over the next 10 years
- The Province, through Metrolinx, is implementing Regional Express Rail Service enhancements that will provide more frequent and convenient travel options for residents and commuters – by 2025

3.1 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 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 bring the Warden Station up-to-date with the other BRT segments currently under construction, and will ensure a consistent experience throughout the Viva transportation system – expected to be completed in summer 2015
- 3 vendors for the upgrades have been prequalified, with the contract to be awarded in Q3-2015.



3.1 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The Highway 7 East (H3) rapidway extends from Richmond Hill Centre to Warden Ave. in the Town of Richmond Hill and the City of Markham for 6.0 km of rapidway, with 10 centre vivaNext stations and 1 curbside station
- Construction commenced in late 2010 – the first segment from Bayview Ave. to Highway 404 has been in service since August 2013; the second segment from Highway 404 to South Town Centre Blvd. (STC) went in service in August 2014, and the last segment from STC to Warden Ave. went live as of 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 and 10% increase in ridership from Bayview Ave. to STC



Progress Status Update

Property

- On-going property settlement activities

Utility Relocations

- All major utility relocations are now complete. Minor utility works on-going (e.g. Rogers cut-over from aerial to underground)

Design-Build Construction

- Highway 7 East (H3) BRT – to-date construction at over 99% completion with finishing works
- Highway 404 to STC in-service in August 2014; last segment from STC to Warden Ave. in service as of January 2015
 - Boulevard works on South Town Centre Blvd., Cedarland Dr., and Warden Ave. to be completed by Q3-2015 and
 - Top lift and final pavement markings to be completed by Q3-2015
 - Remaining landscaping to be completed by Q3-2015

Keeping the Public Informed

- Community outreach along the corridor is winding down as all sections of the rapidway are now in service

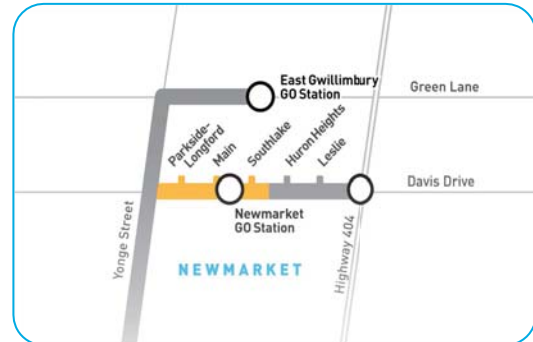


3.1 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The Davis Drive (D1) rapidway in the Town of Newmarket, extends from Yonge St. to Roxborough Rd. – just east of Southlake Regional Health Centre. Service will continue east in mixed-use traffic, terminating at Highway 404 for 2.6 km of rapidway. Rapidway will be in operation by December 17, 2015 – the rapidway will include 3 centre vivaNext stations and 2 curbside Quick Start type stations



Progress Status Update

Property

- Union Hotel nearing completion – site restoration and will be completed by this Summer
- Environmental-Remediation works on-going as per Remediation Action Plan (RAP) for the lands acquired as part of the project
- On-going property settlement activities

Utility Relocations

- Overall Utility Relocations at over 96% completion with gas and hydro (Enbridge, Newmarket-Tay Power) completed and telecom (Bell, Rogers, YTN) nearing completion
- Construction of the Joint Use Duct Bank (JUDB), an underground concrete conduit for telecom, by KED – at 91% completion

Design-Build Construction

- To-date construction at 76% completion
- Major infrastructure works including upgrades to sanitary sewers and watermains, and new storm sewers for the Regional Municipality of York and the Town of Newmarket nearing completion
- Road widening, boulevard work, and paving progressing throughout the corridor, with the section from Yonge St. to Barbara Rd. nearing completion
- Canopy installation completed at all 3 stations – Southlake, Main and Longford; station works progressing on all 6 median platforms
- Final traffic staging on Davis Dr. has been implemented at Yonge St. to Barbara Rd. and Main St. to allow for median works
- Road widening in the Right-of-Way at the GO tracks and GO Rail tracks rehabilitations completed

Keeping the Public Informed

- Construction bulletins and traffic advisories continue to be issued to ensure that the public is aware and informed of the construction activities

3.1 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 WEST – BOWES RD. TO EDGELEY BLVD. (H2-VMC)

Project Description

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



Progress Status Update

Property

- All required properties now in possession
- On-going property settlement activities

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

Utility Relocations

- PowerStream hydro relocations – west of Jane St. continue with focus on Highway 7 and TTC structure duct bank crossings
- Bell telecom duct bank works east of Keele St. completed and works associated with CN bridge have commenced
- Rogers telecom works between Hwy. 400 and Jane St. completed; relocation over CN Rails to commence in July



Design-Build Construction

- Construction works underway East of Jane St. to Bowes Rd. – to-date construction at 55% completion
 - Permanent traffic signal works are complete at Keele intersection; traffic signal works to commence at Bowes/Baldwin
 - CN bridge widening works proceeding with majority of the bridge deck been poured – expected completion by end of 2015
 - Road widening continues on the north side, East of CN Bridge
 - Concrete planter construction on-going between Jane and CN Bridge on the north side of Highway 7
 - Creditstone platform concrete placement is progressing
 - Storm sewer works nearing completion
- West of Jane Street from Jane St. to Edgeley Blvd.
 - Storm sewer installation is complete on north and south sides of Highway 7 on both sides of the TTC Station;
 - Road widening of the south side of Highway 7 complete; Traffic shifted south between Edgeley Blvd. and Jane St. to allow for road widening for the remainder of the year – permitting TYSSE’s temporary bridge removal and H2-VMC road widening and boulevard work
- VMC canopy structure fabrication on-going

Keeping the Public Informed

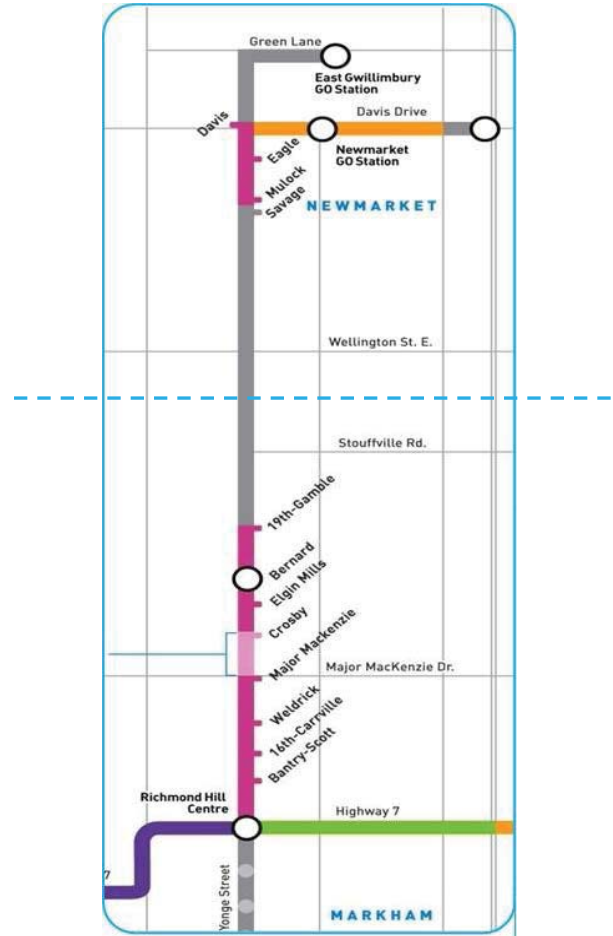
- Construction bulletins and traffic advisories continue to be issued to ensure that the public is aware and informed of the construction activities

3.1 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The Yonge Street (Y2.1) rapidway in the Town of Richmond Hill, extends approximately 3.6 km from Richmond Hill Centre (Highway 7) to Major Mackenzie Dr. This rapidway will include 4 centre vivaNext stations. Pre-construction activities on Y2.1 commenced in mid-2014, followed by major utility relocation work in 2016 – expected substantial completion by end of 2018
- The Yonge Street (Y2.2) rapidway in the Town of Richmond Hill, extends approximately 4.1 km from Levendale Ave. to 19th Ave. - includes 2.9 km of rapidway and 3 centre vivaNext stations. Pre-construction activities on Y2.2 commenced in mid-2014, followed by major utility relocation work in 2016 – expected substantial completion by end of 2018
- The Yonge Street (Y3.2) rapidway in the Town of Newmarket extends approximately 2.4 km from Mulock Dr. to Davis Dr. This rapidway will include 3 centre vivaNext stations. Pre-construction activities on Y3.2 commenced in mid-2014, followed by major utility relocation work starting in 2015 – expected substantial completion by end of 2018



Yonge St. at Major Mackenzie Dr. – Looking South

Progress Status Update

Property

HIGHWAY 7 TO MAJOR MACKENZIE DR. (Y2.1)

- All required properties now acquired
- Environmental assessment works in progress for the lands acquired
- Negotiations for accessing provincial and municipal lands are progressing

LEVENDALE AVE. TO 19TH AVE. (Y2.2)

- Acquisition of lands required for the project underway and on track for July 2015 possession
- Environmental assessment progressing
 - Roadway and property specific works where access granted have been completed – remaining properties to be completed once acquired (summer 2015)
- Negotiations for accessing provincial and municipal lands are progressing

MULOCK DR. TO DAVIS DR. (Y3.2)

- All required properties now acquired
- Environmental assessment works completed for the lands acquired – planning for remediation works underway

Utility Relocations

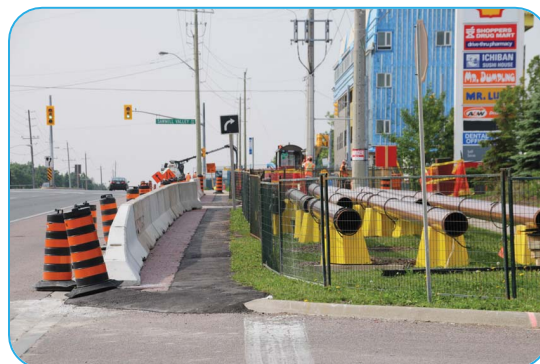
- Working team set up between the Design-Builder, York RapidLINK and the Utility Companies – to prepare for utility relocations along the 3 segments of the rapidway.
 - Enhanced designs for all segments have been issued to the Utility Companies in order to advance their designs
 - Additional potholing investigations to advance utility design and construction planning
- Construction staging meetings are being held with the Utility Companies and the Contractor to build coordinated utility schedule by segment
- Enbridge Gas relocations commenced in June on Y3.2 – progressed from Savage Rd. to Mulock Dr.; all other utilities relocations targeted to start on Y3.2 during Q3-2015.

Design-Build Construction

- To-date construction at 9% completion (activities including mobilization, 60% design, utility coordination, etc.)
- Clearing and grubbing of trees now complete in the Right-of-Way
- Continuous coordination with York RapidLINK in order to move forward with the project and advance the design.
 - 90% design packages for Y3.2 completed and Y2.1 and Y2.2 packages are at 80% and 90% completion, respectively with Y2.1 targeted for Q3-2015

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 and impacts

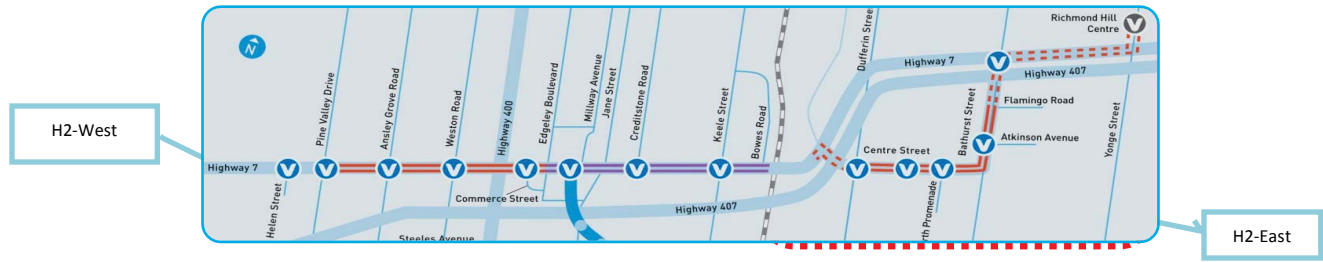


3.1 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The H2 rapidway refers to approximately 12.4 km along Highway 7-West, Bathurst St. and Centre St. – and includes the construction of 10 vivaNext stations. Design-Build-Finance contract award is expected in September 2015, with construction to commence in 2016



Progress Status Update

Property

- Acquisition of lands required for the project underway, with all properties, excluding the Pine Valley to Helen Street extension, targeted for possession by end of August 2015
- Environmental investigations in support of the Design-Build-Finance procurement and property acquisition underway
 - Phase 1 work complete (initial Environmental Assessment),
 - Phase 2 work (Environmental Testing) began May 2015 and is currently underway with completion of majority of properties expected by Q3-2015

Utility Relocations

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

Design-Build-Finance (DBF) Construction

- Technical & Financial Evaluations completed and First Negotiations Proponent selected
- Preferred Proponent to be announced in Summer 2015, followed by contract award in September 2015

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 and impacts

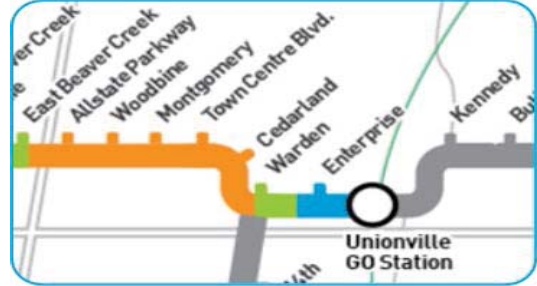


3.1 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

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



Progress Status Update

Progress Update

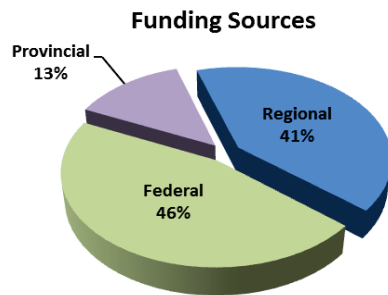
- The H3.4 project scope has been removed from the IO Bundle procurement and will be delivered separately
- Design on hold and will be developed in consultation with the City of Markham
- Transportation, development, and mobility hub studies are underway in Markham

3.2 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 which includes energy-efficient and environmentally-friendly features. Constructed to accommodate 196 buses on opening day and up to 250 articulated buses over time – located in Headford Business Park in the Town of Richmond Hill (Leslie St./16th Ave. –north-east quadrant)
- The facility is comprised of 3 main areas: Repair Garage, Storage Garage and Administrative Building
- Lands for the project funded 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



Progress Status Update

Design-Build Construction

- Facility now in service since June 2015 and is occupied by the York Region Transit (YRT) and Transit Service Contractor. It will store and maintain York Region Transit - Viva Transit vehicles
- OMSF enhances transit operations in York Region and helps better serve the Viva network



3.2 FACILITIES AND TERMINALS PROGRAM

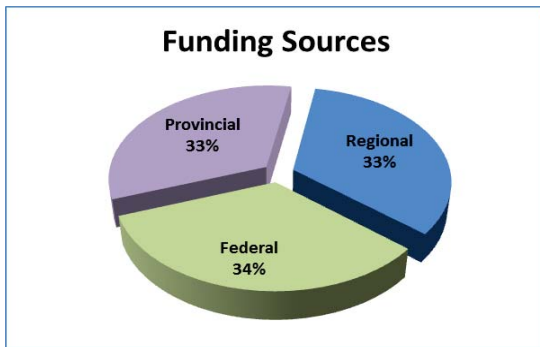
CORNELL TERMINAL

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 Durham Transit and GO 407 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 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



Cornell bus terminal



Progress Status Update

Design-Bid-Build Construction

- Land acquisition completed in October 2014 for the bus terminal location
- Procurement for design and construction to start Q3-2015 with release of RFP in early September
- Construction targeted to commence in Fall 2016, with completion in late 2017

3.2 FACILITIES AND TERMINALS PROGRAM

PARK 'n' RIDE

Project Description

- Park 'n' Ride facilities will be built in support of the Bus Rapidways Transit System in York Region
- It is being developed based on an integrated Park 'n' Ride strategy for YRT/viva Region-wide, incorporating Transportation Master Plan update directions and tying implementation to viva segment delivery

Davis Drive Park 'n' Ride

- The carpool lot, currently located at Davis Drive and Highway 404 and owned by the Ministry of Transportation, will be expanded to become a park and ride lot for York Region Transit (YRT/Viva) and GO Transit. YRT/Viva and GO buses will have separate platforms with covered shelters for passengers to board.
- Design and construction for the first facility is being delivered by GO Transit and funded in partnership by Metrolinx, GO Transit & the Province, and 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



Progress Status Update

- Construction is commencing on the new park 'n' ride lot and will be completed in September

Warden Jug Handle Park 'n' Ride

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

Progress Status Update

- RFP for design and engineering to be released in September
- Construction targeted for Q3/Q4-2016



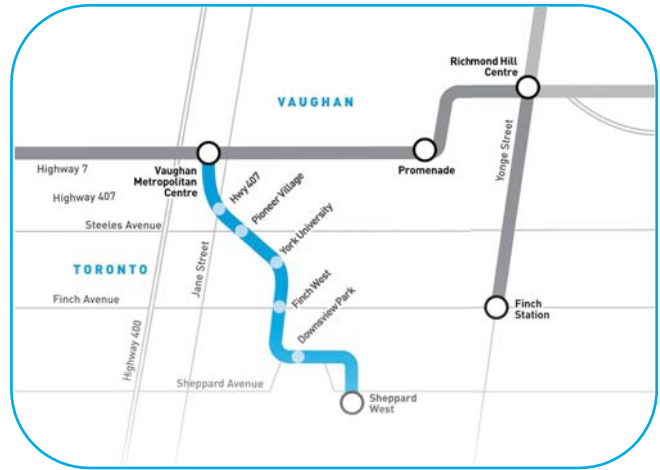
3.3 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM

SPADINA SUBWAY EXTENSION

Project Description

- Project relates to an 8.6 km subway extension from the existing Downsview Station to the Vaughan Metropolitan Centre (VMC) at Highway 7 and west of Jane St.
 - 6.2 km from Downsview Station to Pioneer Village Station – in the City of Toronto
 - 2.4 km from Pioneer Village Station to Vaughan Metropolitan Centre 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 an overall funding of \$2.6 billion for the subway extension, the contribution of York Region is \$351.6 million
 - \$1.1 billion or 40% of the overall funding is to be spent in the Region – based on geography and length of the project



Tunneling

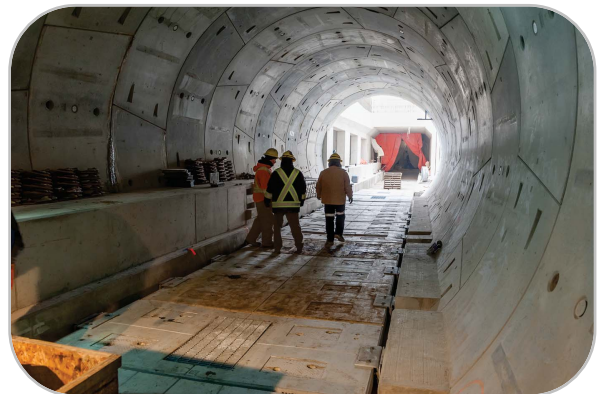
- Two 5.4 metre diameter twin tunnels bored from the Downsview Station to the VMC Station – connecting the existing system to the 6 new stations, of which 3 are in the Region

Project Progress Status

- Rail and track installation progressing well and will be followed by electrical and systems installation as segments become available

Community Engagement

- The joint community office continues to provide information and personnel to respond 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 on-going



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

Pioneer Village Station

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



Progress Status Update

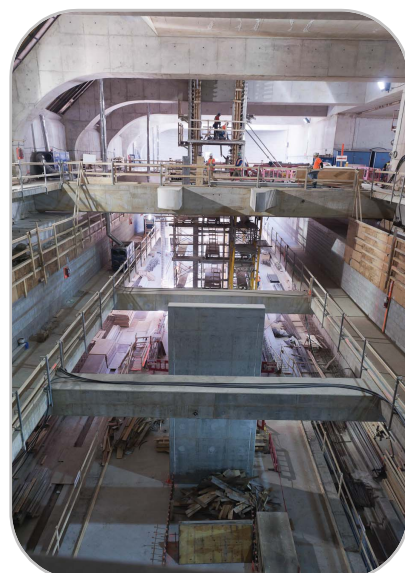
- Structural steel erected as the TTC bus terminal continues south of Steeles Avenue
- North of Steeles Avenue, concrete roof is completed and backfilling of the station box roof has commenced

Highway 407 Station

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

Progress Status Update

- Columns and foundation of the southern portion of the bus terminal is nearing completion. Once completed, the steel roof structure can be erected and placed on the columns
- Concrete work at concourse entrance connection for bus terminal and subway station is nearing completion
- Commuter parking lot grading and storm drainage works resumed in the Spring and is ongoing
- Continued electrical and mechanical work at the station service and concourse levels, the bus terminal and west concourse



Subway Stations in York Region: Vaughan Metropolitan Centre (VMC)

VMC Station

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



Progress Status Update

- Roof slab of station box located within southern section of Highway 7 is completed, including waterproofing
- Since June 22, 2015, Highway 7 is diverted south onto backfilled sections of station box to accommodate removal of temporary bridge north of Highway 7
- Concrete works have commenced for last sections of station box located within northern section of Highway 7
- Excavation of the BRT Connection has commenced and will be followed by concrete placement once desired elevation is reached
- Coordination efforts continue between the TYSSE and H2-VMC projects to utilize time and work area availability

Viva BRT Concourse

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

Project Progress Status

- Excavation has started since Highway 7 traffic was diverted south onto backfilled sections of the station box
- Once desired elevation is reached, concrete works including slab and walls will begin

SmartCentres Vaughan Metropolitan Centre (VMC) Terminal

Project Description

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

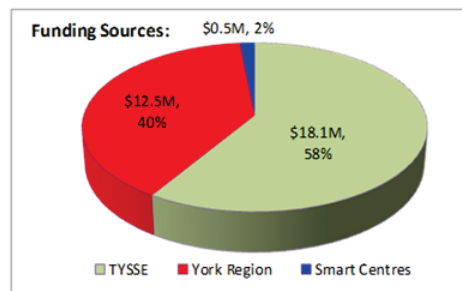


Land Acquisition Staging and Access

- The Region has been managing and coordinating the land acquisition for TYSSE and YRRTC with on-going coordination to ensure access to lands aligns with target opening dates of the terminal

Project Progress Status

- Concept Design by Diamond Schmitt Architects (DSA) completed and Preliminary Design and Engineering to be completed in Q4-2015
- Millway Avenue Design Series commenced in Q1 with the City of Vaughan, TYSSE, SmartCentres and YRRTC – to be funded by City of Vaughan – RFP for design underway and to be released Q3-2015
- RFPQ for construction contractors for SmartCentres VMC Terminal and Millway Avenue planned for Q4-2015
- Construction to commence in late Summer/early Fall of 2016



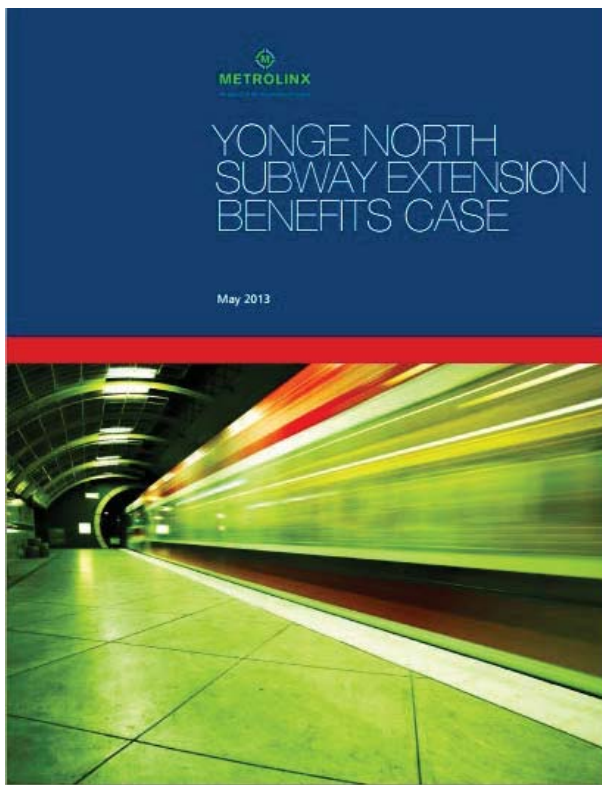
3.5 YONGE NORTH SUBWAY EXTENSION (YNSE) PROGRAM

Project Description

- This project relates to a proposed 6.8 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 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, 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;
- Discussions continue to advance regarding funding for the 15% preliminary design and engineering



3.0 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

3.1 AWARDED CONTRACTS – NEW

Contracts for a total of \$21.3 million were procured in Q2. The below table identifies a Categorized Summary of YRRTC Contracts Awarded – see Appendix 1 for details:

Category		Q1-2015	Q2-2015	Grand Total
Corporate	Total (\$)	48,460	128,850	177,310
	Count	1	2	3
Property	Total (\$)	-	-	-
	Count	-	1	1
Preliminary Engineering	Total (\$)	-	-	-
	Count	-	-	-
Construction	Total (\$)	70,624	21,171,806	21,242,430
	Count	1	7	8
Communications	Total (\$)	95,802	-	95,802
	Count	1	-	1
Total (\$)		214,886	21,300,656	21,515,542
Total Count		3	10	13

Procurement activities for Q2 were related to the Metrolinx Capital Program, Bus Rapidways & Stations (BRT) with 10 contracts awarded this quarter primarily related to Yonge Street BRT project.

- + \$500K contract awards for the Metrolinx Capital Program
 - Utility relocations contracts (single-sourced) awarded to Enbridge – Yonge St. BRT project
 - Contracts awarded reflect the Municipal Access Agreement (MAA) between the Regional Municipality of York Region and the Utility Companies
 - Y2.1 segment – Highway 7 to Major Mackenzie Dr.
 - Y2.2 segment – Levedale Ave. to 19th Ave.
 - Y3.2 segment – Mulock Dr. to Davis Dr.

Also, with the procurement for the remaining of Highway 7 West (H2) Design-Build-Finance (DBF) completed and First Negotiations Proponent selected, approximately 90% of the funding from Metrolinx is now committed.

- Preferred Proponent to be announced in Summer 2015 and followed by award of contract in September 2015

With the above - at the end of this quarter, total project and contract commitments are \$2.9 billion out of the funding availability of \$3.2 billion.

- Metrolinx Capital Program of \$1.8 billion – \$1.6 billion or 90% committed
- Region Capital Program of \$1.4 billion – \$1.3 billion or 93% committed

3.2 AMENDED CONTRACTS - EXISTING

Total increases of \$2.3 million were made to existing contracts this quarter – these were mainly driven by utility relocations contracts, i.e. Enbridge and Bell who are performing work on BRT rapidways under construction.

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

Category	Type	Q1-2015	Q2-2015	Grand Total
Corporate	Closed	-	4	4
	Extension	-	-	-
	Increased Amount (\$)	-	-	-
Property	Closed	-	10	10
	Extension	-	5	5
	Increased Amount (\$)	-	1,485	1,485
Preliminary Engineering	Closed	-	2	2
	Extension	-	-	-
	Increased Amount (\$)	-	339,088	339,088
Construction	Closed	-	21	21
	Extension	-	17	17
	Increased Amount (\$)	17,000	1,993,349	2,010,349
Program Management	Closed	-	-	-
	Extension	-	-	-
	Increased Amount (\$)	-	-	-
Communications	Closed	-	4	4
	Extension	-	-	-
	Increased Amount (\$)	-	-	-
Subway	Closed	-	1	1
	Extension	-	4	4
	Increased Amount (\$)	-	-	-
Terminals	Closed	-	-	-
	Extension	-	-	-
	Increased Amount (\$)	-	-	-
Total Closed		-	42	42
Total Extension		-	26	26
Total Increased Amount (\$)		\$17,000	\$2,333,922	\$2,350,922

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

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

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

3.3 PROCUREMENTS IN PROGRESS

Procurement for 3 contracts are in progress for a combined total of \$500K – all are expected to be awarded in Q3-2015. The following table identifies a *Categorized Summary of YRRTC Procurements* currently advertised or under evaluation, but have not yet been awarded – see Appendix 3 for details.

Category	Estimated Value	Estimated Project Start Period
		Q3-2015
Property	\$50,001 to \$100,000	1
	\$100,001 to \$500,000	1
Communications	\$50,001 to \$100,000	1

Note - Design-Build-Finance Procurement led by Infrastructure Ontario for the remaining of Highway 7 West rapidway (H2) – contract to be awarded this September is not included in the above table.

3.4 UPCOMING PROCUREMENTS

Several upcoming procurements are scheduled over the next 12 months, with contract awards valued at over \$37 million. Significant procurement activities greater than \$500K include:

- Davis Dr. BRT – Environmental Remediation and Clean-Up of 161 Davis Drive
- Yonge St. BRT – Utility Relocations => Hydro, Electricity & Telecom
- Cornell Terminal – Architectural and Engineering Consultant Services
- Park 'n' Ride Facility at Hwy. 407 & Warden Ave. – Engineering Consultant Services

The following table identifies a *Summary of YRRTC Procurements*, which is categorized by the anticipated project start date, but has not yet been advertised – see Appendix 4 for details:

Category	Estimated Value	Q3-2015	Q4-2015
Property	\$10,001 to \$25,000	1	-
	\$100,001 to \$500,000	1	-
	\$25,001 to \$50,000	1	-
	\$50,001 to \$100,000	2	1
	\$500,001 to \$1,000,000	-	1
Construction	\$1,000,001 to \$5,000,000	8	1
	\$10,001 to \$25,000	1	-
	\$100,001 to \$500,000	1	-
	\$25,001 to \$50,000	1	-
	\$50,001 to \$100,000	1	-
	>\$5,000,001	1	-
Communications	\$100,001 to \$500,000	1	-
Terminals	\$0 to \$5,000	1	-
	\$100,001 to \$500,000	1	-
	\$500,001 to \$1,000,000	1	1
Grand Total (26)		22	4

4.0 FINANCIAL UPDATES

4.1 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:

- 34.4 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 – Pioneer Village, 407 and Vaughan Metropolitan Centre
- 1 Operations, Maintenance & Storage Facility at Headford Business Park (Leslie St./16th Avenue)
- 2 Bus Terminals at the Vaughan Metropolitan Centre (Highway 7 West/Jane St.) and Cornell (Highway 7 East /Ninth Line)
- 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 \$510.4 million and the remainder funded by Senior Governments.

- Federal = 14% or \$436.6 million
- Provincial = 70% or \$2.2 billion ←
- York Region = 16% or \$510.4 million

The above funding of the capital programs include \$1.755 billion from Metrolinx and \$67.6 million from QuickWins.

Gross Capital expenditures were approximately \$189.8 million at the end of Q2, bringing total expenditures to \$1.8 billion since inception of the Capital Program. The main drivers of the expenditures were from:

- Bus Rapidways and Stations program – net expenditures of \$111.7 million, driven by purchase of lands for Yonge Street and remaining Highway 7 West (H2); construction activities along Davis Drive (D1) and Highway 7-West, Vaughan Metropolitan Centre (H2-VMC)
- Completion of the Operations, Maintenance & Storage Facility (OMSF) – \$14.6 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$49.8 million, driven by the on-going construction of the project and 3 stations in York Region

Program	Expenditures Year-to-Date	Expenditures Inception-to- Date	Total Budget *	Budget Remaining	% Remaining
BRT Rapidways and Stations *	111,721,786	823,116,223	1,783,185,745	960,069,522	54%
BRT Facilities & Terminals	14,878,514	142,984,653	208,632,715	65,648,062	31%
BRT Vehicles - Viva Buses	-	46,636,933	48,684,502	2,047,569	Completed
Toronto-York Spadina Subway Extension (TYSSE)	49,793,404	734,046,317	1,101,110,000	367,063,683	33%
Yonge North Subway Extension (YNSE)	160,885	4,035,598	4,340,308	304,710	7%
Rapidway Studies	68,000	2,040,888	3,166,709	1,125,821	36%
Total	\$176,622,589	\$1,752,860,612	\$3,149,119,979	\$1,396,259,367	44%

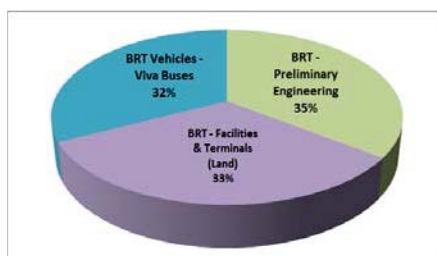
*Expenditures and Budget are net of Municipal and 3rd Party Recoveries per the 2015 Capital Budget

4.2 QUICKWINS – \$67.6 MILLION

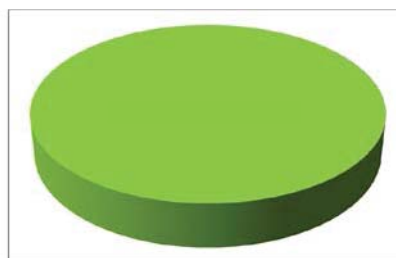
A total of \$105.6 million was announced as QuickWins funding. Under this provincial announcement, this funding consisted of a \$67.6 million in funds advanced and an additional contribution of \$38.0 million – which was subsequently transferred and included in the Metrolinx Master Agreement of \$1.755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

Distribution of Funding by Program – \$67.6 million:

Funding Sources – per 2015 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			Budget Remaining	% Remaining
	Expenditures Year-to-Date	Inception-to-Date	Total Budget*		
Enterprise Dr. (PE & Construction)	20,059	18,735,362	18,735,362	-	Completed
Davis Drive (PE)	-	1,652,933	1,652,933	-	0%
Highway 7 West - VMC (PE)	-	660,346	660,346	-	0%
Highway 7 West - Main (PE)	-	6,918,831	6,918,831	-	0%
Yonge Street (PE)	-	590,827	590,827	-	0%
BRT Facilities & Terminals (Land)	-	25,533,571	27,549,144	2,015,573	7%
BRT Vehicles - viva Buses	-	11,498,507	11,498,507	-	Completed
Total	\$20,059	\$65,590,377	\$67,605,950	\$2,015,573	3%

*Budget is net of Municipal and 3rd Party Recoveries per 2015 Capital Budget

4.3 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 \$105.6 million QuickWins announcement;
- \$85.0 million for the Provincial ‘CSIF’ funding announcement
- \$1.4 billion announcement plus escalation

With the Highway 7 East (H3) construction finishings, construction progressing along Davis Drive (D1) and Highway 7 West (H2-VMC), and land purchases for Yonge Street rapidways and remaining Highway 7 West (H2), the year-to-

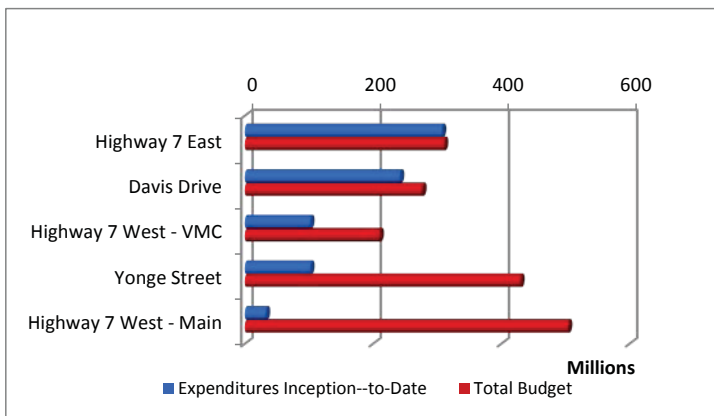
date expenditures were \$111.7 million, bringing the total expenditures to \$794.5 million since inception of the program. The below table shows the project expenditures year-to-date and inception-to-date by rapidway, and provides a comparison versus the respective budgets.

Of note, with Highway 7 East now in service and the project nearing completion, \$13.1 million of Municipal and 3rd Party works were recovered – these included; amongst others:

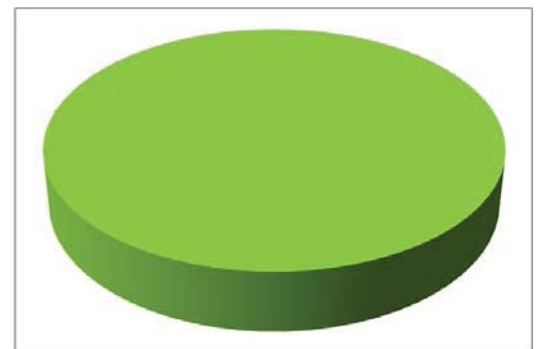
- Widening of roads, replacement of storm sewers, installation of bike boxes and fibre optic system works for the Regional Municipality of York
- Upgrades to the watermain for the Town of Richmond Hill
- Construction of new sidewalks for the City of Markham
- Utility relocations for Rogers Communications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

Distribution of Funding by Program – \$1.755 billion:

BRT Program per 2015 Capital Budget



Funding Sources



Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget*
Highway 7 East *	(1,032,141)	307,376,471	
Davis Drive	28,215,507	247,839,128	
Highway 7 West - VMC	19,836,815	103,994,698	
Yonge Street	43,427,265	102,335,982	
Highway 7 West - Main	21,420,486	31,387,637	
Enterprise Dr.	(166,205)	1,604,018	
Total	\$111,701,728	\$794,537,934	\$1,755,015,596

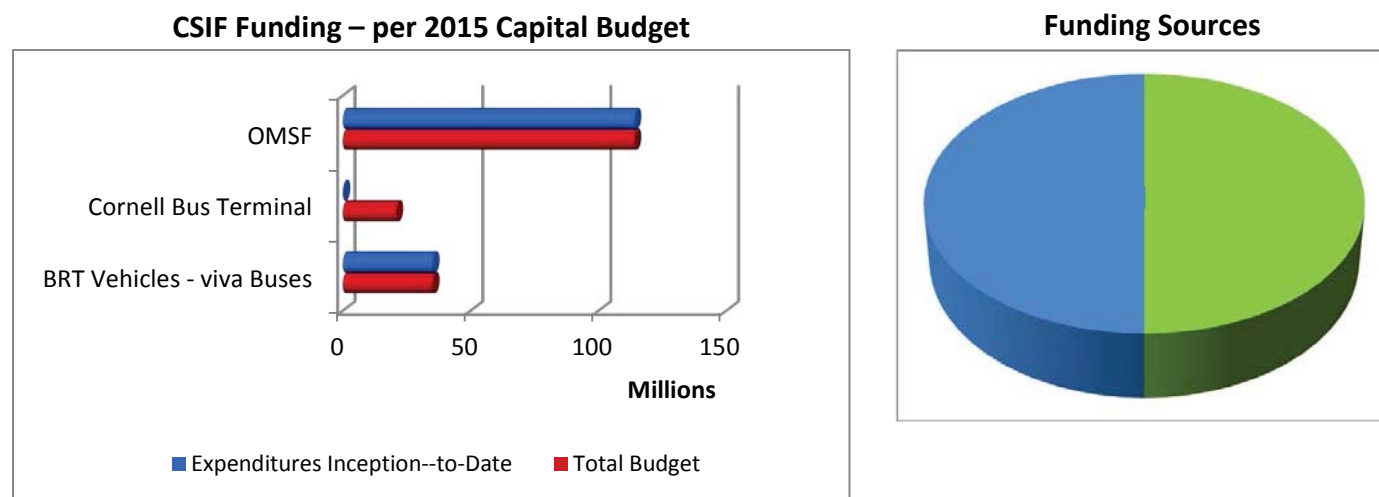
*Expenditures and Budget are net of Municipal and 3rd Party Recoveries per the 2015 Capital Budget

4.4 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.

With the construction for the Operations, Maintenance & Storage Facility completed in March and in service in June – the year-to-date expenditures were \$14.6 million, bringing the total expenditures to \$117.0 million since inception of the program. The below table shows the project expenditures year-to-date and inception-to-date.

Distribution of Funding by Project – \$170.0 million:



Project	Expenditures		Total Budget*	Budget	
	Expenditures Year-to-Date	Inception-to-Date		Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	14,609,182	116,964,287	113,970,814	(2,993,473)	(3%)
Cornell Bus Terminal	17,416	163,354	20,898,811	20,735,456	99%
BRT Vehicles - viva Buses (39)	-	35,130,375	35,130,375	-	Completed
Total	\$14,626,598	\$152,258,017	\$170,000,000	\$17,741,983	10%

*Budget is net of Municipal and 3rd Party Recoveries per the 2015 Capital Budget

4.5 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM – \$1.1 BILLION

The total budget committed by the funding partners towards Toronto-York Spadina Subway Extension (TYSSE) is \$2.6 billion, of which \$1.1 billion worth of assets (40%) are being built in the Region:

- Region’s commitment to this program is \$351.6 million, with the Federal government and the Province of Ontario contributing towards the Region’s share of the \$1.1 billion.

Not included in the above is an additional \$60 million for the project reset and project extension as approved by Council this past April. These additional dollars are only available as of 2016, and will be reflected in the 2016 Capital Budget and Capital Spending Authority.

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).

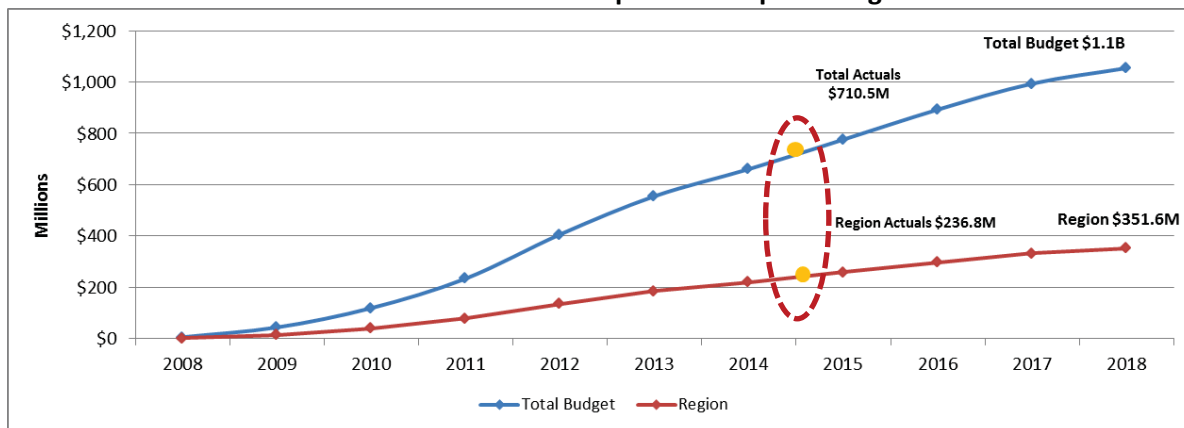
Since the start of the program to now, the Region has contributed \$236.8 million of the total construction costs, excluding the “Capacity Buy-In” and the interface-concourse (Viva Concourse).

The table below shows the project expenditures at the end of Q2 and inception-to-date:

Project	Expenditures		Total Budget*	Budget	
	Expenditures Year-to-Date	Inception-to-Date		Remaining	% Remaining
York Region - Capacity Buy-In	-	20,000,000	29,980,000	9,980,000	33%
York Region - viva Concourse	-	3,105,529	13,679,874	10,574,345	77%
York Region - Downsview & Others	354,506	479,575	2,650,126	2,170,551	82%
York Region - Subway Construction	16,479,633	236,820,405	351,600,000	114,779,595	33%
Province - Subway Construction	16,479,633	236,820,405	351,600,000	114,779,595	33%
Government of Canada - Subway Construction	16,479,633	236,820,405	351,600,000	114,779,595	33%
Total	\$49,793,404	\$734,046,317	\$1,101,110,000	367,063,683	33%

*Budget is net of Municipal and 3rd Party Recoveries per the 2015 Capital Budget

TYSSE – Construction – per 2015 Capital Budget

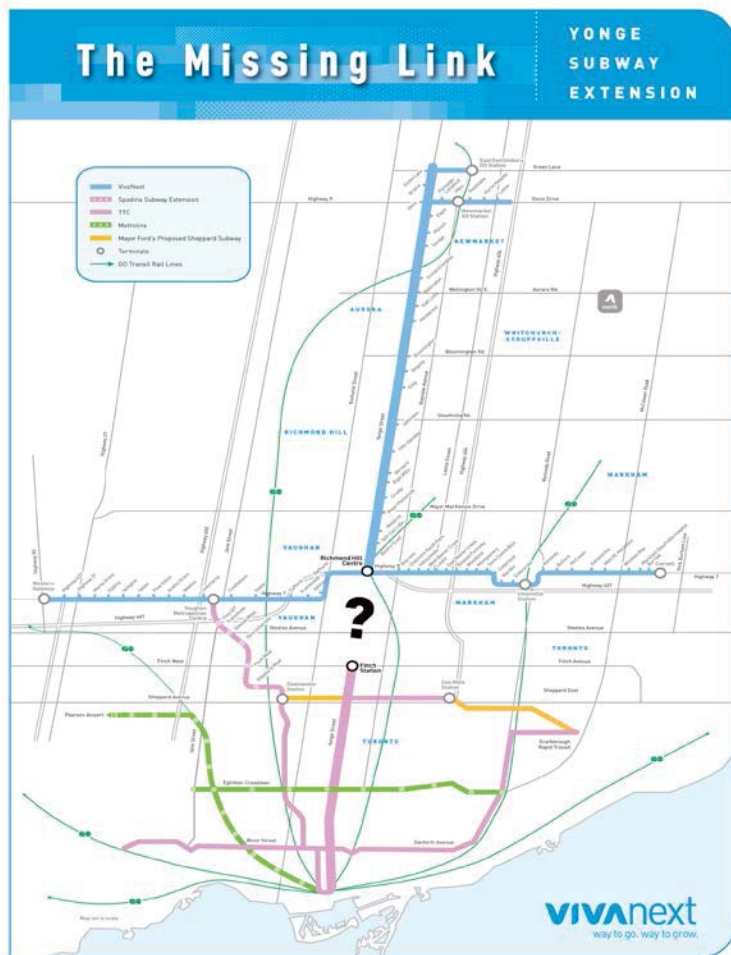


4.6 YONGE NORTH SUBWAY EXTENSION PROGRAM

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 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 Environment Assessment and Conceptual Design.

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Environment Assessment and Conceptual Design	160,885	4,035,598	4,310,000	274,402	6%
Preliminary Engineering	-	-	-	-	-
Construction	-	-	-	-	-
Total	\$160,885	\$4,035,598	\$4,310,000	\$274,402	6%



4.7 OPERATING EXPENDITURES SUMMARY

At end of Q2, Gross Operating Expenditures are \$18.0 million – including Capital Recoveries and Revenues, Net Operating Expenditures are \$5.9 million, and are trending to be within this year’s approved budget.

- **Gross Operating Expenditures were \$18.0 million and were offset by:**
 - Capital Recoveries of \$5.8 million against the Metrolinx and Regional Capital Programs – offsetting YRRTC and York Region Staff and Administrative Costs, including office leases; and
 - Revenues of \$6.3 million from Development Charges and Federal Gas Tax Revenues – offsetting Financing Costs of \$10.8 million for Debt Principal and Interest Payments.

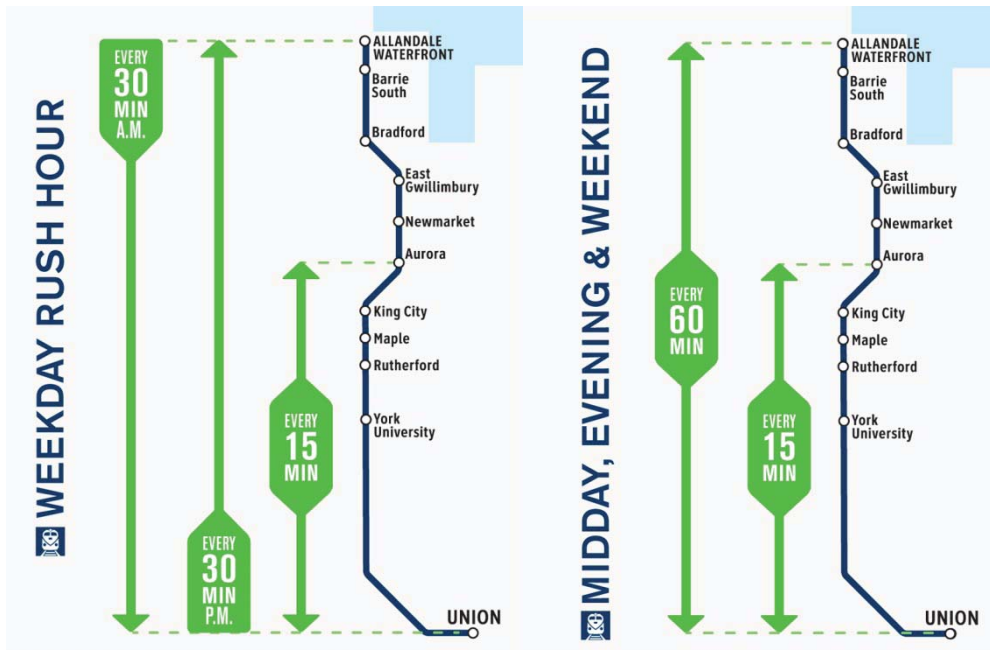
YRRTC Operating Expenditures, Q2-2015

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	5.2	1.4	3.8
York Region Staff & Administration	2.0	0.1	1.9
Financing Costs	10.8	10.8	0.0
Gross Operating	\$18.0	\$12.3	\$5.7
Capital Recoveries	(5.8)	(0.2)	(5.7)
Revenues	(6.3)	(6.3)	0.0
Net Operating - Tax Levy	\$5.9	\$5.9	\$0.0

5.0 COMMUNICATIONS

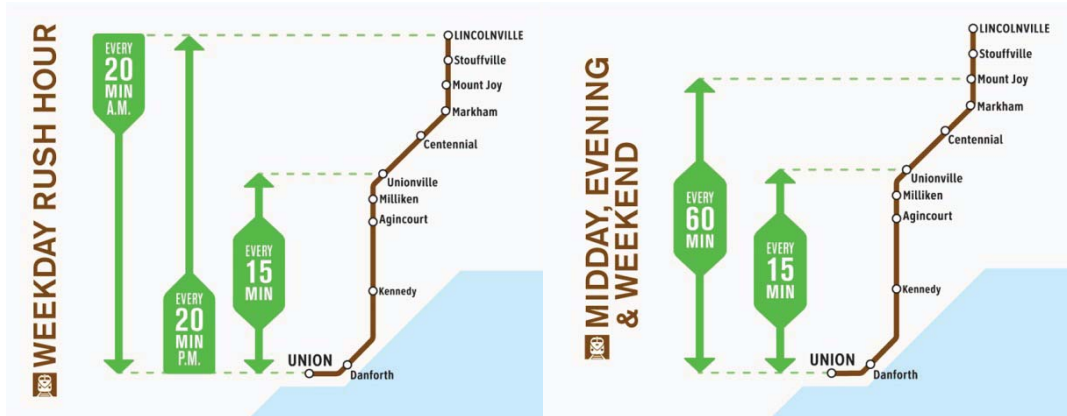
5.1 GOVERNMENT RELATIONS

- Work to secure funding sources for priority vivaNext projects per YRRTC’s 10-Year Business Plan (2015-2024) is underway. Current identified priorities, with an estimated value of \$5.8 billion, are:
 - Capital Funding and Preliminary Engineering \$\$\$ for the Yonge North Subway Extension
 - Unfunded rapidway segments on Highway 7 – from Highway 50 to Helen St. and Unionville Station to Reesor Rd.
 - Unfunded rapidway segment on Yonge St. – from 19th Ave. to Mulock Dr.
- The 2014 Annual Report is now available on line for easy reference to stakeholders and interested parties - <http://www.vivanext.com/reports/> – presented and received by the YRRTC Board of Directors and Regional Council.
- 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 also announced that it will provide the following GO service improvements as part of the RER program:
 - **Barrie Rail Corridor**
 - 15-minute electrified service, running on weekdays, evenings and weekends between Aurora and Union Station;
 - Two-way, 60-minute service or better on weekdays, evenings and weekends between Allandale-Waterfront (Barrie) and Union Station; and
 - Peak period, peak direction service on weekdays every 30 minutes between Allandale-Waterfront and Union Station.



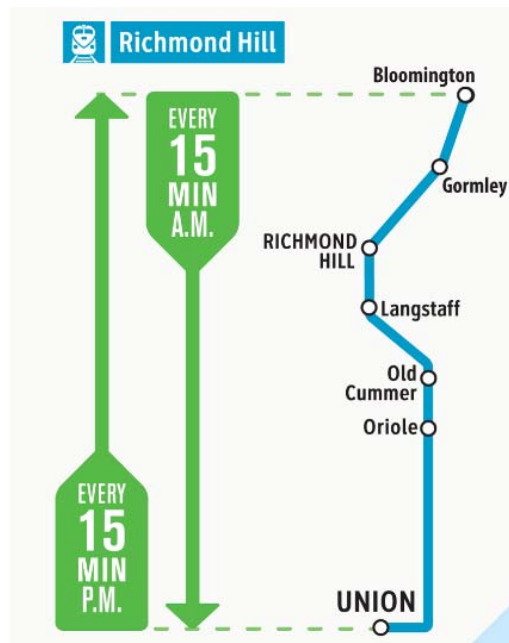
■ **Stouffville Rail Corridor**

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



■ **Richmond Hill Rail Corridor**

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



- To implement the above services, the Province, through Metrolinx, has implemented a capital program that is set to deliver the project by 2025. Funding implications for York Region are not known at this time.

- Since the announcement, YRRTC and York Region staff have established a comprehensive team, including municipal representatives from across York Region, to support the RER initiative along the Stouffville and Barrie lines.
- YRRTC and York Region staff will continue to participate in meetings and discussions with Metrolinx on the RER network implementation.
- YRRTC and York Region staff will continue to meet and work with municipalities to assess impacts of the RER expansion throughout York Region.

5.2 COMMUNITY ENGAGEMENT

- Community Liaison staff continues to meet with stakeholders along the corridor and expand information sharing with business owners, property management personnel, the Markham Board of Trade, Richmond Hill Chamber of Commerce, Newmarket Chamber of Commerce and Vaughan Chamber of Commerce.
- Throughout the month of June, the new video “*Catch the Excitement*” has been featured on Youtube and Facebook. The video features the benefits of the rapid transit system and has received 2,929 Youtube views and 30 likes to-date – <https://youtu.be/CEfWnZQlqoY>.
- In June, YRRTC won a national award from the Canadian Urban Transit Association (CUTA) for its public relations strategy and communications materials, which supported the commissioning and opening of the dedicated bus rapid transit lanes on Highway 7, from Bayview Ave. to Warden Ave.
CUTA’s National Transit Corporate Recognition Award, in the category of Communications, recognizes exceptional development and implementation of communications initiatives pertaining to internal and external corporate communications and public relations.
- vivaNext continues to engage its audiences in conversation – and increased the total reach and connections through social media channels to 52,328 at the end of June.
- Engagement on social media (Twitter, YouTube, Facebook and blog) continues to be an effective communication tool, with a number of followers sharing views and comments.

Measure / Statistics	Q1-2015	Q2-2015
Visitors to vivanext.com	25,450	27,687
Page views to vivanext.com	76,293	85,602
Followers on Twitter	2,119	2,190
Friends on Facebook	1,810	1,870

- Subscription for construction updates on the vivaNext website (www.vivanext.com) were as follows at the end of June:

Subscribers	Q1-2015	Q2-2015
Highway 7 - Markham	1,297	1,306
Highway 7 - Vaughan	1,286	1,303
Davis Drive - Newmarket	1,554	1,576
Yonge Street – Richmond Hill & Newmarket	3,106	3,160
Spadina Subway Extension	1,077	1,082
Yonge North Subway Extension	1,420	1,469
E-Newsletter	6,351	6,277

For more information on our 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	Description	Contract No.	Vendor Actual (As per PO)	Awarded Value (\$)	Grand Total (\$)
Corporate (2)	Consultant for RER Transit Expansion Program	RFQ-15-030-RT	McPhail Transportation Planning	80,000	128,850
	YRRTC Coaching & Leadership Development	RFQ-15-031-RT	Solution ML Limited	48,850	
Property (1)	Prequalification for Light Standard and Sign Removals and Relocations	RFQ-15-009-RT		-	-
	Prequalification for Contractors for Upgrades to the vivaNext Warden Station	RFQ-14-087-RT		-	
Construction (7)	Y2.1 Enbridge Utility Relocations	RFQ-15-003-RT	Enbridge Gas Distribution Inc.	9,083,739	21,171,806
	Y2.2 Enbridge Utility Relocations	RFQ-15-004-RT	Enbridge Gas Distribution Inc.	6,950,525	
	Y3.2 Enbridge Utilities Relocations	RFQ-15-005-RT	Enbridge Gas Distribution Inc.	5,040,010	
	H2 Bell Early Works	RFQ-15-027-RT	Bell Canada	45,750	
	vivaNext Health and Safety Audit	RFQ-15-029-RT	Resource Environmental Associates	26,450	
	D1 Sign Relocation at 17310 Yonge Street	RFQ-15-032-RT	Weinmann Limited	25,332	
Grand Total (10)				\$21,300,656	\$21,300,656

Table 2 Awarded Contracts by Type

Tender Type	Category	Q2-2015	
		Total (\$)	Count
RFPQ - Request for (Pre) Qualification	Property	-	1
	Construction	-	1
RFQ - Request for Quotation (General)	Construction	25,332	1
RFQ – Single/Sole Source Request for Quotation	Corporate	128,850	2
	Construction	21,146,474	5
Grand Total		\$21,300,656	10

APPENDIX 2: CONTRACT VALUE INCREASES

Table 1 Contract Value Increases - Existing

The following table provides a full breakdown by *Category - YRRTC Existing Contract Increases Amended* for the period of this report.

Category	RFX No.	Contract No.	Vendor	Increased Amount (\$)	Total (\$)
Property (1)	RFQ-14-027-RT	85286	Designed & Delivered	1,485	1,485
	PT-14-047-RT	84793	Cole Engineering Group Ltd.	296,885	339,088
Preliminary Engineering (2)	PT-14-047-RT	84793	Cole Engineering Group Ltd.	42,203	
Construction (3)	RFQ-12-031-RT	83792	Enbridge Gas Distribution Inc.	1,039,077	1,993,349
	RFQ-14-054-RT	85049	Bell Canada	734,272	
	RFQ-12-045-RT	83862	Canadian National Railway Company	220,000	
Total (6)				\$2,333,922	\$2,333,922

Table 2 Contracts Extensions – Existing

Category	RFX No.	Contract No.	Vendor
Property (5)	PT-10-026-RT	84484	Alex Marton Ltd.
	RFP-12-016-RT	84494	S2S Environmental Inc
	PT-14-006-RT	85008	Rafat General Contractor Incorporated
	RFQ-14-027-RT	85286	Designed & Delivered
	PT-10-025-RT	84490	ertl Surveyors
Construction (17)	RFQ-10-063-RT	84528	Bell Canada
	RFQ-12-002-RT	83614	Powerstream Inc.
	RFQ-12-012-RT	83825	Rogers Communications Inc.
	RFQ-12-023-RT	84525	Bell Canada
	RFQ-12-011-RT	84526	Bell Canada
	RFQ-12-010-RT	83762	Enbridge Gas Distribution Inc.
	RFQ-12-044-RT	83833	Enbridge Gas Distribution Inc.
	RFQ-11-065-RT	83327	Rogers Cable Communications Inc.
	RFQ-13-103-RT	84491	Bell Canada
	RFQ-12-045-RT	83862	Canadian National Railway Company
	RFQ-14-058-RT	84810	Enbridge Gas Distribution Inc.
	RFQ-14-031-RT	84748	Enbridge Gas Distribution Inc.
	RFQ-14-033-RT	83763	Powerstream Inc.
	RFQ-14-034-RT	82845	Newmarket-Tay Power Distribution Ltd
	RFQ-12-009-RT	84361	Powerstream Inc.
	RFQ-13-019-RT	84489	Rogers Communications Inc.
	RFQ-13-004-RT	84368	Bell Canada
Subway (4)	COOP-10-038-RT	83070	MacKenzie Ray Heron & Edwardh

COOP-10-036-RT	83119	Hallinan Tautrimis
COOP-10-035-RT	83108	Altus Group Limited
COOP-10-034-RT	83049	Toronto Transit Commission

Grand Total (26)

Table 3 Contracts Closures – Existing

Category	RFX No.	Contract No.	Vendor
Corporate (4)	RFQ-12-006-RT	83813	HR Strategies Consulting Inc.
	RFP-11-094-RT	82741	Barrett Welsh Inc
	RFQ-12-024-RT	83852	MAX Potential
	RFQ-14-059-RT	84913	The Phelps Group Inc
Property (10)	RFQ-13-070-RT	84512	Jeans Paul
	PT-13-035-RT	84480	Media Resources International
	PT-13-015-RT	85400	Appraisal Group Inc.
	RFQ-14-062-RT	85048	Roma Fence Ltd
	PT-11-039-RT	83578	INKAS Security Services Ltd
	RFQ-14-017-RT	84607	Sign Fix Installation Professionals Ltd.
	RFQ-14-008-RT	84515	Beacon Utility Contractors Limited
	PT-14-037-RT	85231	GHD Inc.
	RFQ-14-085-RT	85377	Kneeshaw Electrical Services
	RFQ-14-078-RT	85363	Springdale Electric Ltd.
Preliminary Engineering (2)	PT-13-087-RT	84508	AMEC Environment & Infrastructure
	PT-14-013-RT	84510	Benko Sewer Service
Construction (21)	RFQ-12-022-RT	83753	Enbridge Gas Distribution Inc.
	RFQ-12-066-RT	84028	KPMG LLP
	RFQ-11-085-RT	83405	Enbridge Gas Distribution Inc.
	RFQ-12-027-RT	83758	Enbridge Gas Distribution Inc.
	RFQ-11-075-RT	83409	Enbridge Gas Distribution Inc.
	RFQ-11-076-RT	83418	Enbridge Gas Distribution Inc.
	RFQ-12-075-RT	83383	Toronto Transit Commission
	RFQ-12-038-RT	84331	Enbridge Gas Distribution Inc.
	RFQ-12-064-RT	84335	P1 Consulting Inc.
	RFQ-13-056-RT	84405	Enbridge Gas Distribution Inc.
	RFQ-11-029-RT	83267	Enbridge Gas Distribution Inc.
	RFQ-14-030-RT	82551	Bell Canada
	RFQ-14-031-RT	84748	Enbridge Gas Distribution Inc.
	RFQ-14-035-RT	84511	Hydro One Networks Inc.
	RFQ-13-047-RT	84372	Powerstream Inc.
	RFQ-14-016-RT	84469	Powerstream Inc.
	RFQ-11-067-RT	83639	KPMG LLP
	PR00000389	83029	KPMG LLP
	RFQ-13-102-RT	84470	Powerstream Inc.
	RFQ-14-036-RT	84475	Powerstream Inc.
RFP-12-069-RT	84364	Flags Unlimited Corporation	

Communications (4)	RFQ-12-047-RT	83959	Markham Board Of Trade
	RFQ-12-048-RT	83915	Richmond Hill Chamber Of
	RFP-13-026-RT	84556	inMotion DVS Inc.
	COOP-10-039-RT	83099	Johnston Donald Associates Inc.
Total (42)			

APPENDIX 3: PROCUREMENTS IN PROGRESS

Table 1 Procurements in Progress

The following table provides a full breakdown by *Category - YRRTC Outstanding Procurements* for the period of this report, whereby a solicitation has been advertised, but no award has yet been issued.

Category	Estimated Value	Contract No.	Description	Estimated Project Start Period
Property (2)	\$50,001 to \$100,000	RFP-15-019-RT	D1 Environmental Services – 161 Davis Drive	Q3-2015
	\$100,001 to \$500,000	PT-15-002-RT	H2 Demolition and Remediation – 1082 Centre St.	Q3-2015
Communications (1)	\$50,001 to \$100,000	RFQ-15-033-RT	vivaNext Brand Survey	Q3-2015
Total (3)				

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	Contract No.	Description	Estimated Project Start Period
Property (7)	\$10,001 to \$25,000	RFQ-15-028-RT	Y2.1 Appraisals – MTO Lands	Q3-2015
	\$25,001 to \$50,000	RFQ-15-026-RT	D1 Appraisal Services for Lands Subject to Environmental Considerations	Q3-2015
		RFP-15-013-RT	D1 Surplus Lands Planning Program	Q4-2015
	\$50,001 to \$100,000	RFQ-15-018-RT	H2-VMC Supply & Installation of Temporary Signs	Q3-2015
		RFQ-15-022-RT	D1 Surplus Lands – Appraisal Services for Old Parkside	Q3-2015
	\$100,001 to \$500,000	RFP-15-011-RT	D1 Environmental Services for 69, 534-540 and 665 Davis Drive & Parkside	Q3-2015
	\$500,001 to \$1,000,000	PT-15-025-RT	D1 Remediation – 161 Davis Drive	Q4-2015
Construction (14)	\$10,001 to \$25,000	RFQ-15-046-RT	Y2.1 Expropriation Plans - Harding to Observatory	Q3-2015

	\$25,001 to \$50,000	RFQ-15-045-RT	Y2.1 Sign Relocation – 9839 Yonge St.	Q3-2015
	\$50,001 to \$100,000	RFQ-15-047-RT	Y3.2 TLI Expropriation Plans	Q3-2015
	\$100,001 to \$500,000	PT-15-001-RT	Upgrades to the vivaNext Warden Station	Q3-2015
		RFQ-15-036-RT	Y2.2 Powerstream Utility Relocations	Q3-2015
		RFQ-15-037-RT	Y2.1 Rogers Utility Relocations	Q4-2015
		RFQ-15-038-RT	Y2.2 Rogers Utility Relocations	Q3-2015
		RFQ-15-039-RT	Y3.2 Rogers Utility Relocations	Q3-2015
	\$1,000,001 to \$5,000,000	RFQ-15-040-RT	Y2.1 Bell Utility Relocations	Q3-2015
		RFQ-15-041-RT	Y2.2 Bell Utility Relocations	Q3-2015
		RFQ-15-042-RT	Y3.2 Bell Utility Relocations	Q3-2015
		RFQ-15-043-RT	Y3.2 Newmarket Hydro Utility Relocations	Q3-2015
		RFQ-15-044-RT	Y3.2 Hydro One Utility Relocations	Q3-2015
	>\$5,000,001	RFQ-15-035-RT	Y2.1 Powerstream Utility Relocations	Q3-2015
Communications (1)	\$100,001 to \$500,000	PT-15-017-RT	Printing Services	Q3-2015
	\$0 to \$5,000	RFQ-15-016-RT	SmartCentres-VMC Terminal - Construction Pre-qualification	Q4-2015
Terminals (4)	\$100,001 to \$500,000	RFP-15-012-RT	Millway Avenue – Design and Engineering Services	Q3-2015
	\$500,001 to \$1,000,000	RFP-15-014-RT	Cornell Station – Architectural and Engineering Consultant Services	Q3-2015
		RFP-15-015-RT	Park 'n' Ride Facility – Warden Jug Handle Engineering Consultant Services	Q4-2015
Total (26)				