

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

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

Subject: Project Status Quarterly – Q1 2015

Ref: YORK-#5944873

## Recommendation

It is recommended that:

1. The attached Project Status Quarterly – Q1 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 – Q1 2015 report is attached, and reflects activities up to March 31, 2015.

## Project Highlights

### ***Bus Rapidways & Stations (BRT) Program***

***With 6.0 km of rapidway in service along Highway 7 in 2014, 17% of the BRT program has now been completed***

- Highway 7 East (H3), from Bayview Avenue to Warden Avenue (6.0 km) – over 95% completion, with some finishing touches completed by this Summer
  - Last segment from South Town Centre Boulevard (STC) to Warden Avenue in service as of January 4, 2015, creating a seamless connection along Highway 7 East from Bayview Avenue in the Town of Richmond Hill to City of Markham's Downtown
  - Preparation work for top lift asphalt, the installation of boulevards, pavers and sidewalks, and planting from STC to Warden Avenue have commenced, with completion by late June

- Since the opening of the first segment of the rapidway in August 2013 – average decrease of 35% in travel time from Bayview Avenue to Highway 404, and 10% increase in ridership from Bayview Avenue to South Town Centre
- Davis Drive (D1), from Yonge Street to Roxborough Road (2.6 km) – to-date construction at 70% completion and in service as of December 17, 2015
  - Construction work continues on the two vivastation canopies at Main Street and Southlake; east and west platforms at Longford vivastation nearing completion
  - With the relocation of Union Hotel completed, site restoration and exterior landscaping are expected to commence this Spring
  - Work for the installation of sanitary and storm sewers as well as road widening is on-going
- Highway 7 West (H2-VMC), from Bowes Road to Edgeley Boulevard – (3.6 km):
  - East of Jane Street – construction works underway with construction at 40% completion to-date and this rapidway segment available for service in Fall 2016
    - Utility relocations completed from west of CN bridge to Jane Street
    - Widening of CN bridge progressing – at approximately 62% completion
    - Replacement/Upgrading of storm sewers progressing – at 60% completion
  - West of Jane Street – construction works to commence this Spring 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 Street (Y2.1, Y2.2, & Y3.2) – (8.9 km):
  - Design-Build Constructor, RapidLINK, progressing to 90% design, which have allowed for start of relocation design works by the Utility Companies
    - Enhanced designs for Y3.2 and Y2.2 completed – Y2.1 to follow shortly
    - Enbridge to start utility relocations at Y3.2 this Summer – followed by Bell and Rogers, and Newmarket-Tay Hydro thereafter
  - All segments of rapidway in service by end of December 2018
    - Y2.1 – Highway 7 to Major Mackenzie Drive
    - Y2.1 – Leventdale Avenue to 19th Avenue
    - Y3.2 – Mullock Drive to Davis Drive
- Highway 7 West (H2), from Yonge St. to Bowes Road and Edgeley Boulevard to Pine Valley Drive (approximately 12.0 km) – procurement for Design-Build-Finance (DBF) contract underway, with Infrastructure Ontario leading the process
  - RFP released in September 2014, with 3 pre-qualified proponents – RapidLINK, EDCO and move7
  - DBF contract award projected in September 2015 – rapidway in service by end of November 2020
  - Geotechnical investigations, subsurface utility investigations and CCTV sewer inspections in support of the Design-Build-Finance procurement, completed
- BRT– Rapidways & Stations program is fully funded by the Province of Ontario and represents a total transportation infrastructure investment of \$1.755 billion in the Region – part of the Metrolinx's *'The Big Move'* first wave of projects announcement

## **Facilities and Terminals Program**

### ***Canada Strategic Infrastructure Fund (CSIF) Program is well underway***

- Construction is now complete for the state-of-the-art Operations, Maintenance and Storage Facility (OMSF) at Headford Business Park in the Town of Richmond Hill. Project completed by PCL Constructors, with substantial completion and hand-over to York Region Transit (YRT) on March 30, 2015
  - 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 and which will increase to 250 over time
  - Facility to be occupied by York Region Transit and the Transit Service Contractors – and to also store and maintain York Region’s Viva fleet
- Purchase of the Cornell Terminal lands closed in October 2014 – located at Highway 7 East and Ninth Line in the vicinity of Markham-Stouffville Hospital
  - Procurement for design and construction services to start this Spring – targeting for the construction of the 11-bay bus terminal to commence in early 2016, with completion in late 2017

### ***Implementation of the integrated Park ‘n’ Ride facilities for YRT/Viva region-wide in support of the Bus Rapidways Transit System has commenced***

- Highway 7 East (H3) – procurement for the design and engineering of the on-surface parking facility at Warden Jug Handle (Warden Ave./Enterprise) in progress – construction to commence in Spring/Summer 2016
- Davis Drive (D1) – this Park ‘n’ Ride facility will be completed in September. It is being delivered by GO Transit and funded in partnership by Metrolinx, GO Transit and the Province

## **Subways Program**

### ***Construction of the Toronto-York Spadina Subway Extension (TYSSE) is on-going***

- Region’s cost-to-date is \$229.3 million when comparing to its original TYSSE contribution commitment of \$351.6 million – this excludes the Capacity Buy-In and Viva Concourse at Vaughan Metropolitan Centre
  - Public announcement made by TTC CEO that the project will be completed by the end of December 2017, with \$150.0 million in additional funding required to reset the project – out of which the Region has approved its contribution share of \$60.0 million per the TYSSE Contribution Agreement
    - \$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
    - Does not consider potential additional costs to settle delay claims from TYSSE’s contractors – this will be reported at a later date this year

- 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 system to the subway at Vaughan Metropolitan Centre progressing
  - Design completed and construction underway – project completion timeline in sync with the opening of the subway
- SmartCentres-Vaughan Metropolitan Centre (VMC) Terminal – a 9 bus-bay terminal located at VMC Subway Station
  - Concept Design by Diamond Schmitt Architects Incorporated (DSAI) completed, with Preliminary Design to be completed in Q2 this year
  - Procurement of the Construction contract planned to start in Q3 this year – construction to start in 2016 and project completion timeline staged with the opening of the subway

**Yonge North Subway Extension**

- Transit Project Assessment Process (TPAP) – preferred option for the location of the Train Storage Facility finalized and approved by the Ministry of the Environment and Climate Change
- Funding for Preliminary Engineering (30% design) made available by the Province

Financial Highlights

**For the first quarter, Capital Expenditures were \$118.5 million – of which the Region’s contribution was \$16.0 million (Table 1)**

**Table 1 – YRRTC Capital Expenditures, Year-to-Date 2015**

Capital Expenditures (\$Millions)	Regional Program (YTD) \$	Metrolinx Program (YTD) \$	Inception-To-Date \$	Funding \$
BRT Rapidways & Stations		72.9	784.3	1,755.0
BRT Facilities & Terminals & Buses	18.6		193.4	244.5
Spadina Subway Ext.	26.9		711.2	1,098.8
<i>Construction</i>	26.9		687.9	1,054.8
<i>Viva Concourse</i>	-		3.1	13.7
<i>Capacity Buy-In &amp; Other</i>	-		20.1	30.3
Yonge North Subway Ext.	-		3.9	4.3
Rapidway Studies	-		2.0	3.2
<b>Total Capital</b>	<b>45.6</b>	<b>72.9</b>	<b>1,694.8</b>	<b>3,105.7</b>
<b>Total Regional Funded</b>	<b>16.0</b>		<b>336.5</b>	<b>510.4</b>

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

- Metrolinx Capital Program – expenditures for the BRT-Rapidways & Stations program are \$72.9 million, driven by:
  - Construction finishings on Highway 7 East (H3)
  - Construction progressing along Davis Drive (D1) and Highway 7 West (H2-VMC)
  - Purchase of lands for Yonge Street (Y2.1 & Y2.2) and the remaining Highway 7 West (H2)
- Regional Capital Program – expenditures are \$45.6 million, driven by the on-going construction of the TYSSE project and substantial completion of OMSF

**For the first quarter, Net Operating Expenditures are (\$1.4 million) versus the approved budget of (\$1.5 million) (Table 2) – due to timing differences**

**Table 2 – YRRTC Operating Expenditures, Year-to-Date 2015**

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	2.5	0.6	1.8
York Region Staff & Administration	1.0	0.0	1.0
Financing Costs	1.1	1.1	0.0
<b>Gross Operating</b>	<b>4.6</b>	<b>1.8</b>	<b>2.8</b>
Capital Recoveries	(2.8)	(0.0)	(2.8)
Revenues	(3.1)	(3.1)	0.0
<b>Net Operating - Tax Levy</b>	<b>(1.4)</b>	<b>(1.4)</b>	<b>0.0</b>

- Gross Operating Expenditures are \$4.6 million, offset by:
  - Capital Recoveries of \$2.8 million against the Metrolinx and Regional Capital Programs – staff and administrative costs, including office leases
  - Revenues of \$3.1 million from Development Charges and Federal Gas-Tax Revenues, offsetting Financing Costs of \$1.1 million for Debt Principal and Interest payments

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

May 14, 2015  
Attachment: (1)



## Table of Contents

---

<b>MANDATE</b> .....	<b>3</b>
<b>1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK</b> .....	<b>4</b>
<b>2.0 MANAGEMENT AND OPERATIONAL HIGHLIGHTS</b> .....	<b>5</b>
<b>3.0 DESIGN &amp; CONSTRUCTION ACTIVITIES</b> .....	<b>7</b>
<b>3.1 BUS RAPID TRANSIT (BRT) PROGRAM</b> .....	<b>7</b>
ENTERPRISE DRIVE – WARDEN AVE. TO BIRCHMOUNT RD. (H3.3) .....	7
HIGHWAY 7 EAST – RICHMOND HILL CENTRE TO WARDEN AVE. (H3) .....	8
DAVIS DRIVE – YONGE ST. TO HIGHWAY 404 (D1) .....	9
HIGHWAY 7 WEST – BOWES RD. TO EDGELEY BLVD. (H2-VMC).....	10
YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DR. (Y2.1); LEVENDALE AVE. TO 19TH AVE. (Y2.2); MULOCK DR. TO DAVIS DR. (Y3.2) .....	11
HIGHWAY 7 WEST – HWY. 7 FROM WEST OF PINE VALLEY DR. 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) .....	13
ENTERPRISE DRIVE – BIRCHMOUNT RD. TO JUST EAST OF KENNEDY RD. (H3.4) .....	14
<b>3.2 FACILITIES AND TERMINALS PROGRAM</b> .....	<b>15</b>
OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF).....	15
CORNELL TERMINAL.....	16
PARK ‘N’ RIDE.....	17
<b>3.3 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM</b> .....	<b>18</b>
SPADINA SUBWAY EXTENSION.....	18
SMARTCENTRES VAUGHAN METROPOLITAN CENTRE (VMC) TERMINAL.....	21
<b>3.5 YONGE NORTH SUBWAY EXTENSION (YNSE) PROGRAM</b> .....	<b>22</b>
<b>4.0 PROCUREMENT ACTIVITIES</b> .....	<b>23</b>
<b>4.1 AWARDED CONTRACTS – NEW</b> .....	<b>23</b>
<b>4.2 AMENDED CONTRACTS - EXISTING</b> .....	<b>24</b>
<b>4.3 PROCUREMENTS IN PROGRESS</b> .....	<b>25</b>
<b>4.4 UPCOMING PROCUREMENTS</b> .....	<b>25</b>
<b>5.0 FINANCIAL UPDATES</b> .....	<b>26</b>
<b>5.1 CAPITAL EXPENDITURES SUMMARY</b> .....	<b>26</b>
<b>5.2 METROLINX MASTER AGREEMENT - \$1.8 BILLION</b> .....	<b>28</b>
<b>5.3 TORONTO-YORK SPADINA SUBWAY EXTENSION PROGRAM – \$1.1 BILLION</b> .....	<b>30</b>
<b>5.4 YONGE NORTH SUBWAY EXTENSION PROGRAM</b> .....	<b>31</b>
<b>5.5 OPERATING EXPENDITURES SUMMARY</b> .....	<b>32</b>
<b>6.0 COMMUNICATIONS</b> .....	<b>33</b>
<b>6.1 GOVERNMENT RELATIONS</b> .....	<b>33</b>
<b>6.2 COMMUNITY ENGAGEMENT</b> .....	<b>34</b>
<b>APPENDIX 1: AWARDED CONTRACTS</b> .....	<b>36</b>
<b>APPENDIX 2: CONTRACT VALUE INCREASES</b> .....	<b>37</b>
<b>APPENDIX 3: PROCUREMENTS IN PROGRESS</b> .....	<b>38</b>
<b>APPENDIX 4: UPCOMING PROCUREMENTS</b> .....	<b>39</b>

## 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](http://www.york.ca).



**President**  
Mary-Frances Turner



**Chief Financial Officer and Treasurer**  
Michael Cheong



**Chief Engineer**  
Paul May



**Design Chief, Infrastructure and Development**  
David Clark



**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 Q1 2015, \$1.7 billion or 53% 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:

- 34.7 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./16<sup>th</sup> 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

- 4 BRT rapidways are currently under construction:
  - Highway 7-East BRT rapidway over 95% complete, with some finishing touches completed by Summer 2015
    - First segment from Bayview Ave. to Highway 404 in service since August 2013;
    - Second segment from Highway 404 to South Town Centre Blvd. in service at end of August 2014;
    - Last segment from South Town Centre Blvd. to Warden Ave. in service as of January 2015 – preparation work for top lift asphalt, the installation of boulevards, pavers and sidewalks, and planting from STC to Warden Avenue have commenced, with completion by late June.
  - Davis Drive BRT rapidway, from Yonge St. to Highway 404 – to-date construction at 70% completion, and in service as of by December 17, 2015
    - Construction work continues on the two vivastation canopies at Main Street and Southlake; east and west platforms on Longford station nearing completion;
    - With the relocation of Union Hotel completed, site restoration and exterior landscaping are expected to commence this Spring.
  - Highway 7-West, VMC (Vaughan Metropolitan Centre) rapidway, from Bowes Rd. to Edgeley Blvd. progressing
    - East of Jane St. – construction works underway with to-date construction at 40%, with this rapidway segment available for service in Fall 2016;
    - West of Jane St. – construction works to commence this Spring in coordination with the Toronto-York Spadina Subway Extension (TYSSE) project, and segment to open in sync with the opening of the subway in December 2017.
  - Yonge St. BRT rapidway – to-date construction at 8%, with expected project completion by December 2018
    - Design-Build constructor, York RapidLINK, progressing to 90% design;
    - Enhanced designs for Y3.2 and Y2.2 completed – and Y2.1 to follow shortly; Enbridge to start utility relocations this Summer – followed by Bell and Rogers, and Newmarket-Tay Hydro thereafter;
    - Clearing and grubbing along the Right-of-Way has begun.
- Remainder of Highway 7-West (H2-East, H2-West) BRT rapidway, from Yonge St. to Bowes Rd. and from Edgeley Blvd. to Pine Valley Dr. – procurement for Design-Build-Finance (DBF) contract underway, with Infrastructure Ontario leading the process
  - RFP released in September 2014 to 3 pre-qualified proponents – RapidLINK, EDCO and move7;
  - Design-Build-Finance contract award in September 2015 – rapidway in service by end of November 2020.

## Facilities and Terminals

- Operations, Maintenance and Storage Facility (OMSF) at Headford Business Park in Town of Richmond Hill construction substantially completed and handover on March 30, 2015
- Cornell Terminal land acquisition closed in October 2014 – located in the City of Markham, at Highway 7-East and Ninth Line in the vicinity of Markham-Stouffville Hospital (MSH). Procurement for design and construction services underway – construction to start in 2016, with completion in late 2017
- Implementation of the integrated Park ‘n’ Ride facilities for YRT/Viva region-wide in support of the Bus Rapidways Transit System has commenced
  - Highway 7 East (H3) – procurement for the design and engineering of the on-surface parking facility at the Warden Jug Handle (Warden Ave./Enterprise Dr.) in progress – construction to commence in Spring/Summer 2016;
  - Davis Drive (D1) – this Park ‘n’ Ride facility will be completed in September. It is being delivered by GO Transit and funded in partnership by Metrolinx, GO Transit and the Province.

## Toronto-York Spadina Subway Extension (TYSSE)

- Public announcement made by TTC CEO that the project will be completed by the end of December 2017, with \$150.0 million in additional funding required to reset the project – out of which the Region authorized its additional contribution share of \$60.0 million
  - \$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;
  - Does not consider potential additional costs to settle delay claims from TYSSE’s contractors – this will be reported at a later date this year.
- Construction of all stations progressing, of which 3 are in York Region – Pioneer Village, Highway 407 and Vaughan Metropolitan Centre (VMC)
- Viva Concourse – underground connection between the YRT/Viva system and the subway at Vaughan Metropolitan Centre progressing
- SmartCentres-Vaughan Metropolitan Centre (VMC) Terminal – a 9-bus bay terminal located at VMC Subway Station
  - Concept Design by Diamond Schmitt Architects Incorporated (DSAI) completed, with Preliminary Engineering to be completed in Q2 this year
  - Procurement of the construction contract planned to start in Q3 this year – construction to start in 2016 and project completion timeline staged with the opening of the subway

## Yonge North Subway Extension (YNSE)

- Transit Project Assessment Process (TPAP) – preferred location of the Train Storage Facility finalized and approved by the Ministry of Environment and Climate Change to move forward
- Funding for Preliminary Engineering now available from the recent announced provincial budget – preparation work underway to have 30% design completed by mid-2018

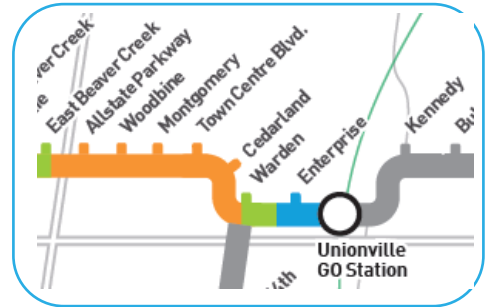
### 3.0 DESIGN & CONSTRUCTION ACTIVITIES

#### 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 (Black and McDonald, AGI and Weinmann), with the contract to be awarded in Q2-2015.



### 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 work to settle with property owners

###### 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 95% completion
- Deficiencies and warranty issues continue to be addressed
- Highway 404 to STC in-service in August 2014; and 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 Q2-2015;
  - Top lift and final pavement markings to be completed by Q2-2015;
  - Remaining landscaping to be completed by Q2-2015

###### Keeping the Public Informed

- Work is almost complete, but when necessary construction bulletins continue to be issued to ensure that the public is aware and informed.

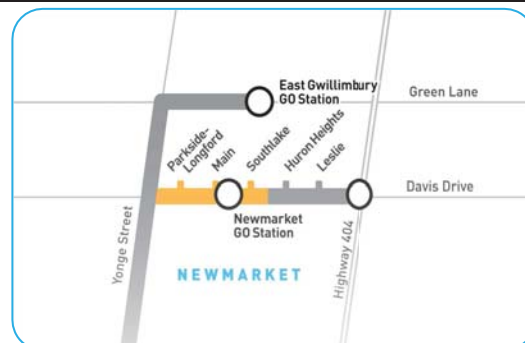


### 3.1 BUS RAPID TRANSIT (BRT) PROGRAM

#### 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. Construction to be completed 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 is now in its final location. Site restoration and exterior landscaping are targeted for spring 2015
- Environmental-Remediation works on-going as per Remediation Action Plan (RAP) for the lands acquired as part of the project
- On-going work to settle with property owners

###### Utility Relocations

- Overall Utility Relocations (Enbridge and Newmarket-Tay Power) at over 96% completion. Some remaining telecom relocations not part of the JUDB to be completed
  - Enbridge work fully completed in March 2015
  - Design-Builder, KED, is constructing the civil component of the Joint Use Duct Bank (JUDB), an underground concrete conduit for telecom (Bell, Rogers and YTN) – at 90% completion. Splicing by the respective utilities has commenced and is on-going



###### Design-Build Construction

- To-date construction at 70% completion
- Major infrastructure upgrades work nearing completion, e.g. upgrades of culverts, new storm sewers, sanitary sewers and watermain
- Road widening, boulevard work, and paving progressing throughout the corridor, with the section from Yonge St. to Barbara Rd. nearing completion
- Station work is on-going on all 6 median platforms, canopy work underway at 3 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 to occur in April 2015

###### Keeping the Public Informed

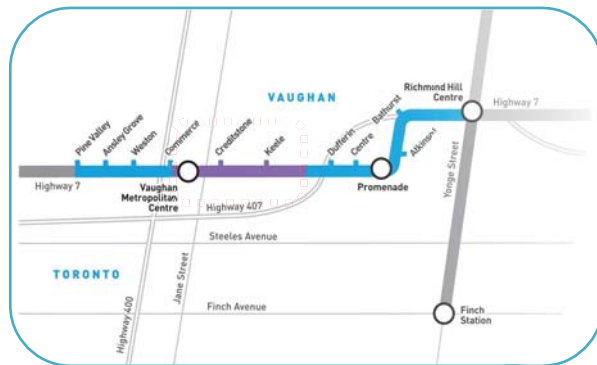
- Construction bulletins and traffic advisories continue to be issued to ensure that the public is aware and informed of the construction activities

### 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 properties required by the project are now in possession
- Environmental-Remediation works on-going as per Remediation Action Plan (RAP) for the lands acquired as part of the project
- On-going work to settle with property owners

###### Utility Relocations

- Hydro (PowerStream) relocations – east of Jane St. to east of Keele St. now complete; remaining relocations west of Jane St. continue
- Telecom (Bell) duct bank works progressing east of Keele St.
- Telecom works (Rogers) between Hwy. 400 and Jane St. is nearing completion



###### Design-Build Construction

- East of Jane St. to Bowes Rd., construction works underway – to-date construction at 40% completion
  - Foundation caissons completed for the Creditstone and platforms
  - CN bridge widening works proceeding, with piers construction completed. Bridge works expected completion by end of 2015
  - East of CN Bridge, storm sewer works on-going
- West of Jane Street from Jane St. to Edgeley Blvd. – major works scheduled and currently awaiting work completion by TYSSE sub-contractor(s) so the Design-Builder (KED) can be handed the area to work
  - Partial areas have been made available starting mid-March 2015, remainder by September 2015
  - Coordination efforts continue between the KED and TYSSE to allow for road widening and storm sewer works in advance of next traffic staging which will reduce Highway 7 to 2 lanes in each direction between Edgeley Blvd. and Jane St. for the remaining portion of 2015
- VMC canopy structure fabrication is on-going

###### Keeping the Public Informed

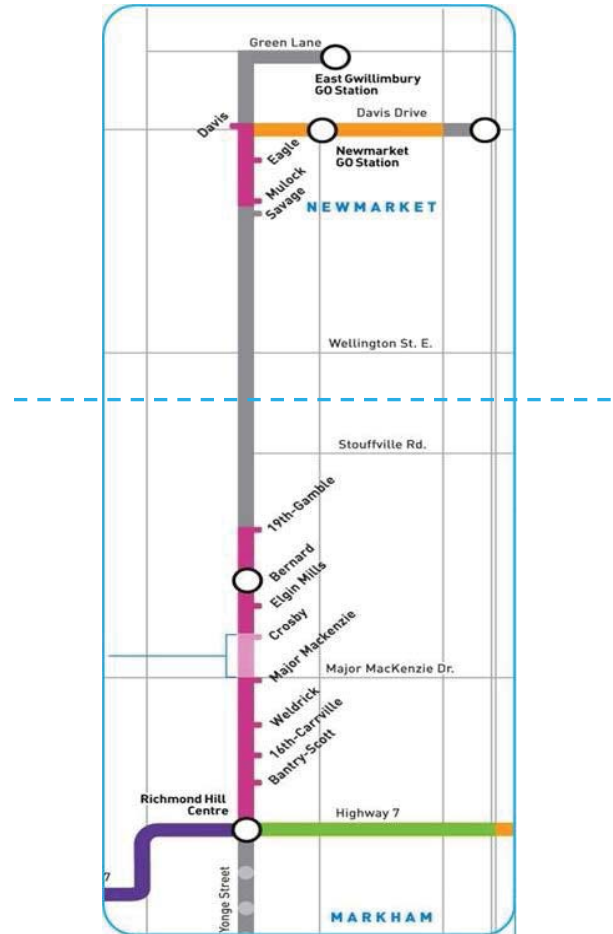
- Construction bulletins and traffic advisories continue to be issued to ensure that the public is aware and informed of the construction activities

**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 19<sup>th</sup> 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)**

- Acquisition of lands required for the project underway, on track for June 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)
  - Draft Remedial Action Plan reports (RAPs) are currently under review
- Negotiations for accessing provincial and municipal lands are progressing

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

- Acquisition of lands required for the project underway, 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)
  - Draft Remedial Action Plan reports (RAPs) are currently under review
- Negotiations for accessing provincial and municipal lands are progressing

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

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

### Utility Relocations

- Working team between the Design-Builder, York RapidLINK and the Utility Companies – to prepare for utility relocations along the 3 segments of the rapidway
  - Workshops with all utilities and municipal partners are being conducted to develop the enhanced design
  - Enhanced design for Y3.2 and Y2.2 have been issued to the Utility Companies in order to advance their designs; Y2.1 enhanced design targeted for beginning of Q2-2015
  - Majority of potholing investigations to verify utility relocations completed in all segments, additional potholing may be required to advance utility design and construction planning
- Utility relocations include electrical works (PowerStream, Newmarket-Tay Hydro and Hydro One), gas works (Enbridge) and telecom works (Rogers, Allstream and Bell)
  - Y3.2 relocations targeted for Q2-2015

### Design-Build Construction

- To-date construction at 8% completion (activities including mobilization, 60% design, utility coordination, etc.)
- Clearing and grubbing of trees in the Right-of-Way has begun
- Continuous coordination with York RapidLINK in order to move forward with the project and advance the design.
  - 90% design packages targeted for Q2-2015



### Keeping the Public Informed

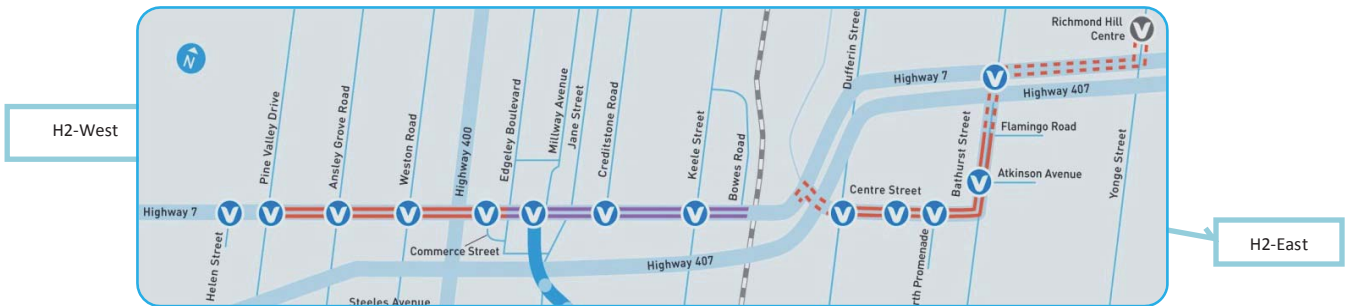
- Community Liaisons advancing their outreach program and making contacts along the corridor in order to inform the community of the upcoming rapidway construction and impacts

### 3.1 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 WEST – HWY. 7 FROM WEST OF PINE VALLEY DR. 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 12.0 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 mid-2016



#### Progress Status Update

##### Property

- Acquisition of lands required for the project underway, majority of property in possession by August 2016

##### Utility Relocations

- Utility and constructability reviews are complete

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

- Procurement underway – process led by Infrastructure Ontario, with RFP released to the 3 pre-qualified proponents in September 2014, and contract to be awarded in September 2015
- Project construction timeline has been extended to late 2020
- Environmental investigations in support of the Design-Build-Finance procurement and property acquisition; phase 1 work complete (initial environmental assessment) and phase 2 (environmental testing) work to follow
- Geotechnical investigations, subsurface utility investigations and CCTV sewer inspections in support of the Design-Build-Finance procurement, completed



##### Keeping the Public Informed

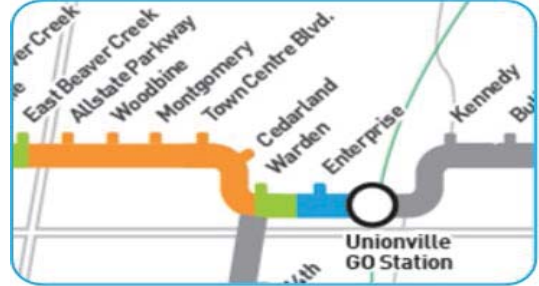
- Community Liaisons advancing their outreach program and making contacts along the corridor in order to inform the community of the upcoming rapidway construction and impacts

**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**

**Preliminary Engineering**

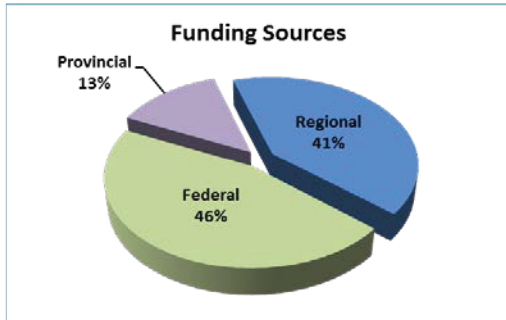
- Immediate and ultimate plan for station installation being reviewed
- Rapidway alignment to be dictated by the Regional Express Rail Implementation

**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 being 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./16<sup>th</sup> Ave. –north-east quadrant)
- 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**

- Construction is now complete for the state of the art Operations, Maintenance and Storage Facility which includes energy-efficient and environmentally-friendly features
- This project was delivered on time and on budget
- Hand-over of the facility to YRT occurred on March 30th with a target to be in service by summer 2015
- The facility is comprised of 3 main areas: Repair Garage, Storage Garage and Administrative Building
- Commissioning activities completed to ensure readiness of the facility for opening day
- Facility to be occupied by the Transit Service Contractor and York Region Transit and will store and maintain York Region Transit - Viva Transit vehicles



**3.2 FACILITIES AND TERMINALS PROGRAM**

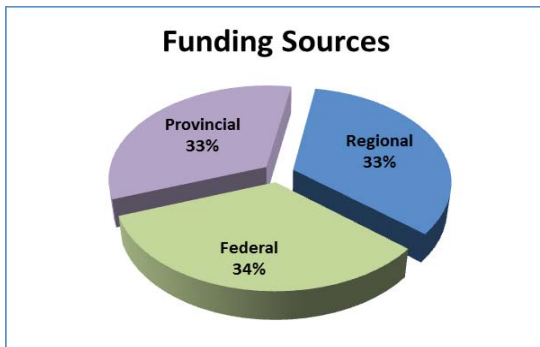
**CORNELL TERMINAL**

**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 for the bus terminal location and conceptual/Preliminary Engineering work to commence
- Procurement for design and construction to start Q3-2015 – targeting for the construction to start in Q2-2016 with project completion by December 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***

- Procurement for design and engineering in progress
- Construction to start in Q2-2016



### 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



##### Project Update

- March 26, 2015 the CEO of Toronto Transit Commission (TTC) addressed a memo to the TTC Board stating the project required additional time to complete the project, extending construction at the earliest to December 31, 2017
- The project requires an estimated budget increase of \$150 million of which \$90 million has been approved by the City of Toronto and \$60 million has been approved by the Regional Municipality of York.
  - Out of the \$150 million, \$70 million will be allocated to additional project management costs – 2016 and 2017, and \$80 million for a Bechtel, the project management firm overseeing the delivery of the project.
- For additional information refer to the following documents found on the TYSSE website [www.ttc.ca/Spadina](http://www.ttc.ca/Spadina):
  - March 26, 2015 TTC Staff Report
  - March 26, 2015 The Regional Municipality of York Toronto-York Spadina Subway Extension – Schedule and Cost Status Update

**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**

- With tunneling completed, rail and track works have commenced and will be followed by electrical and systems installation

**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**

- Work has commenced on TTC bus terminal foundations which will be followed-up by erection of structural steel members
- North of Steeles Avenue, concrete work continues on the station box roof and station entrance concourse
- To-date construction at 72% completion

**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**

- Bus terminal back of house rooms, located at the north portion of the bus terminal, are undergoing mechanical and electrical work
- Foundation work for the southern portion of the bus terminal has commenced
- Concrete work continues at concourse entrance connection for bus terminal and subway station
- To-date construction at 82% completion





**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 being completed to allow for traffic shift to the south and removal of the traffic bridge
- Inside the station, work continues on constructing partition and block walls for various rooms
- Concrete formwork for the main station entrance is being placed
- To-date construction at 72% completion

**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***

- Design completed and to-date construction at 23% completion – excavation to commence in Q3-2015

**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 2015 will do so at the “SmartCentres VCM 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

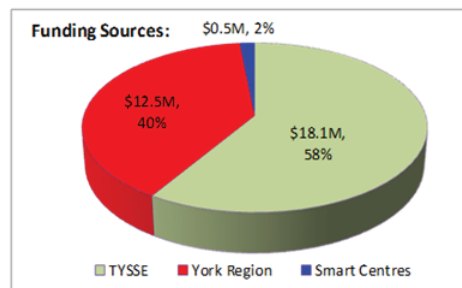


**Land Acquisition Staging and Access**

- 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 to be completed in Q3-2015
- 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 Q2
- RFPQ for construction contractors for SmartCentres VMC Terminal and Millway Avenue planned for Q3-2015
- Construction to commence in spring 2016



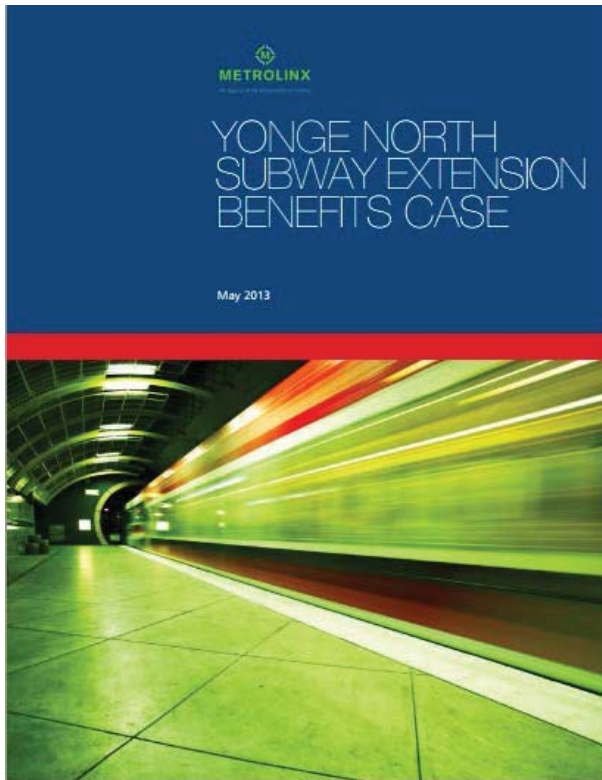
### 3.5 YONGE NORTH SUBWAY EXTENSION (YNSE) PROGRAM

#### 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.



## 4.0 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

### 4.1 AWARDED CONTRACTS – NEW

Contracts for a total of \$215,000 were procured in Q1. The below table identifies a Categorized Summary of YRRTC Contracts Awarded – see Appendix 1 for details:

Category		Q1-2015	Grand Total
<b>Corporate</b>	Total (\$)	48,460	48,460
	Count	1	1
<b>Property</b>	Total (\$)	-	-
	Count	-	-
<b>Preliminary Engineering</b>	Total (\$)	-	-
	Count	-	-
<b>Construction</b>	Total (\$)	70,624	70,624
	Count	1	1
<b>Communications</b>	Total (\$)	95,802	95,802
	Count	1	1
	<b>Total (\$)</b>	<b>214,886</b>	<b>214,886</b>
	<b>Count</b>	<b>3</b>	<b>3</b>

Procurement activities for Q1 were related to the Metrolinx Capital Program, Bus Rapidways & Stations (BRT) – only 3 contracts were awarded this quarter and there were no contracts over \$100K.

At the end of this quarter, total project and contract commitments are \$2.5 billion out of the funding availability of \$3.2 billion.

- Metrolinx Capital Program of \$1.8 billion – \$1.2 billion or 68% committed
- Region Capital Program of \$1.4 billion – \$1.3 billion or 93% committed

#### 4.2 AMENDED CONTRACTS - EXISTING

Total increases of \$17,000 were made to existing contracts this quarter.

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

Category	Type	Q1-2015	Total
<b>Corporate</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Property</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Preliminary Engineering</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Construction</b>	Closed	-	-
	Extension	-	-
	Increased Amount	17,000	17,000
<b>Program Management</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Communications</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Subway</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Terminals</b>	Closed	-	-
	Extension	-	-
	Increased Amount	-	-
<b>Total Closed</b>		-	-
<b>Total Extension</b>		-	-
<b>Total Increased Amount</b>		<b>17,000</b>	<b>17,000</b>

\* 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.

### 4.3 PROCUREMENTS IN PROGRESS

Procurement for 2 contracts are in progress at the end of this quarter – totaling a combined \$1.0M and both expected to be awarded in Q2-2015. 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
		Q2-2015
Property	\$100,001 to \$500,000	2
<b>Total</b>		<b>2</b>

Note that the procurement for the Design-Build-Finance contract for the remaining of Highway 7 rapidway (H2) – which has a budgeted soft cap of \$420.0M is being led by Infrastructure Ontario.

### 4.4 UPCOMING PROCUREMENTS

Several upcoming procurements are scheduled over the next 12 months, with contract awards valued at over \$25 million. Significant procurement activities greater than \$500K include:

- Metrolinx Capital Program:
  - Enterprise Dr. – Station Upgrades
  - Yonge St. BRT – Utility Relocations => Gas, Electricity & Telecom
- Regional Capital Program:
  - Facilities and Terminals
    - Cornell Terminal – Architectural and Engineering Consultant Services
    - Park ‘n’ Ride Facility at Hwy. 407 & Warden Ave. – Engineering Consultant Services
    - Overall Park ‘n’ Ride Facilities – Parking Implementation Program

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	Q2-2015	Q3-2015
Property	\$0 to \$5,000	1	
	\$25,001 to \$50,000	1	
	\$50,001 to \$100,000	3	
	\$100,001 to \$500,000	1	1
Construction	>\$5,000,001	3	
	\$100,001 to \$500,000	2	
Communications	\$50,001 to \$100,000		
	\$100,001 to \$500,000	1	
Terminals	\$0 to \$5,000		1
	\$50,001 to \$100,000	1	
	\$100,001 to \$500,000	1	
Corporate	\$500,001 to \$1,000,000	3	
	\$50,001 to \$100,000	2	
<b>Total</b>		<b>19</b>	<b>2</b>

## 5.0 FINANCIAL UPDATES

### 5.1 CAPITAL EXPENDITURES SUMMARY

Per the current Region’s Transportation Masterplan, YRRTC is the project 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:

- 34.7 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./16<sup>th</sup> 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

Capital expenditures were approximately \$119 million year-to-date, bringing total expenditures to \$1.7 billion since inception of the Capital Program. The main drivers of the expenditures were from:

- Bus Rapidways and Stations program – \$72.9 million, driven by the finishing construction activities on Highway 7-East (H3), on-going construction activities along Davis Drive (D1) and Highway 7-West, Vaughan Metropolitan Centre (H2-VMC), and purchase of lands for Yonge St. (Y2.1 & Y2.2) and the remaining Highway 7 West (H2)
- Substantial Completion of the Operations, Maintenance & Storage Facility (OMSF) – \$14.1 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$26.9 million, driven by the on-going construction of the project

Program	Expenditures		Total Budget *	Budget Remaining	% Remaining
	Expenditures Year-to-Date	Expenditures Inception-to-Date**			
<b>BRT Rapidways and Stations</b>	72,927,257	784,321,694	1,755,015,596	970,693,902	55%
<b>BRT Facilities &amp; Terminals</b>	18,634,343	146,740,482	202,200,109	55,459,627	27%
<b>BRT Vehicles - viva Buses</b>	-	46,636,933	48,684,502	2,047,569	Completed
<b>Toronto-York Spadina Subway Extension (TYSSE)</b>	26,925,375	711,178,289	1,098,780,000	387,601,712	35%
<b>Yonge North Subway Extension (YNSE)</b>	-	3,874,713	4,310,000	435,287	10%
<b>Rapidway Studies</b>	33,750	2,006,638	3,166,709	1,160,071	37%
<b>Total</b>	<b>\$118,520,726</b>	<b>\$1,694,758,748</b>	<b>\$3,112,156,917</b>	<b>\$1,417,398,168</b>	<b>46%</b>

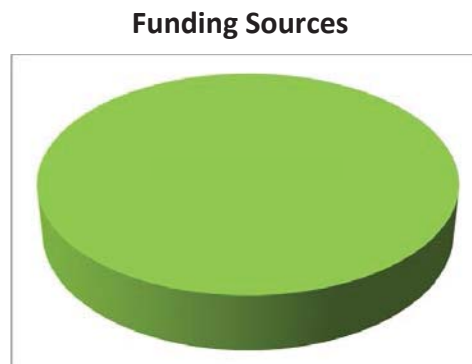
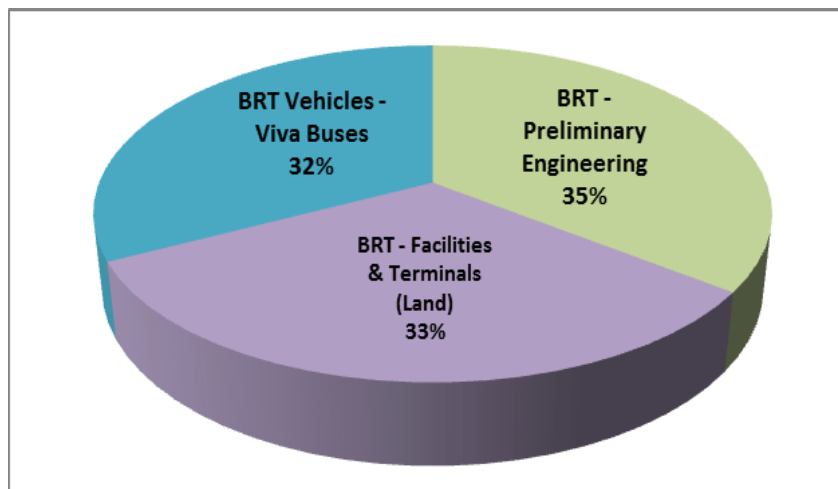
\* Budget is net of Municipal/3rd Party Recoveries & excludes Program Reserves

\*\* Expenditures includes Municipal/3rd Party costs but not recoveries

**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:**



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		Total Budget*	Budget Remaining***	% Remaining
	Expenditures Year-to-Date	Inception-to-Date**			
Enterprise Dr. (PE & Construction)	8,774	18,744,067	18,347,232	(396,835)	Completed
Davis Drive (PE)	-	1,652,913	1,652,913	-	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)	43,209	25,576,625	25,881,654	305,029	1%
BRT Vehicles - viva Buses	8,006	11,506,513	13,554,127	2,047,614	Completed
<b>Total</b>	<b>\$59,989</b>	<b>\$65,650,121</b>	<b>\$67,605,930</b>	<b>\$1,955,809</b>	<b>3%</b>

\* Budget is net of Municipal/3rd Party Recoveries.

\*\* Expenditures includes Municipal/3rd Party costs but not recoveries

\*\*\* Budget to be realigned



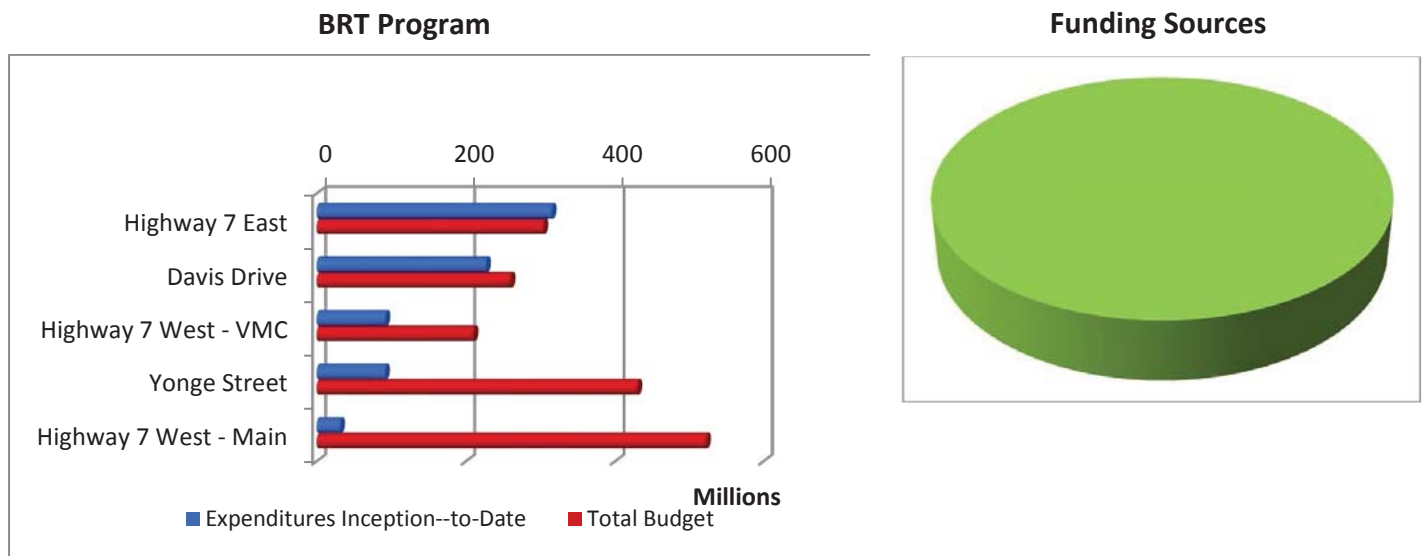
## 5.2 METROLINX MASTER AGREEMENT - \$1.8 BILLION

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; and
- Escalation relating to the \$1.4 billion announcement.

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 approximately \$72.9 million, bringing the total expenditures to \$755.8 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 comparative versus the respective budgets.

### Distribution of Funding by Program – \$1.8 billion:



Project	Expenditures Year-to-Date	Expenditures Inception-to-Date**	Total Budget*	Budget Remaining	% Remaining
Highway 7 East	6,200,463	314,609,075	303,655,247	(10,953,828)	-4%
Davis Drive	7,214,765	226,838,385	259,663,093	32,824,708	13%
Highway 7 West - VMC	7,681,748	91,839,630	210,052,352	118,212,722	56%
Yonge Street	32,382,694	91,291,412	429,576,552	338,285,140	79%
Highway 7 West - Main	19,438,813	31,176,187	522,068,353	490,892,166	94%
Remaining Programs	-	-	30,000,000	-	-
<b>Total</b>	<b>\$72,918,483</b>	<b>\$755,754,689</b>	<b>\$1,755,015,597</b>	<b>\$969,260,908</b>	<b>55%</b>

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

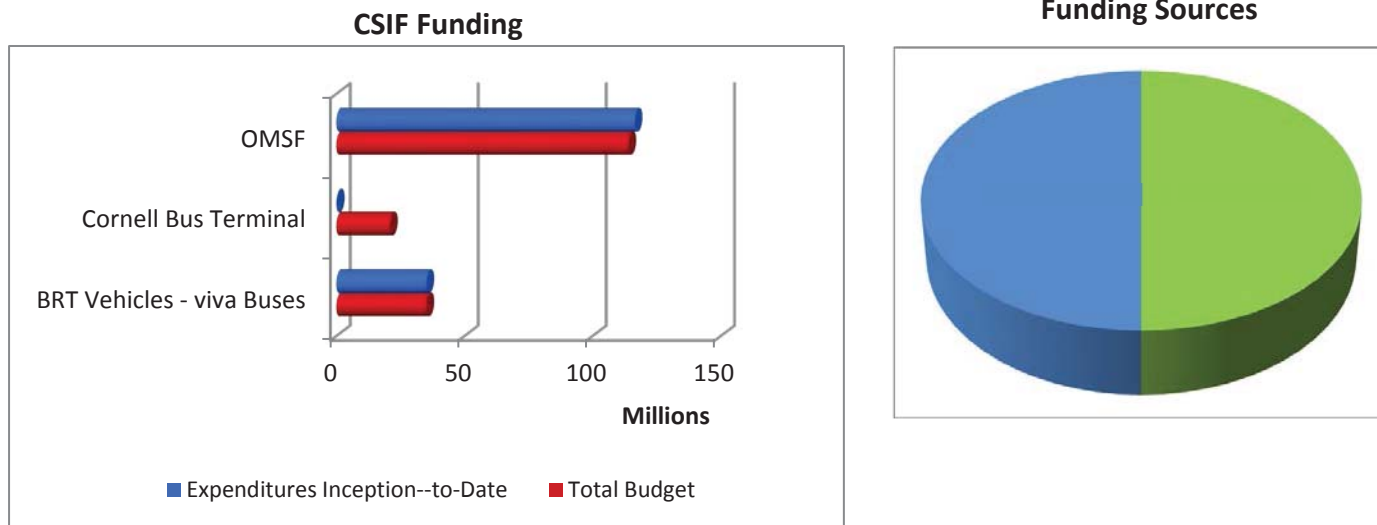
\*\* Expenditures includes Municipal/3<sup>rd</sup> Party costs but not recoveries

### 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 March 30<sup>th</sup> – the year-to-date expenditures were \$14.1 million, bringing the total expenditures to \$151.7 million since inception of the program. Remaining construction invoices to flow in Q2. The below table shows the project expenditures year-to-date and inception-to-date, and provides a comparative versus the respective budgets.

#### Distribution of Funding by Project – \$170.0 million:



Project	Expenditures		Total Budget*	Budget Remaining	% Remaining
	Expenditures Year-to-Date	Inception-to-Date**			
<b>Operations, Maintenance and Storage Facility (OMSF)</b>	14,069,527	116,424,632	113,970,814	(2,453,818)	-2%
<b>Cornell Bus Terminal</b>	4,586	150,524	20,898,811	20,748,286	99%
<b>BRT Vehicles - viva Buses (39)</b>	(8,006)	35,130,420	35,130,375	(45)	Completed
<b>Total</b>	<b>\$14,066,107</b>	<b>\$151,705,577</b>	<b>\$170,000,000</b>	<b>\$18,294,423</b>	<b>11%</b>

\* Budget is net of Municipal/3rd Party Recoveries.

\*\* Expenditures includes Municipal/3rd Party costs

### 5.3 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 similar amounts for the Region’s share of \$1.1 billion.

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 \$229.3 million of the total construction costs, excluding the “Capacity Buy-In” and the interface-concourse (Viva Concourse).

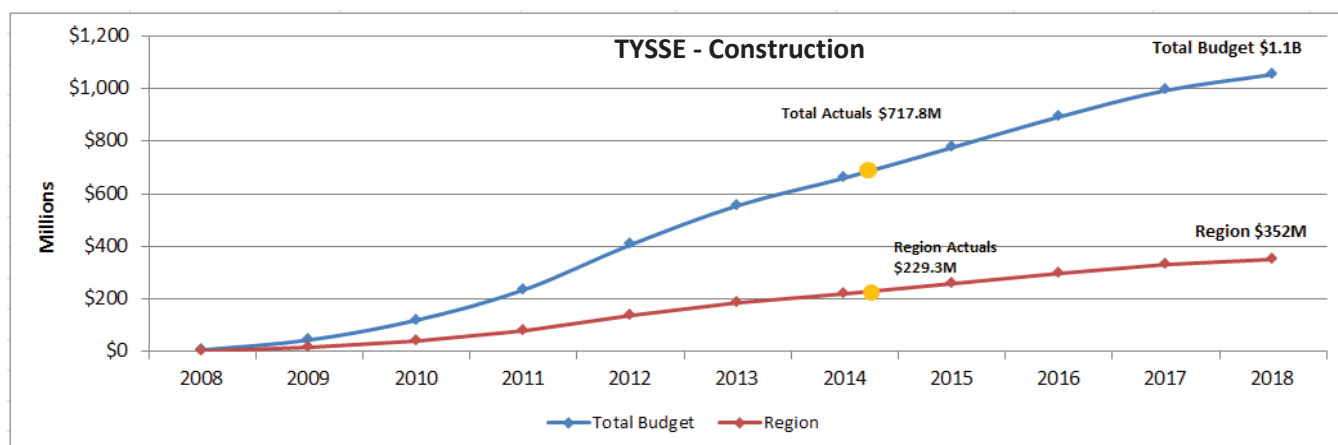
The table below shows the project expenditures at the end of Q1 and inception-to-date:

Project	Expenditures		Total Budget*	Budget Remaining	% Remaining
	Expenditures Year-to-Date	Inception-to-Date**			
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	56,466	125,069	320,126	195,057	61%
<b>York Region - Subway Construction</b>	<b>8,975,125</b>	<b>229,315,897</b>	<b>351,600,832</b>	<b>122,284,935</b>	<b>35%</b>
Province - Subway Constructio	8,975,125	229,315,897	351,600,832	122,284,935	35%
Government of Canada - Subway Construction	8,975,125	229,315,897	351,600,832	122,284,935	35%
<b>Total</b>	<b>\$26,981,841</b>	<b>\$711,178,289</b>	<b>\$1,098,782,495</b>	<b>387,604,206</b>	<b>35%</b>

\* Budget is net of Municipal/3rd Party Recoveries.

\*\* Expenditures includes Municipal/3rd Party costs but not recoveries

Note: Total funding for the project @ \$2.6 billion - 60% for the City of Toronto and 40% for the York Region, whose budget is reflected above.

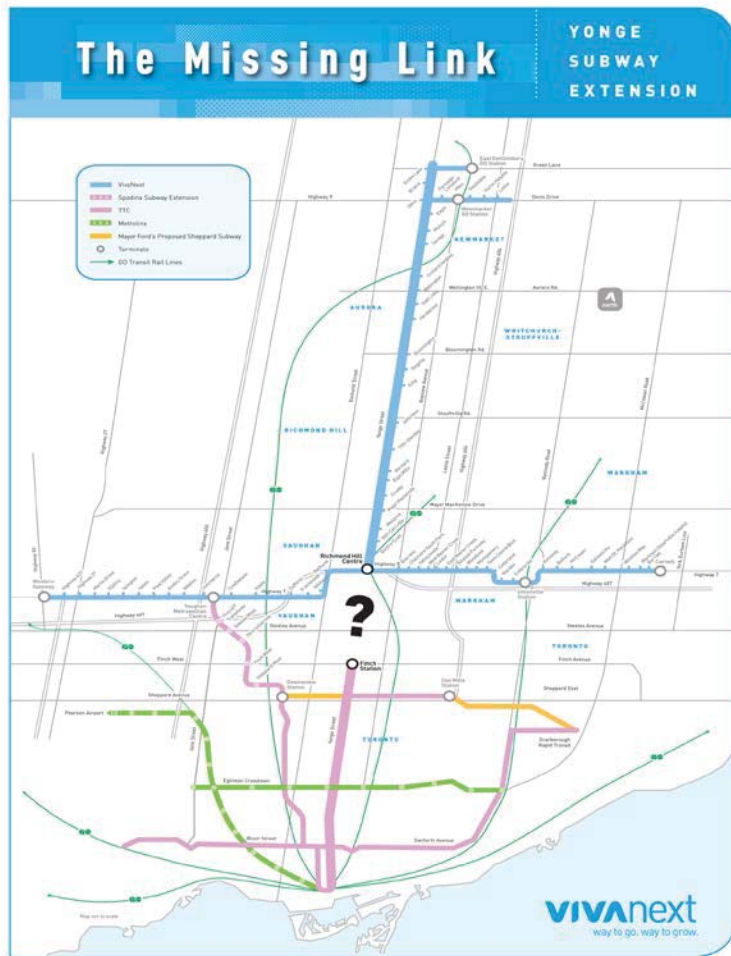


## 5.4 YONGE NORTH SUBWAY EXTENSION PROGRAM

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:

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
<b>Environment Assessment and Conceptual Design</b>	-	3,874,713	4,310,000	435,287	10%
<b>Preliminary Engineering</b>	-	-	-	-	-
<b>Construction</b>	-	-	-	-	-
<b>Total</b>	<b>\$0</b>	<b>\$3,874,713</b>	<b>\$4,310,000</b>	<b>\$435,287</b>	<b>10%</b>



## 5.5 OPERATING EXPENDITURES SUMMARY

Year-to-Date Net Operating Expenditures were **(\$1.4)** million versus the approved budget of **(\$1.5)** million – due to timing differences.

- **Gross Operating Expenditures were \$4.6 million, offset by:**
  - Capital Recoveries of \$2.8 million against the Metrolinx and Regional Capital Programs – staff and administrative costs, including office leases.
  - Revenues of \$3.1 million from Development Charges and Federal Gas-Tax Revenues offsetting Financing Costs of \$1.1 million for Debt Principal and Interest Payments.

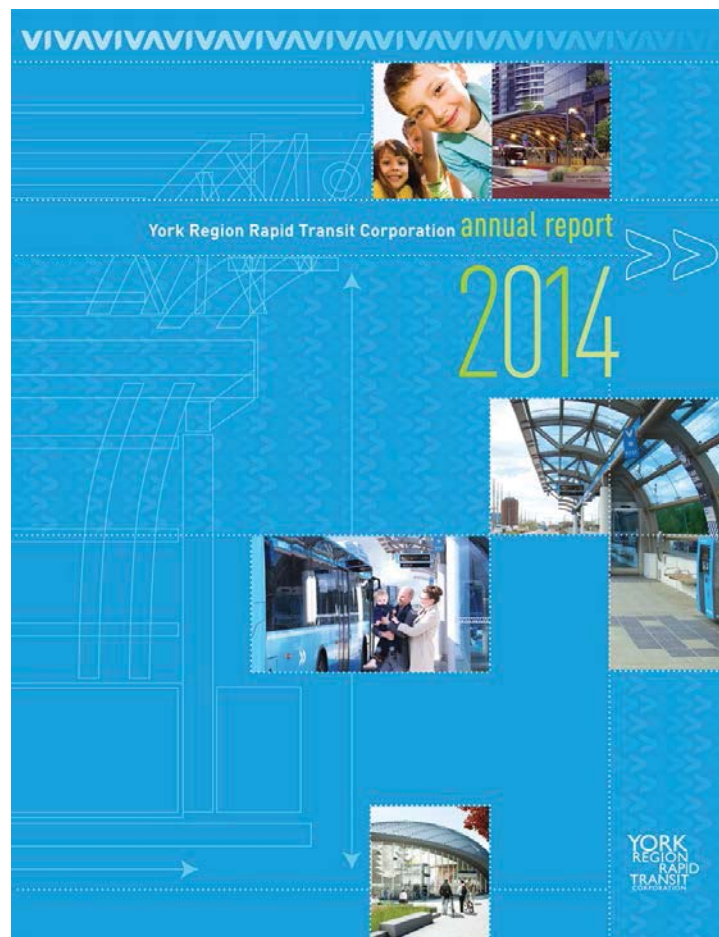
### YRRTC Operating Expenditures, Year 2015

Operating Expenditures (\$ Millions)	Total Operating Expenditures \$	Regional Operating Expenditures \$	Metrolinx Operating Expenditures \$
YRRTC Staff & Administration.	2.5	0.6	1.8
York Region Staff & Administration	1.0	0.0	1.0
Financing Costs	1.1	1.1	0.0
<b>Gross Operating</b>	<b>4.6</b>	<b>1.8</b>	<b>2.8</b>
Capital Recoveries	<b>(2.8)</b>	<b>(0.0)</b>	<b>(2.8)</b>
Revenues	<b>(3.1)</b>	<b>(3.1)</b>	<b>0.0</b>
<b>Net Operating - Tax Levy</b>	<b>(1.4)</b>	<b>(1.4)</b>	<b>0.0</b>

## 6.0 COMMUNICATIONS


### 6.1 GOVERNMENT RELATIONS

- Work to secure funding sources for priority vivaNext projects per YRRTC’s 10-Year Business Plan (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.
- 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.



## 6.2 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
- Organized and/or participated in a number of public and community events and presentations to engage residents, the public and support communities and business owners as well as provide information

<p><b>City of Vaughan</b></p> <ul style="list-style-type: none"> <li>Vaughan Business Expo – Feb. 1</li> <li>Vaughan Business Owners – Project Overview – Feb. 6</li> <li>Vaughan Winterfest – Feb. 8</li> <li>YRT/Viva Vaughan–project information booth – Mar. 25</li> </ul>	<p><b>Town of Newmarket</b></p> <ul style="list-style-type: none"> <li>Presentation on rapidway construction to Newmarket Probus Club – Jan. 21</li> <li>Attended Newmarket Winterfest – Feb. 7</li> <li>Chamber of Commerce Business Lunch – Feb. 24</li> <li>Newmarket Public Library – project information booth – Feb. 10, Mar. 19</li> <li>Newmarket Home Show – Mar. 27-29</li> </ul>
<p><b>City of Markham</b></p> <ul style="list-style-type: none"> <li>Community Liaison continues outreach efforts through the final phase of construction which will be completed in the summer of 2015.</li> </ul>	<p><b>Town of Richmond Hill</b></p> <ul style="list-style-type: none"> <li>Richmond Hill Chamber of Commerce Gov’t Affairs Committee – Project overview - Mar. 6</li> </ul>
<p><b>Other Municipalities &amp; Stakeholders</b></p> <ul style="list-style-type: none"> <li>Participated in the Professional Engineers of Ontario – Transit Symposium as a keynote speaker – Mar. 25</li> <li>YRT/Viva King City PIC – Project information booth – Mar. 30</li> <li>Aurora Public Library – YRT/VIVA PIC participation – Mar. 31</li> </ul>	

- Continued outreach for the Business Support program to all businesses within the H2-VMC rapidway project, including complimentary memberships to the Vaughan Chamber of Commerce
- 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.

	2015
Measure / Statistics	Q1-2015
Visitors to vivanext.com	19,979
Page views to vivanext.com	76,293
Followers on Twitter	2,119
Friends on Facebook	1,810



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

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

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

**Community Liaisons**

**Markham / Richmond Hill**



**Linda Filippi**  
Tel: 905.886.6767 Ext. 71057  
Cell: 905.505.0541  
Email: [linda.filippi@york.ca](mailto:linda.filippi@york.ca)

**Vaughan**



**Carrie Slattery**  
Tel: 905.886.6767 Ext. 71129  
Cell: 289.716.0091  
Email: [carrie.slattery@york.ca](mailto:carrie.slattery@york.ca)

**Newmarket**



**Michelle Dudzik**  
Tel: 905.886.6767 Ext. 71096  
Cell: 905.716.7663  
Email: [michelle.dudzik@york.ca](mailto:michelle.dudzik@york.ca)

**Yonge Street**



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



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



**APPENDIX 1: AWARDED CONTRACTS**
**Table 1 Awarded Contracts**

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

Category	Description	ID	Vendor Actual (As per PO)	Awarded Value	Total
<b>Corporate (1)</b>	YRRTC Provincial Government Relations	RFQ-15-007-RT	Enterprise Canada	48,460	48,460
<b>Construction (1)</b>	H3 – South Town Centre & Cedarland	RFQ-15-020-RT	MTS Allstream Inc.	70,624	70,624
<b>Communications (1)</b>	vivaNext Corridor Banners	RFQ-14-042-RT	Flags Unlimited Corporation	95,802	95,802
<b>Grand Total (3)</b>					<b>\$ 214,886</b>

**Table 2 Awarded Contracts by Type**

Tender Type	Category	Q3-2014	
		Total (\$)	Count
<b>RFQ - Request for Quotation (General)</b>	Corporate	48,460	1
	Communications	95,802	1
<b>RFQ - Single Source Request for Quotation</b>	Construction	70,624	1
<b>Grand Total</b>		<b>\$214,886</b>	<b>3</b>

**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.	ID	Vendor	Increased Amount	Total
<b>Construction (1)</b>	RFQ-13-063-RT	85138	Enbridge Gas Distribution Inc.	17,000	17,000
<b>Total (1)</b>					<b>\$ 17,000</b>

**Table 2 Contracts Extensions - Existing**

There were no Contract Extensions for the period of this report.

**Table 3 Contracts Closures - Existing**

There were no Contract Closures for the period of this report.

**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.

<b>Category</b>	<b>Estimated Value</b>	<b>ID</b>	<b>Description</b>	<b>Estimated Project Start Period</b>
<b>Property (2)</b>	\$100,001 to \$500,000	RFP-15-019-RT	D1 Environmental Services 161 Davis Drive	Q2-2015
		RFPQ-15-009-RT	Prequalification for Light Standard and Sign Removals and Relocation	Q2-2015
<b>Total (2)</b>				

**APPENDIX 4: UPCOMING PROCUREMENTS**
**Table 1 Upcoming Procurement**

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

Category	Estimated Value	ID	Description	Estimated Project Start Period
Property (7)	\$0 to \$5,000	RFPQ-15-010-RT	Prequalifications for Surveyors for vivaNext Projects	Q2-2015
	\$100,001 to \$500,000	PT-15-002-RT	H2 Demolition and Remediation at 1082 Centre St.	Q2-2015
		RFP-15-011-RT	D1 Environmental Services for 69, 534-540 and 665 Davis Drive & Parkside	Q3-2015
	\$25,001 to \$50,000	RFQ-15-026-RT	D1 Appraisal Services for Lands Subject to Environmental Considerations	Q2-2015
	\$50,001 to \$100,000	RFP-15-013-RT	D1 Surplus Lands Planning Program	Q2-2015
		RFQ-15-018-RT	H2-VMC Supply & Installation of Temporary Signs	Q2-2015
		RFQ-15-022-RT	D1 Surplus Lands Old Parkside Appraisal Services	Q2-2015
Construction (5)	\$100,001 to \$500,000	PT-15-001-RT	Upgrades to the vivaNext Warden Station	Q2-2015
		IT-15-001-RT	Enterprise System Upgrades	Q2-2015
	>\$5,000,001	RFQ-15-003-RT	Y2.1 Enbridge	Q2-2015
		RFQ-15-004-RT	Y2.2 Enbridge	Q2-2015
		RFQ-15-005-RT	Y3.2 Enbridge	Q2-2015
Communications (1)	\$100,001 to \$500,000	PT-15-017-RT	Printing Services	Q2-2015
Corporate (2)	\$50,001 to \$100,000	RFQ-15-006-RT	YRRTC Municipal Government Relations	Q2-2015
		RFQ-15-008-RT	YRRTC Federal Government Relations	Q2-2015
Terminals (6)	\$0 to \$5,000	RFQ-15-016-RT	VMC Station Construction Prequalification	Q3-2015
	\$100,001 to \$500,000	RFP-15-012-RT	Millway Avenue Design and Engineering Services	Q2-2015
	\$50,001 to \$100,000	RFQ-15-023-RT	Cornell Station Valuation	Q2-2015
		RFP-15-014-RT	Cornell Station Engineering and Architectural Consultant Services	Q2-2015
	\$500,001 to \$1,000,000	RFP-15-015-RT	Park 'n' Ride Warden Jug Handle Engineering and Consulting Services	Q2-2015
		RFP-15-024-RT	Park n' Ride Parking Implementation Program	Q2-2015
<b>Total (21)</b>				