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MANDATE

York Region Rapid Transit Corporation [YRRTC] is responsible for the planning, design and construction of the rapid transit network and related infrastructure.

The expertise of YRRTC lays in project management – design and engineering, procurement and financial management and community relations. A proven record of disciplined, community-focused project implementation, transparency and collaboration helps get the job done. Project management is backed by knowledge, leadership and innovation in planning great cities centred on new urbanism.

Governance

Board of Directors

YRRTC is a share capital corporation and wholly-owned subsidiary 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.



Chair of the Board
Frank Scarpitti
Mayor
Markham



Vice-Chair 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
John Taylor
Mayor
Newmarket



Director
Jim Jones
Regional Councillor
Markham



Director
Mario Ferri
Regional Councillor
Vaughan

Executive Management Team and Reporting

From the Executive Management Team, the President reports to the Chair of the YRRTC Board and the Chairman and CEO of York Region. Board meetings are held in the York Region Administrative Centre located in the Town of Newmarket. Public reports are posted online at www.york.ca.



President
Mary-Frances Turner



Vice-President, Project Implementation
Paul May P.Eng.



Chief Financial Officer and Treasurer
Michael Cheong
MBA, CPA, CMA



Acting Design Chief, Infrastructure and Development
Stephen Hollinger
P.Eng.

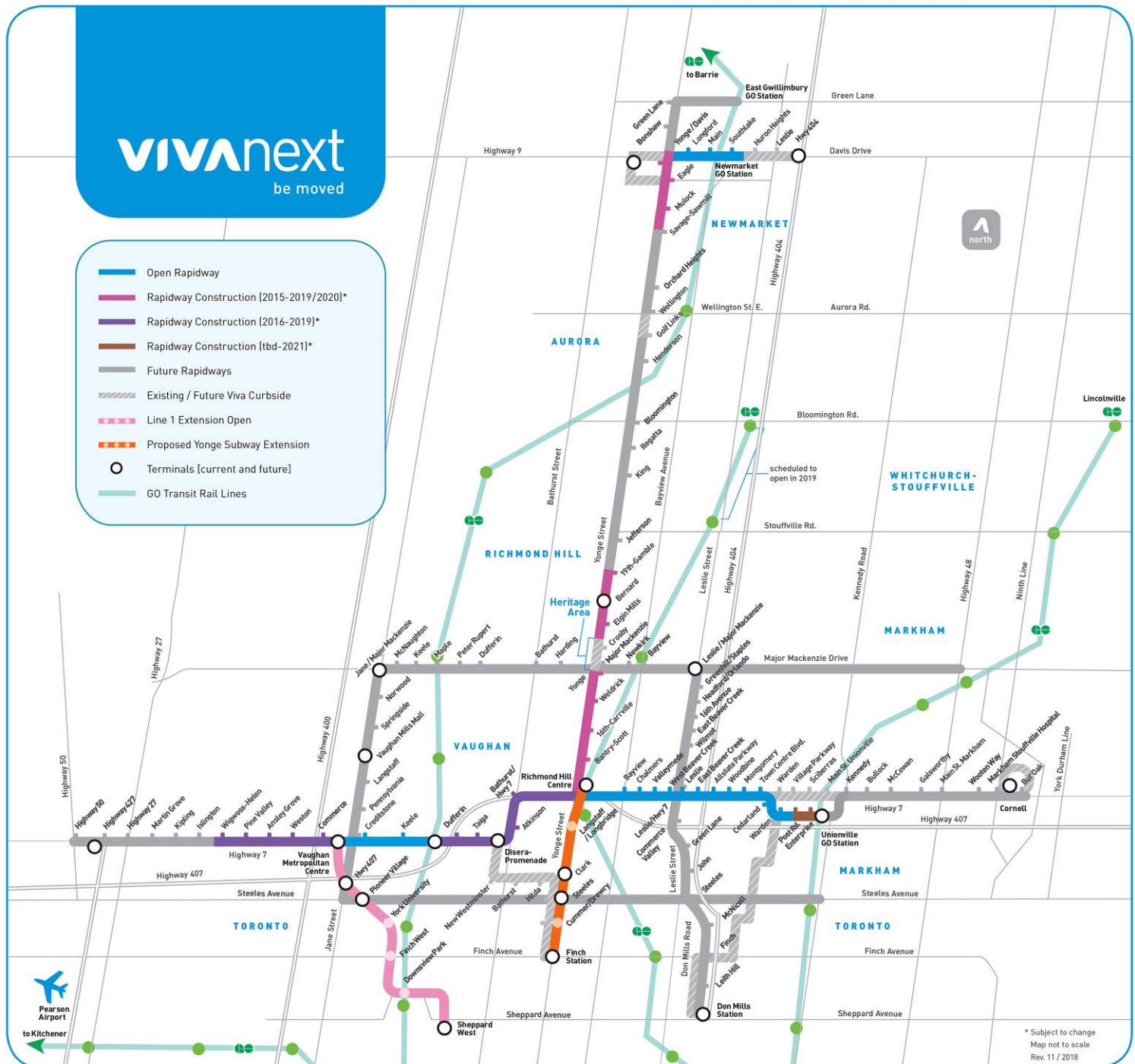


Chief Communications Officer
Dale Albers
ABC



Chief Legal & HR Officer, & Corporate Secretary
Antoinette Bozac

1.0 VIVANEXT RAPID TRANSIT SYSTEM NETWORK

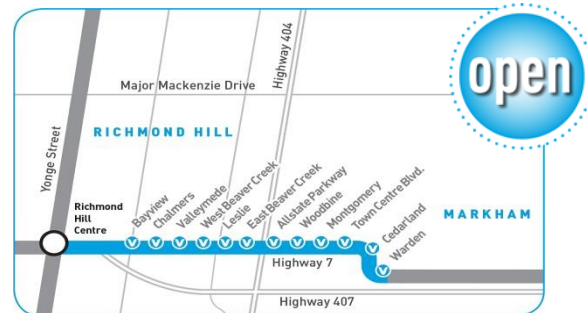


2.0 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 EAST - RICHMOND HILL CENTRE TO WARDEN AVENUE (H3)

Project Description

- The Highway 7 East (H3) rapidway extends 6.0 km from Richmond Hill Centre to Warden Avenue in the Town of Richmond Hill and the City of Markham, with 10 centre-lane vivastations and one curbside station
- The first segment from Bayview Avenue to Highway 404 has been in service since August 2013
- The second segment from Highway 404 to South Town Centre Boulevard (STC) has been in service since August 2014
- The final segment from STC to Warden Avenue was completed in December 2014 and service started in January 2015
- Since the opening of the first segment of the rapidway in August 2013, there has been a 30% decrease in travel time and a 10% increase in ridership



Progress Status Update

Utility Relocations

- All utility works are fully complete

Design-Build Construction

- Final warranty walk-downs completed in June 2017
- Minor final-warranty works completed
- Final Acceptance certificate issued November 2018



2.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The Davis Drive (D1) rapidway in the Town of Newmarket extends for 2.7 km from Yonge Street to Roxborough Road – just east of Southlake Regional Health Centre
- The rapidway includes 3 centre-lane vivastations and two curbside stations and has been in service since December 2015
- Viva service continues east in mixed-use traffic, terminating at Highway 404
- Final hand-over achieved in Q3-2016
- Total Performance achieved in late December 2016
- The new Viva service has recorded a 62% increase in ridership on the Viva yellow route since 2015 and approximately 33% travel time savings compared to curbside service
- The Davis Drive transformation includes upgraded infrastructure, modern streetscapes, tree-lined boulevards and upgraded utilities which will help attract future growth and investment



Progress Status Update

Property

- Union Hotel - building listed by Region Q4-2018 with offers received and currently being negotiated
- Next group of properties for immediate sale, as per the Excess Lands Disposition Program, underway
- 151-161 Davis Drive, environmental work program underway
- Risk Assessment program is complete

Utility Relocations

- Rogers aerial to underground cabling work is completed
- Upon completion of Rogers work, Newmarket-Tay Power will remove the few remaining poles

Design-Build Construction

- Warranty period and warranty work is ongoing, including ongoing monitoring of cracking and delamination of Keith Bridge parapet walls

Keeping the Public Informed

- Community Liaisons are supporting the environmental work program and ongoing warranty works with individual residents and business owners

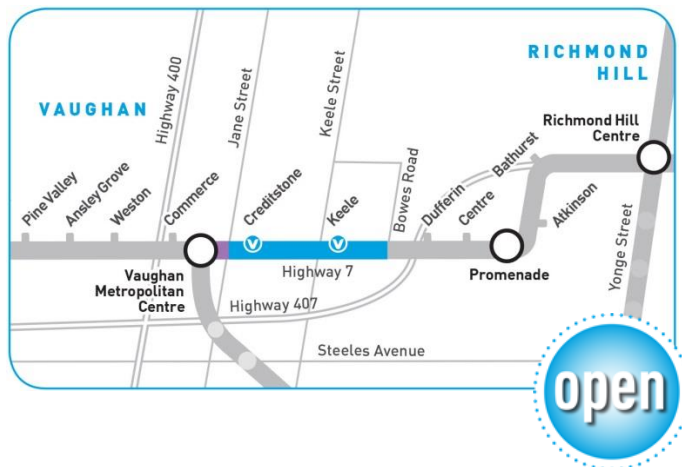


2.0 BUS RAPID TRANSIT (BRT) PROGRAM

HIGHWAY 7 WEST, VAUGHAN METROPOLITAN CENTRE – BOWES ROAD TO EDGELEY BOULEVARD (H2-VMC)

Project Description

- The H2-VMC rapidway refers to Highway 7-West, from Bowes Road to Edgeley Boulevard – it includes the construction of 3 centre-lane vivastations along the 3.6 km of rapidway
- One of the 3 vivastations, Vaughan Metropolitan Centre (pictured below), is a much larger station to accommodate more buses and customers. It connects directly to the TTC subway concourse below, which leads to an underground pedestrian path to SmartCentres Place Bus Terminal



Progress Status Update

Property

- All required properties are in possession and remediation work for acquired lands are completed
- The Risk Assessment program to commence Q2 2019

Utility Relocations

- All utility relocations have been completed

Design-Build Construction

- Substantial Completion was achieved on December 15, 2017 with the project fully handed over to York Region in advance of revenue service
- Viva revenue service commenced December 17, 2017, on the same day as TTC began revenue service for the Toronto-York Spadina Subway Extension, with a public grand opening event taking place

Keeping the Public Informed

- Community Liaisons are available to work with the local businesses and residents to address any concerns and keep the community informed of any remaining warranty work
- Email subscription list currently has 1,828 subscribers

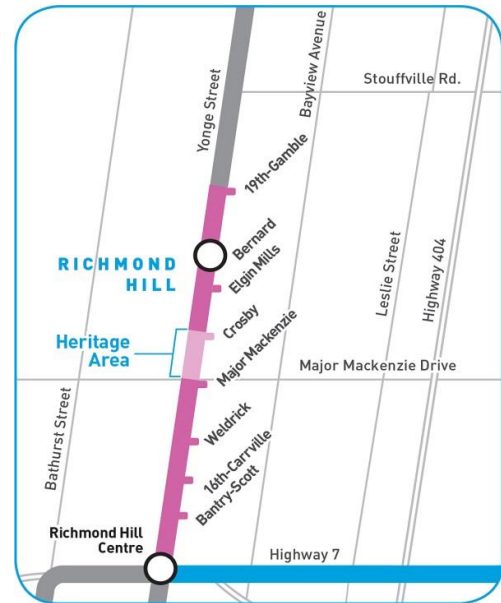


2.0 BUS RAPID TRANSIT (BRT) PROGRAM

YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DR. (Y2.1); LEVENDALE RD. TO 19TH AVE./GAMBLE RD. (Y2.2); SAVAGE RD./SAWMILL VALLEY DR. TO DAVIS DR. (Y3.2)

Project Description

- The Yonge Street (Y2.1) rapidway in the Town of Richmond Hill extends approximately 3.6 km from Richmond Hill Centre (Highway 7) to Major Mackenzie Drive and includes 4 centre-lane vivastations
- Yonge Street (Y2.2) rapidway in the Town of Richmond Hill, extends from Levendale Avenue to 19th Avenue/Gamble Road and includes 2.9 km of rapidway and 3 centre-lane vivastations
- Yonge Street (Y3.2) rapidway in the Town of Newmarket extends approximately 2.4 km from Savage Road/Sawmill Valley Drive to Davis Drive and includes 3 centre-lane vivastations



Progress Status Update

Property

- Environmental Risk Evaluation for the corridor is complete, and implementation with the design builder is underway
- Certain sites are being monitored with anticipated outcome of remediation, planned for Q3/Q4-2019
- The remaining Risk Assessment program to commence Q1-2020

Utility Relocations

- **Town of Richmond Hill – Y2.1**
 - Enbridge gas main relocations completed
 - Alectra aerial relocations from south limit to 16th Ave on the west side are complete; temporary poles to be removed after watermain is installed and commissioned
 - Alectra/Bell/Rogers – Joint Use Trench construction is complete
 - Alectra cut-overs complete and aerial removals underway; Bell cut-overs to be completed in Feb. 2019; Rogers cut-overs in progress and to be completed by Q3 2019; Existing hydro poles to be removed by Mar. 2019



■ **Town of Richmond Hill – Y2.2**

- Enbridge gas main relocation completed;
- Alectra aerial relocations completed;
- Alectra/Bell/Rogers – Joint Use Trench construction completed; Alectra and Bell cut-overs completed; Rogers cut-overs are in progress and anticipated to be completed for Q2/Q3 2019

■ **Town of Newmarket – Y3.2**

- Primary civil utility relocation work completed
- Rogers permanent splicing work nearly completed

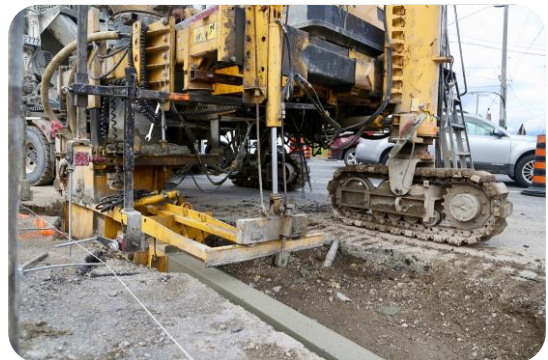


Design-Build Construction

- The Y2.1 and Y2.2 segments in Richmond Hill are 45% complete, overall
- The Y3.2 segment in Newmarket is 71% complete

■ **Town of Richmond Hill – Y2.1**

- South Limit to Northern Heights Drive:
 - Stage 3 configuration is in place
 - Removals, road widening, storm installation, and curbs are complete on the east side
 - East side: base asphalt is 50% complete; planter installations are complete; paver base and sidewalks are poured from South Limit to Beresford Dr.
 - Storm and water main installations, and road widening are underway
- 16th Ave. to Major Mackenzie:
 - Stage 2 configuration is in place
 - Removals, road widening, and storm installation is underway on the east and west sides
 - Water main installation and commissioning is complete from Hillcrest Mall to Major Mackenzie



■ **Town of Richmond Hill – Y2.2**

- Leventdale to Elgin Mills:
 - Stage 2 configuration is in place
 - Removals, road widening, storm installation and curbs are complete on the west side
 - West side: base asphalt is 75% complete; planter installation is complete; electrical work is in progress
- Elgin Mills to Bernard:
 - Stage 2 configuration is in place
 - Removals, road widening, storm installation and curbs are complete on the east side
- Bernard to North Limit:
 - Stage 3 configuration is in place
 - Removals, road widening, storm installation and curbs are complete on the east side
 - East side: planter installation is 70% complete; base asphalt is 50% complete; electrical work is 60% complete



Town of Newmarket - Y3.2

- Stage 4 configuration is in place for the entire corridor
 - West side: boulevards are 95% complete; bike lane paving to be completed in spring 2019; private property works within TLI limits completed prior to TLI expiry at end of 2018
 - East side: planter installations are 50% complete; sidewalks are 10% complete; retaining wall installation is complete excluding coping and handrails
- Station & median construction:
 - Concrete caisson foundations were completed for southbound platforms at Mulock and Eagle stations
 - Northbound platform slab was poured at Mulock station

Keeping the Public Informed

- The Yonge Street database has over 4,268 subscribers for construction updates and bulletins from Richmond Hill and Newmarket communities
- Construction notices related to upcoming and impactful work were hand delivered to 7,400 residences in Richmond Hill and Newmarket
- The Community Liaison team continues to work with local businesses and residents and participate in various community engagement activities targeted to key stakeholders and community groups
- Project information booths were set up at the following events and locations:
 - York Region Admin Building – Jul 17
 - MP Alleslev BBQ – July 8
 - Six Construction Walking Tours at various locations along Yonge St. – provided construction overviews and vouchers to dine at local businesses – Jul 19, 26, Aug 2, 8, 15
 - Concerts in the Park – Jul 26
 - YRT terminals/stations, condo, library – Aug 14, Oct 30, Nov 1, 2, 13
 - Quaker Cemetery, Newmarket – rejuvenation [stripping and painting] of wrought iron decorative fence with members of the church, vivaNext project team, family members and constructor – Oct. 20
 - Project Presentations in various locations including; condos and businesses – Oct 25, Nov 19 & 26

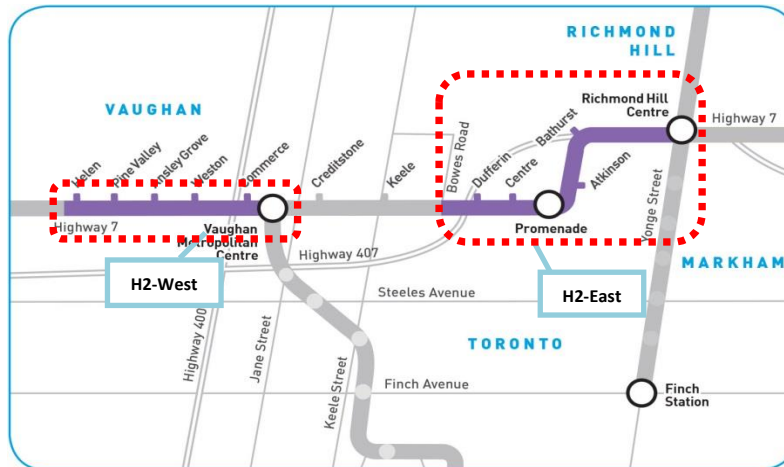


2.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The H2-WE rapidway refers to approximately 12.4 km of rapidway along Highway 7 West, Bathurst and Centre Streets and includes the construction of 10 centre-lane vivastations
- The rapidway is expected to be in service by end of 2019



Progress Status Update

Property

- All required lands are in possession
- Environmental Risk Evaluation for the corridor is complete, and implementation with the design builder is underway
- One site is currently being monitored with anticipated outcome of remediation program planned for Q3/Q4-2019
- The remaining Risk Assessment program to commence Q1-2020

Utility Relocations

- All utility relocations along Highway 7, Centre Street and Bathurst Street are completed for Alectra and Enbridge
- Majority of Bell and Rogers utility relocations are completed with ongoing minor service relocation including cable pulling and splicing

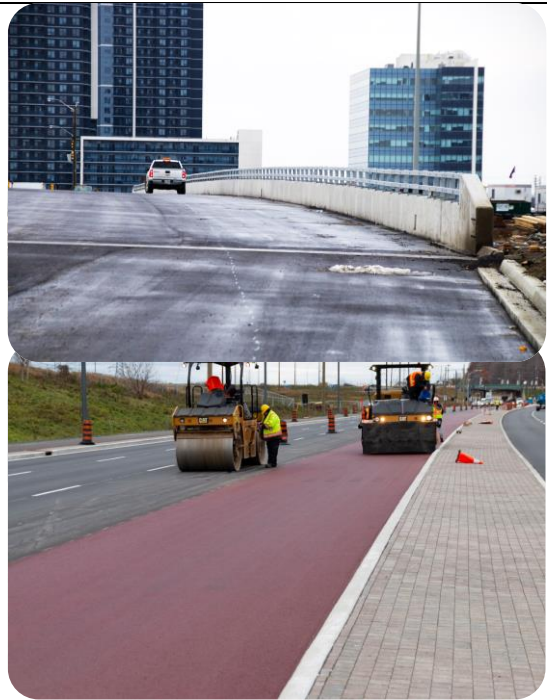


Design-Build-Finance (DBF) Construction

- Overall project is at 74% completion
- All Design Submissions have reached IFC and design revisions are issued as needed
- All storm sewer installations are complete on Highway 7, Centre Street and Bathurst Street; minor elevation adjustments to manhole and catch basin grates will be done as part of asphalt paving and staging
- Works on nine out of 10 stations continue in varying stages from canopy installation to electrical
- In spring 2019, the only remaining platforms will be excavated, including eastbound and westbound

platforms at Helen station, and the southbound platform at Atkinson station

- Works on the Highway 400 bridge continue with the deck extension poured and paved, including the decorative barrier wall on the north side
- Major earth build-up and grading of the new Highway 400 on-ramp and off-ramp east of Highway 400 are complete and will be followed by minor grading and paving in Spring 2019
- A new culvert crossing Highway 7 east of Highway 400 was installed over two weekends in autumn 2018
- Boulevard works, including planter box and sidewalk, continue to progress along Centre Street and Highway 7 as the areas become available, with the main focus between Weston Road and Pine Valley Drive on Highway 7 and between New Westminster Drive and Bathurst Street on Centre Street
- Median works continue, including islands and planters, on Highway 7 between Pine Valley Drive and Weston Road and on Centre Street with the main focus between New Westminster Drive and Bathurst Street
- All retaining walls have been completed with the major retaining walls in the area of Highway 400 nearing completion
- Works for permanent streetlight and traffic signals is ongoing, as areas become available
- Base asphalt repair, full depth removal or Cold In-place Recycling with Expanded Asphalt Mix (CIREAM), and road widening is nearing completion with minor segments remaining to be completed in spring 2019
- Majority of top asphalt paving on Highway 7 east between Bathurst Street and Yonge Street is complete with minor tie-ins to be completed in 2019
- A section of the rapidway on Highway 7 east between Bathurst Street and Yonge Street has been paved with red asphalt
- Municipal water main replacement on Highway 7 west of Pine Valley Drive has commenced in December 2018 and will continue through winter and spring
- The project is scheduled to be in service by the end of 2019, with remaining work to be completed by the end of 2020



Keeping the Public Informed

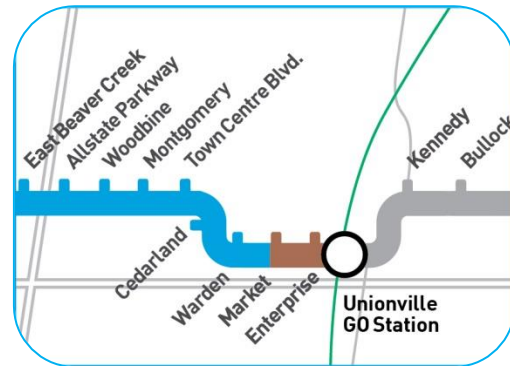
- The subscription list for construction updates and bulletins in these corridors is currently 2,974 with outreach and initiatives continuing to increase the subscriptions
- Construction notices related to upcoming and impactful work were hand delivered to 2,515 residences in Woodbridge and Thornhill
- The Community Liaison team continues to work with local businesses and residents and participate in various community engagement activities targeted to key stakeholders and community groups
- Project information booths were set up at the following events and locations:
 - Vaughan Chamber of Commerce Annual BBQ – Aug. 9
 - York Region Walking Tour with OPPI members – Sept. 26
 - Vaughan Concerts in the Park – Jul. 11 and 18
 - Farmers' Market – Aug. 11, Sept. 28
 - Pop-up information booths – Oct. 29 and 31, Nov. 7 and 8

2.0 BUS RAPID TRANSIT (BRT) PROGRAM

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

Project Description

- The H3.4 rapidway will connect to the existing Enterprise Boulevard rapidway at Birchmount Road, and will continue through Markham Centre, east to Kennedy Road
- The project includes approximately 1.2 km of rapidway and 1 centre-lane vivastation
- Since the rapidway project opened more than 10,000 new residential units, and over 113,000 square metres of commercial office/space has been built in the Markham Centre area



Progress Status Update

Progress Update

- Design of this segment will be integrated with a number of transportation, development, and mobility hub studies that are required for Markham Centre
- These initiatives are being coordinated between the City of Markham, Metrolinx and YRRTC
- The identification and evaluation of Alternative Alignments to the EA approved H3.4 alignment in Markham Centre, is included in a Mobility Hub study conducted by Metrolinx



Markham Centre

2.0 BUS RAPID TRANSIT (BRT) PROGRAM

HEALTH & SAFETY BRT AUDITS

Pursuant to the Metrolinx Master Agreement and respective Project Charters, YRRTC is required to conduct Health and Safety Audits (HSAs) annually to determine the extent to which the Design Build Contractors (DBs) and the Owner's Engineers (OEs) were complying with their respective contractual obligations for managing health and safety on the vivaNext Projects. As in the past and to maintain business continuity, Resource Environmental Associates Ltd. was engaged by YRRTC to conduct the FY-2017 HSAs.

Compliant and Mostly Compliant

	2012	2013	2014	2016	2017
<u>DB</u>					
H2-VMC	6%	56%	81%	74%	70%
Yonge Street	N/A	N/A	63%	94%	90%
H2-WE	N/A	N/A	N/A	97%	87%
<u>OE</u>					
H2-VMC	N/A	N/A	60%	84%	81%
Yonge Street	N/A	N/A	62%	94%	85%
H2-WE	N/A	N/A	N/A	100%	88%

3.0 INFRASTRUCTURE & DEVELOPMENT PROGRAM

OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)

Project Description

- The Operations, Maintenance and Storage Facility (OMSF) is a 24-acre site, with a 481,679 square foot LEED Silver Certified Design facility located at Headford Business Park in the Town of Richmond Hill (at Leslie Street and 16th Avenue)
- It includes energy-efficient and environmentally-friendly features such as energy efficient lighting and heating systems, a “cool roof” to save on cooling costs and a rainwater recycling system
- The facility was constructed to accommodate 196 buses on opening day and up to 250 articulated buses over time
- It includes four main areas:
 1. Administrative Building
 2. Storage Garage
 3. Repair Garage
 4. Bus Wash



Progress Status Update

- The Operations, Maintenance and Storage Facility (OMSF) is 100% complete and in service since June 2015



CORNELL TERMINAL

Project Description

- Cornell Terminal is a planned 11-bay bus terminal located in the City of Markham, at Highway 7 East and Ninth Line near Markham Stouffville Hospital (MSH)
- It will connect Viva service with the East Markham local YRT transit routes and potential future connections with the Durham Transit and GO bus services
- Lands and land-related matters for the project are funded 100% under the QuickWins Agreement with the Province
- Design and construction for the project are funded under the Federal-CSIF Contribution Agreement and York Region (50/50 cost share)



Progress Status Update

Design-Bid-Build Construction

- Coordination of design and construction of the future roads and utilities network adjacent to the terminal continues, with a cost sharing agreement underway
- The project was awarded to Orin Contractors Corp. in June 2018
- Undertaking for the Site Plan was signed and executed
- The full building permit was received on October 4, 2018
- Construction activities are progressing onsite - overall, construction is 10% complete
- Underground utilities and site works to be completed early Q1-2019
- Foundations and caisson work to follow site works
- The terminal is expected to be completed by the end of 2019



RELATED INITIATIVES

Project Description

- Regional lands were acquired for the construction of Bus Rapid Transit projects. YRRTC continues to work with York Region, Metrolinx and the municipalities to achieve optimal cost recovery
- Significant Regional lands were acquired for the construction of the Toronto-York Spadina Subway Extension, the Highway 7 East rapidway project and the park and ride program. YRRTC continues to work with York Region and the local municipalities to Master Plan the lands for long term development
- Investigation services for the lands at Warden Avenue and Enterprise Boulevard are complete and final reports are being prepared by The Municipal Infrastructure Group

Steeles West & Jane/Steeles Lands

- Master planning the lands for long term development
 - Continuing to review the planning framework and undertake market sounding
 - Identifying planning amendments required to achieve optimized highest and best use
 - Identifying partnering opportunities and establishing relationships
- Transfer of lands adjacent to TYSSE subway facilities progressed and will be finalized in Q1 2019



Davis Drive Park n' Ride

- The carpool lot located at Davis Drive and Highway 404 was expanded to a Park n' Ride facility for York Region Transit (YRT/Viva) and GO Transit and went into service in late November 2015
- The facility consists of:
 - 200 parking spots, Two platforms for GO buses, Two platforms for YRT/Viva buses plus a bus layover area and one-two bus shelters for GO and YRT/Viva
- The design and construction for this facility was 100% funded and delivered by GO Transit

3.1 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) PROGRAM

SPADINA SUBWAY EXTENSION

Project Description

- Now open for service, the 8.6 km extension of Line 1 from Sheppard West Station to the Vaughan Metropolitan Centre (VMC) area at Highway 7 and West of Jane Street
 - 6.2 km from Downsview Subway Station to Pioneer Village Subway Station – in the City of Toronto – 60% of the subway extension
 - 2.4 km from Pioneer Village Subway Station to Vaughan Metropolitan Centre Subway Station – in York Region – 40% of the subway extension



Progress Status Update

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

Pioneer Village Subway Station

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



Progress Status Update

- TTC subway station began revenue service on December 17, 2017
- YRT began service out the of the YRT bus terminal on December 17, 2017
- The bus bays, drive aisle, passenger platform waiting areas, heated waiting area and public washrooms were put into operation, the YRT bus terminal construction by TYSSE is nearing completion

Highway 407 Subway Station

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

Progress Status Update

- TTC subway station began revenue service on December 17, 2017
- YRT began service out the of the bus terminal on December 17, 2017
- GO Transit began service at the bus terminal on December 30, 2017



VMC Subway Station

- Subway station is the terminus of the Spadina Subway Extension and includes the station's entrance building, a direct underground pedestrian connection to the Viva BRT Station on Highway 7 West, a direct underground pedestrian tunnel to SmartCentres Place Bus Terminal, a pedestrian tunnel under Millway Avenue, and the ability to connect to other future commercial and residential developments



Progress Status Update

- The TTC subway station went into revenue service on December 17, 2017



Viva BRT Concourse

- Viva BRT Concourse – the direct underground pedestrian connection between the VMC Subway Station and the Viva BRT station at Highway 7, west of Jane Street

Progress Status Update

- Substantial completion was achieved on December 15, 2017 with handover to YRT
- The elevators are open, and TYSSE is progressing work on the escalators which are expected to be completed in Q3/Q4-2019
- The Viva BRT station began revenue service on December 17, 2017 to coincide with TTC's subway revenue service for the Toronto-York Spadina Subway Extension

SMARTCENTRES PLACE BUS TERMINAL

Project Description

- SmartCentres Place Bus Terminal in Vaughan Metropolitan Centre [VMC] is a local transit terminal forming part of an integrated transit facilities hub at the terminus of the Line 1 subway extension to the VMC area
- A 9-bay bus terminal designed to accommodate six platforms for service by YRT and three for future use by YRT and other transit services
- The terminal is located over the tail tracks of the VMC Subway Station and is directly connected to the subway station concourse by an underground pedestrian tunnel

Progress Status Update

Key project milestones achieved to date:

- YRRTC triggered the Performance Bond issued by Zurich (surety) in August 2018
- A Takeover and Completion Agreement was executed with Zurich
- Construction has re-commenced on site and work in progress includes:
 - Completion of Terrazzo flooring
 - Plumbing and Mechanical in washroom area
 - Electrical, fire and life safety systems
- The terminal construction is at approximately 94%, and is expected to be operational in 2019



3.2 YONGE SUBWAY EXTENSION (YSE) PROGRAM

Project Description

- This project is a planned 7.4 km extension of the existing Yonge Subway, from Finch Station to the Richmond Hill Centre and includes an underground train storage facility north of Richmond Hill Centre

Progress Status Update

- In collaboration with the Region, YRRTC continues to advocate for provincial and federal funding in the amount of \$5.6 billion (in escalated dollars) estimated for the construction of the YSE
- The YSE project is moving forward with preliminary engineering, planning and design work, which is expected to take approximately 24 months to complete
-
- TTC and YRRTC collaborated on the development of RFP packages and have procured key technical services for the preliminary engineering and design activities. By the end of Q4-2018, the following assignments were awarded:
 - Principal Geotechnical Services was awarded to Golder Associates Ltd.
 - Geotechnical Field Services contracts were awarded to Wood, Englobe Corp and Thurber Engineering Ltd. In December 2018, overnight geophysical field work commenced On Yonge Street from Steeles Avenue to Langstaff Road East.
 - Tunnel design contract was awarded to Hatch Engineering
 - Stations design was awarded to the following firms:
 - IBI/Lea/HHA Joint Venture (Richmond Hill Centre station);
 - WSP Canada Group Limited (Langstaff and Clark stations);
 - TYLink (Steeles Station and Bus Terminal);
 - Hatch Corporation (Cummer/Drewry and Finch stations).
 - Systems design was awarded to Hatch-Parsons
 - Project Management Services were awarded to 4Transit (Hatch, WSP, Parsons)
- A YSE Joint Communications Working Group has been established and Communications, Community Relations and Media Relations plans and protocols have been developed and are being implemented.
- The engagement of municipal stakeholders is underway and broader public outreach began in Q4-2018



4.0 PROCUREMENT ACTIVITIES

All tables express values exclusive of taxes.

4.1 AWARDED CONTRACTS – NEW

Procurement activities for Q3 & Q4-2018 were for just over \$1.0M, primarily driven by the Strategic Management and Finance Consulting Services.

The below table identifies a Categorized Summary of YRRTC Contract Awards – a total of 4 contracts (please see details in Appendix 1):

Category	Total	
Corporate	Total (\$)	\$955,205.00
	Count	2
BRT Property	Total (\$)	\$-
	Count	0
BRT Construction	Total (\$)	\$-
	Count	0
Subways	Total (\$)	\$-
	Count	0
Facilities & Terminals	Total (\$)	\$69,407.68
	Count	2
Total (\$)		\$1,024,612.68
Total Count		4

4.2 AMENDED CONTRACTS – EXISTING

In Q3 and Q4 -2018, total increases to existing contracts were just under \$21.0M – primarily driven by the increase to Utilities (Please see Table 1 of Appendix 2).

In addition, 14 existing contracts were extended (please see details in Table 2 of Appendix 2); and 7 existing contracts were closed off – (please see Table 3 of Appendix 2).

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

Category	Activities	Q3/Q4-2018
Corporate	Closed	0
	Date Changes	0
	Increased Amounts	\$4,606,721.00
BRT Property	Closed	2
	Date Changes	2
	Increased Amounts	\$215,587.44
Program Management	Closed	0
	Date Changes	0
	Increased Amounts	0
BRT Construction	Closed	3
	Date Changes	6
	Increased Amounts	\$15,645,910.37
Communications	Closed	0
	Date Changes	4
	Increased Amounts	\$103,500.00
Subway	Closed	0
	Date Changes	0
	Increased Amounts	0
Preliminary Engineering	Closed	0
	Date Changes	0
	Increased Amounts	0
Facilities & Terminals	Closed	2
	Date Changes	2
	Increased Amounts	\$42,471.63
Total Closed		7
Total Date Changes		14
Total Increased Amounts		\$20,614,190.44

* Closed – refers to contracts closed during the period. ** Date Changes – refers to total number of contracts extended for the period.

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

With the procurement activities related to existing and new contracts as well as soon-to-be executed agreements, total financials for the program are \$3.326 billion out of the funding availability of \$3.416 billion.

- Metrolinx Capital Program of \$1.784 billion – \$1.741 billion or approximately 98% committed
- Region Capital Program of \$1.632 billion – \$1.587 billion or approximately 97% committed

4.3 PROCUREMENT ACTIVITIES IN PROGRESS, NEW CONTRACT AWARDS

Category	Estimated Project Start Period	Total
	NONE	

The table above identifies a Categorized Summary of YRRTC Procurement Activities in Progress – a total of 0 contracts in the works (please see details in Table 1 of Appendix 3).

4.4 UPCOMING & PLANNED PROCUREMENT ACTIVITIES, NEW CONTRACT AWARDS

Upcoming procurements scheduled over the next 90 days, with potential cumulative contract awards valued at \$2.5M. Procurement activities include:

Regional Capital Program

- YRRTC External Coaching Services
- Banner printing and installation for the rapidway stations

Metrolinx Capital Program

- Request for Pre-Qualification (VOR) - Environmental Services – Remediation, Risk Assessment, etc. (With no \$ value)
- Appraisal Services for All Corridors
- Peer Review for PN 28 (Y2.1)
- D1 Broker for Disposition of Former Union Hotel
- H2VMC Risk Assessment
- Remaining Risk Evaluation and Remedial Action Plan (H2WE and Yonge St.)
- Consultant for Risk Based Targets (H2WE and Yonge St.)
- Post Sentinel well Monitoring Program – Corridor Wide Risk Assessment Davis Drive
- Construction of Low Impact Development Stormwater Management Facility at 17250 Yonge St.
- Consultant to do further analysis and market sounding for Warden site development
- vivaNext TRCA Service Agreement (YSE)
- Grounds Maintenance Services at Various Properties at Davis Drive vivaNext BRT Project in the Town of New Market

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

Category	Estimated Value	Estimated Project Start Period	
		Q1-2019	Q2-2019
BRT Property (9)	\$25,001 to \$50,000		1
	\$50,001 to \$100,000		4
	\$100,001 to \$500,000		3
	N/A	1	
BRT Construction (1)	\$500,001 to \$1,000,000	1	
Subway (1)	N/A		1
Facilities & Terminals (1)	\$25,001 to \$50,000		1
	N/A		
Corporate (2)	\$25,001 to \$50,000		1
	\$100,001 to \$500,000		1
	N/A		
Grand Total (14)		2	12

5.0 FINANCIAL UPDATES

5.1 CAPITAL EXPENDITURES SUMMARY

YRRTC is the program manager for rapid transit infrastructure that has a total funding of \$3.416 billion. By 2020/2021, the Region will see the project delivery of:

- 34.6 km of dedicated bus rapidways with 41 stations – along Highway 7, Yonge Street and Davis Drive
- 8.6 km of the Toronto-York Spadina Subway extension to Highway 7 and west of Jane Street with three subway stations in York Region – Pioneer Village, Highway 407 and Vaughan Metropolitan Centre
- One Operations, Maintenance & Storage Facility at Headford Business Park in Richmond Hill
- Two Bus Terminals at the Vaughan Metropolitan Centre and in Markham's Cornell community
- Park and Ride Facilities
- 53 articulated, 60-foot long buses

Current Capital Program – \$3.416 billion:

The total value of the capital programs being delivered carries a value of \$3.416 billion, with the Region's contribution at \$773.3 million and the remainder funded by senior levels of Government.

- Federal = 11% or \$370.4 million
- Provincial = 66% or \$2.3 billion
- York Region = 23% or \$773.3 million

Above funding of the capital programs includes the executed agreements of the \$67.6 million from the QuickWins Contribution Agreement, the \$1.755 billion from the Metrolinx Master Agreement and the \$170.0 million from the Canada Strategic Infrastructure Fund (CSIF).

Capital expenditures were approximately \$236.4 million this year, bringing total expenditures to \$3.0 billion since inception of the Capital Programs. The main drivers of the expenditures are:

- Construction activities for the Bus Rapidways and Stations (BRT) Program – \$184.0 million
- Construction activities mainly for SmartCentres Place VMC Bus Terminal, and Cornell Terminal – \$9.1 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$43.5 million

Summary of Capital Expenditures – Q4-2018 and Inception To-Date

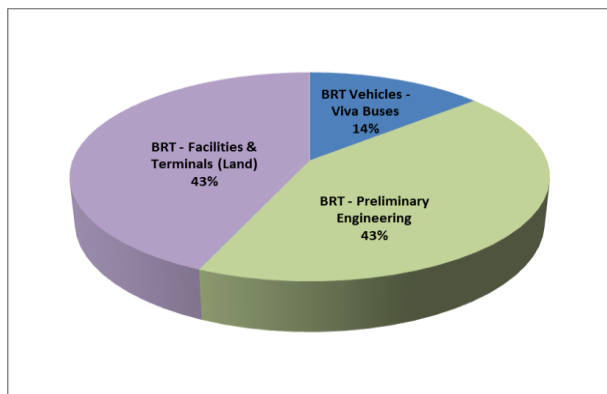
Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget *	Budget Remaining	% Remaining
BRT Rapidways and Stations *	184,019,759	1,521,419,945	1,783,915,948	262,496,004	15%
BRT Facilities & Terminals	9,125,230	180,275,282	209,074,726	28,799,445	14%
BRT Vehicles - viva Buses	-	46,730,575	46,730,575	-	Completed
Toronto-York Spadina Subway Extension (TYSSE)	43,524,711	1,246,614,636	1,329,245,876	82,631,240	6%
Yonge Subway Extension (YSE) - Conceptual Design	-	4,096,576	4,308,346	211,770	5%
Yonge Subway Extension (YSE) - Planning & PE	-	-	36,344,175	36,344,175	100%
Rapidway Transit Initiatives	(245,525)	2,144,663	5,985,516	3,840,854	64%
Total	\$236,424,175	\$3,001,281,677	\$3,415,605,163	\$414,323,487	12%

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

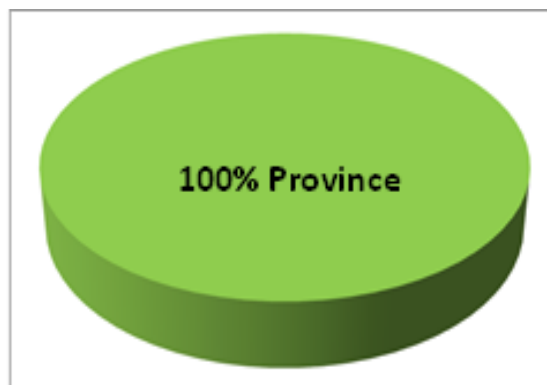
5.2 QUICKWINS CONTRIBUTION AGREEMENT – \$67.6 MILLION

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

QuickWins Project Components – per Capital Budget



Funding Sources



Summary of Capital Expenditures – Q4-2018 and Inception To-Date

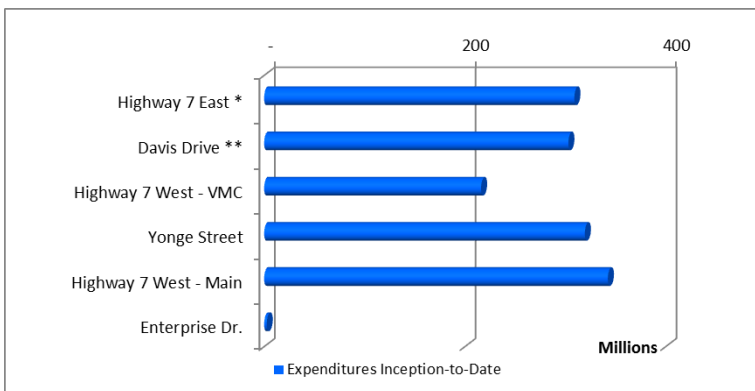
Program	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget
Enterprise Dr. (PE & Construction)	-	19,223,940	
Davis Drive (PE)	-	1,511,071	
Highway 7 West - VMC (PE)	-	660,259	
Highway 7 West - Main (PE)	-	6,918,838	
Yonge Street (PE)	-	590,827	
BRT Facilities & Terminals (PE & Land)	(676,900)	28,883,570	
BRT Vehicles - viva Buses	-	9,357,200	
Total	\$ (676,900)	\$67,145,705	\$67,600,000

5.3 METROLINX MASTER AGREEMENT - \$1.755 BILLION

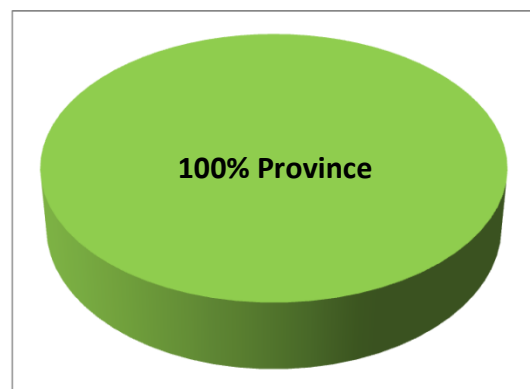
Funding 100% of the Bus Rapidways and Stations (BRT) Program in York Region – as per ‘The Big Move’ announcement for transportation infrastructure in the Greater Toronto and Hamilton Area (GTHA), the Metrolinx Master Agreement of \$1.755 billion includes:

- \$38.0 million in funding remaining from the original *QuickWins* announcement of \$105.6 million
- \$85.0 million for the Provincial ‘CSIF’ funding announcement
- \$1.4 billion announcement, plus escalation to Year 2021

BRT Program – per Capital Budget



Funding Sources



The expenditures versus this funding agreement this year were \$184.0 million – bringing the total expenditures to \$1.493 billion since the inception of the program – approx. 71% of the rapidways completed.

Summary of Capital Expenditures – Q4-2018 and Inception To-Date

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget
Highway 7 East *	709,541	309,021,827	
Davis Drive *	2,690,070	303,028,140	
Highway 7 West - VMC **	(6,894,477)	216,075,653	
Yonge Street	74,097,992	319,434,042	
Highway 7 West - Main	113,318,201	342,366,463	
Enterprise Dr.	96,850	2,577,872	
Total	\$184,018,179	\$1,492,503,997	\$1,755,000,000

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

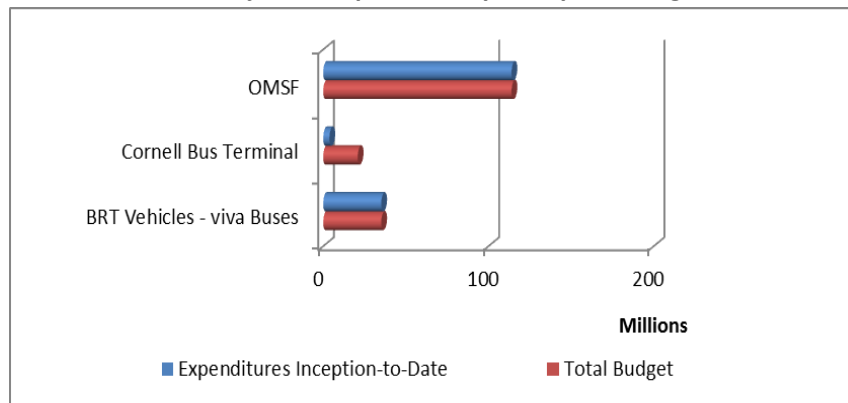
** Year-to-date and Inception-to-date Expenditures are net of Municipal and 3rd Party Works which are in the process of being reimbursed. Note that \$15.2M in earned interest & recoveries was released to the project in Q2 2018.

5.4 FEDERAL CSIF CONTRIBUTION AGREEMENT - \$170.0 MILLION

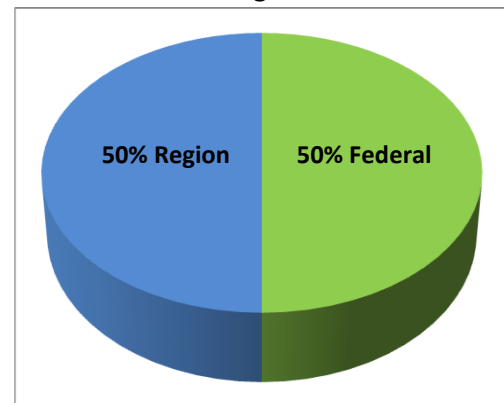
The Federal Canada Strategic Infrastructure Fund (CSIF) Contribution Agreement – valued at \$170.0 million, was executed on March 15, 2011 – a 50-50 contribution partnership between the Federal Government and the Region.

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

CSIF Project Components – per Capital Budget



Funding Sources



With the acquisition of the 39 buses (60-foot articulated vehicles) and the completion of OMSF, two of the three project components within the CSIF Contribution Agreement are now closed. The last project component – Cornell Bus Terminal, is scheduled to be completed by the end of 2019. Year-to-date expenditures include program management activities.

At the end of 2018, expenditures were \$2.3 million, bringing the total expenditures to \$152.9 million since inception of the program – as illustrated in the table below:

Summary of Capital Expenditures – Q4-2018 and Inception To-Date

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget*	Budget Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	-	113,970,815	113,970,815	-	Completed
Cornell Bus Terminal	2,263,451	3,764,641	20,898,810	17,134,169	82%
BRT Vehicles - viva Buses (39)	-	35,130,375	35,130,375	-	Completed
Total	\$2,263,451	\$152,865,832	\$170,000,000	\$17,134,169	10%

* Budget is net of Municipal and 3rd Party Recoveries

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

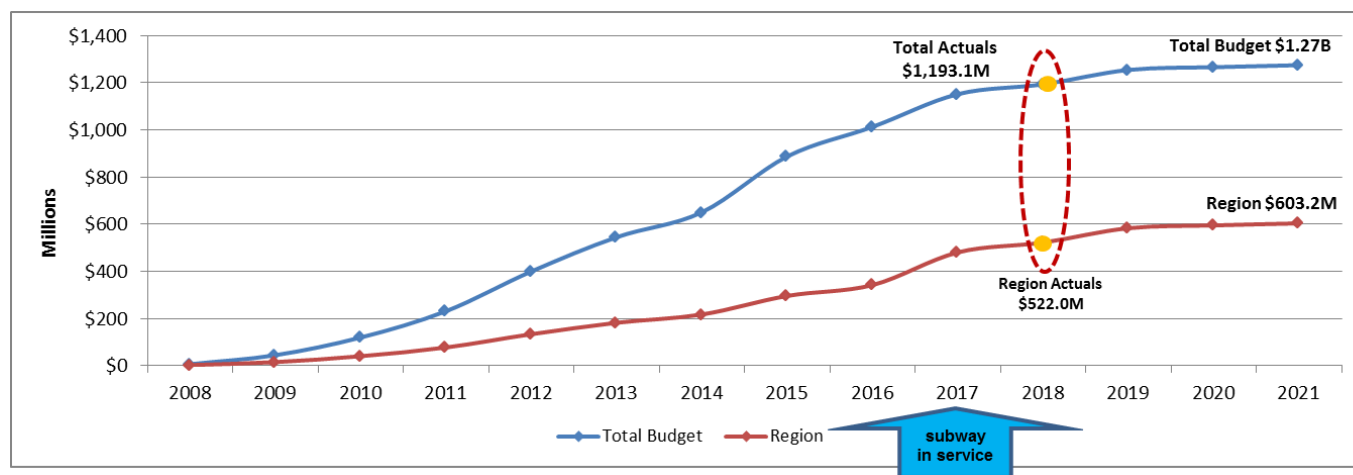
The total budget committed by the funding partners towards Toronto-York Spadina Subway Extension (TYSSE) is \$3.184 billion, of which \$1.329 billion worth of assets (40.04%) were built in York Region:

- York Region's commitment to TYSSE Construction Program is \$648 million

Summary of Capital Expenditures – Q4-2018 and Inception To-Date

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
York Region - Capacity Buy-In	670,667	30,650,667	30,650,667	(0)	0%
York Region - viva Concourse	540,555	13,731,566	13,959,076	227,510	2%
York Region - Downsview & Others	648,418	9,162,542	10,364,800	1,202,258	12%
York Region - Subway Construction	41,685,515	521,979,866	603,181,338	81,201,473	13%
Province - Subway Construction	-	422,041,195	422,041,195	0	0%
Government of Canada - Subway Construction	-	249,048,800	249,048,800	-	0%
Total	\$43,545,156	\$1,246,614,636	\$1,329,245,876	82,631,240	6%

TYSSE Construction Expenditures in York Region, Q4-2018 and Inception-To-Date



5.6 YONGE SUBWAY EXTENSION PROGRAM

Expenditures to date are:

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Conceptual Design	-	4,096,576	4,308,346	211,770	5%
Planning & PE	-	-	36,344,175	36,344,175	100%
Construction	-	-	-	-	-
Total	-	\$4,096,576	\$40,652,521	\$36,555,945	90%

5.7 OPERATING EXPENDITURES SUMMARY

As at end of 2018, the Gross Operating Expenditures and Net Operating Expenditures are \$60.4 million and \$3.8 million respectively.

- Net Operating Expenditures of \$3.8 million are mainly driven by the recognition of financing costs and revenues.
 - \$28.6 million for YRRTC & York Region staff costs, administration costs and consulting fees are recovered from Metrolinx Capital Projects of \$26.7 million, Regional Capital Projects of \$1.9 million, and York Region Project Management Fees of \$0.3 million.
 - \$27.6 million financing costs for the debt principal and interest payments are primarily for the TYSSE project. \$28.0 million is funded by revenues from development charges and federal gas tax

YRRTC Operating Expenditures, Q4-2018

Operating Expenditures (\$ Millions)	Q4-2018 Operating Expenditures	Regional Operating Expenditures	Metrolinx Operating Expenditures
YRRTC Staff & Administration.	27.8	5.8	22.0
York Region Staff & Administration	5.0	0.3	4.7
Financing Costs	27.6	27.6	0.0
Gross Operating Expenditures	60.4	33.7	26.7
Recoveries from Capital Projects	(28.6)	(1.9)	(26.7)
Revenues from Development Charges & Federal Gas Tax	(28.0)	(28.0)	0.0
Net Operating Expenditures	3.8	3.8	0.0

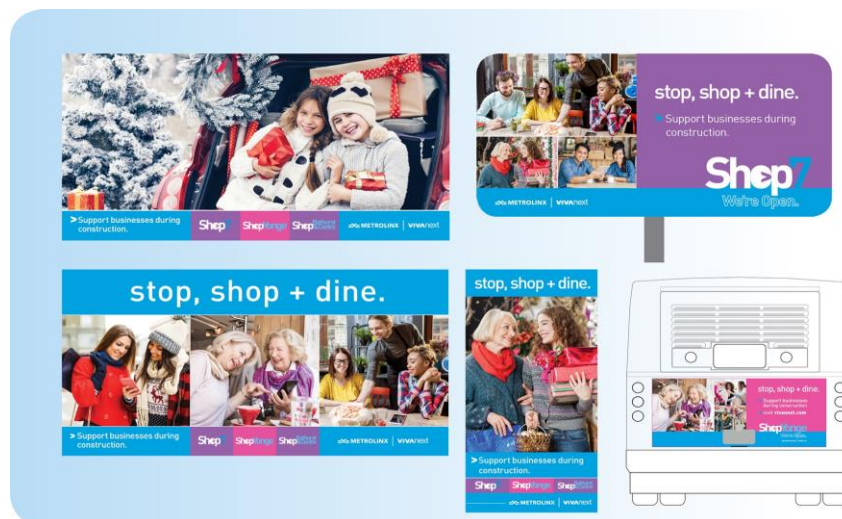
6.0 COMMUNICATIONS

6.1 GOVERNMENT RELATIONS

- Work to secure funding sources for priority vivaNext projects per YRRTC's 10-Year Business Plan is underway. Current identified priorities, with an estimated value of \$5.8 billion, are:
 - Capital funding for the Yonge Subway Extension – estimate of \$5.6 billion
 - Capital funding and preliminary engineering for future rapidway segments on Highway 7 – from Highway 50 to Helen Street and Unionville Station to 9th Line – estimate of \$734 million
 - Capital funding and preliminary engineering for a future rapidway segment on Yonge Street – from 19th Avenue to Mulock Drive – estimate of \$713 million

6.2 COMMUNITY ENGAGEMENT

- Community Liaison staff continue to work with community stakeholders (i.e., businesses, property owners, residents, Chambers of Commerce and Boards of Trade) to keep them informed along the construction corridors.
- A comprehensive Safety Campaign was launched earlier this year and included a brochure, print ads in local newspapers, social media campaign and associated videos, the first of which was released in June and continued with three more through to the end of August.
- Content focused on a number of safety-minded themes, including:
 - Paying attention to posted signs in construction zones
 - Crossing at designated crosswalks
 - Obeying posted speed limits
 - The value of patience
 - Safety being a shared responsibility
- The 2018 Holiday Business Support promotional campaign was in market at the end of November and ran through the month of December 2018. It continued to promote businesses within the construction corridor and encourage the public to “stop, shop and dine” locally. The campaign featured radio ads, print, billboards and social media ads along with additional social media “shout outs” to businesses.



- In the second half of 2018, the Community Liaisons participated in a variety of community events including:
 - Project Information Booths at various events
 - Presentations to key stakeholders in the communities where rapidways are being constructed
 - Newmarket and Vaughan Farmers' Markets
 - Richmond Hill Construction Walking Tours
 - Vaughan Concerts in the Park
 - Pop-up public information booths set up in various locations along the construction corridors
- Formal research is conducted annually to measure communications performance and effectiveness. Results for 2018 continue to be positive. Out of 803 respondents to the November 2018 survey conducted by Forum Research:
 - 87% support the vivaNext project
 - 79% believe it has added value to their community
 - 63% believe quality of life in the area has improved
 - 62% of respondents agree that more should be done to connect public transit with neighbouring transit systems in the GTA
- The 2018 corporate communications campaign was in-market for a second placement, from after the October municipal election until the end of November. This year's theme focused on the benefits of transit and the choices available today and coming in the future - "#moreto come." The creative materials featured lifestyle imagery with artistic painting unveiling a Viva vision in the background. The campaign included social media ads, digital ads, print advertising in local papers, ads on YRT bus exteriors, and flagpole banners at vivastations. The results are reflected in the increased activities on the vivaNext social channels and website during the time in market.



- Banners along the Viva corridors continue to be part of our campaigns to emphasize the benefits and vision of rapid transit projects and these banners are changed seasonally, using designs from the annual corporate campaign
- VivaNext continues to engage audiences in conversation to increase the total reach and connections through social media channels. Results are reflective of the engagement and project activities during each quarter. As the construction year comes to an end, communications focus on final works including paving operations and associated impacts along with building excitement and celebrating the project milestones and successes.

- In Q3 and Q4 of 2018, YRRTC made 703,331 connections on social media. This represents a significant increase over the first half of the year, with results driven by the Business Support Program campaign, a safety campaign, increased community engagement and the corporate campaign
- Throughout the construction season, vivaNext continues to use every opportunity to educate and engage their audiences to ensure our stakeholders receive relevant and timely communications about the work being undertaken along the Regional corridors. As crews worked through this year's spring and summer construction season, construction notifications and our outreach program continued to be effective tools for raising awareness
- Engagement on social media (Twitter, Instagram, YouTube, Facebook and blog) continues to be effective, with a number of followers sharing views, likes and comments. Due to paid media and the multiple campaigns in market, the results in the last quarter are exponentially higher than normal

Measure / Statistics	Q3 & Q4-2018
Visitors to vivanext.com	55,906
Page views to vivanext.com	117,135
Followers on Twitter	3,150
Friends on Facebook	2,168

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

Subscribers	Q3 & Q4-2018
Highway 7 - Markham	1,277
Highway 7 - Vaughan	1,828
Davis Drive - Newmarket	1,478
Yonge Street – Richmond Hill & Newmarket	4,268
Spadina Subway Extension	1,346
Yonge Subway Extension	2316
Bathurst & Centre	1,146
Corporate Newsletter	5,729

APPENDIX 1: AWARDED CONTRACTS

Table 1 – Awarded Contracts

The following table provides a full breakdown by *Category - YRRTC Procurement* awarded for the period of this report – Q3/Q4-2018.

Category	Tender Type	Description	RFX No.	Vendor	Awarded Value
Corporate (2)	RFQ – Request for Quote	Workstation Reconfiguration Services at YRRTC offices	RFQ-18-020-RT	Patriot Office Installations Inc.	\$24,655.00
	RFP - Request for Proposal	Strategic Management & Financing Consulting Services	RFP-17-003-RT	Deloitte LLP	\$930,550.00
Facilities & Terminals (2)	RFQ - Request for Quotation (General)	Emergency Security Services at VMC Bus Terminal	RFQ-18-023-RT	Patrolman Security Services Inc.	\$14,062.00
	RFQ - Request for Quotation (General)	Emergency Security Services at VMC Bus Terminal	RFQ-18-024-RT	Citiguard Security Ltd.	\$55,345.68
Total (4)					\$1,024,612.68

APPENDIX 2: CONTRACT VALUE INCREASES, EXTENSIONS & CLOSURES

Table 1 – Contract Value Increases, Existing

The following table provides a full breakdown by *Category - YRRTC Existing Contract Increases Amended* for the period of this report – Q3/Q4-2018.

Category	RFX No.	Vendor
Property (1)	IT-17-006-RT	J.D. Barnes Limited.
	RFQ-14-054-RT	Bell Canada.
BRT Construction (5)	RFQ-16-054-RT	Enbridge Gas Distribution Inc.
	RFQ-15-035-RT	Alectra Utilities.
	RFQ-15-036-RT	Alectra Utilities.
	RFQ-15-043-RT	Newmarket-Tay Power Distribution Ltd.
Corporate (2)	RFP-17-001-RT	Comtech Group Inc.
	RFP-18-002-RT	CH2M Hill Canada Ltd.
Communications (3)	RFQ-14-076-RT	The Richmond Hill Board of Trade.
	RFQ-14-077-RT	Newmarket Chamber of Commerce.
	RFQ-14-051-RT	Vaughan Chamber of Commerce.
BRT Property (2)	RFQ-18-004-RT	S2S Environmental Inc.
	PT-17-034-RT	Guild Electric
Facilities & Terminals (1)	RFQ-15-014-RT	HDR Corporation
Total (14)		

Table 2 – Contract Extensions, Existing

Category	RFX No.	Vendor
Facilities & Terminals(2)	RFP-17-007-RT	Tristar Electric Inc
	RFP-18-010-RT	Thurber Engineering Ltd.
BRT Property(2)	RFQ-18-004-RT	S2S Environmental Inc.
	PT-17-034-RT	Guild Electric
Communications (4)	RFQ-14-076-RT	The Richmond Hill Board of Trade.
	RFQ-14-077-RT	Newmarket Chamber of Commerce.
	RFQ-14-051-RT	Vaughan Chamber of Commerce.
	RFQ-13-023-RT	York Region Media Group.
BRT Construction (6)	RFQ-15-030-RT	Rod McPhail Transportation Planning.
	RFQ-14-054-RT	Bell Canada.
	RFQ-13-005-RT	Alectra Utilities Corporation.
	RFQ-15-035-RT	Alectra Utilities.
	RFQ-15-036-RT	Alectra Utilities.
	RFQ-15-043-RT	Newmarket-Tay Power Distribution Ltd.
Total (14)		

Table 3 – Contract Closures

Category	RFX No.	Vendor
Facilities & Terminals (2)	RFQ-16-060-RT	Golder Associates Ltd
	IT-17-006-RT	J.D. Barnes Limited
BRT Property (2)	RFQ-16-049-RT	Spectra Advertising
	RFQ-17-032-RT	Lloyd & Purcell Ltd
BRT Construction (3)	RFQ-17-053-RT	Lloyd & Purcell Ltd
	IT-17-006-RT	J.D. Barnes Limited
	RFQ-16-049-RT	Spectra Advertising
Total (7)		

APPENDIX 3: PROCUREMENT ACTIVITIES IN PROGRESS, NEW CONTRACT AWARDS

Table 1 – Procurement Activities in Progress, New Contract Awards

The following table provides a breakdown of *Procurement Activities in Progress* for the period of this report – Q3/Q4-2018, whereby a solicitation has been advertised, but no award has yet been issued.

Category	RFX No.	Description	Estimated Project Start Period
BRT Property	RFS-18-019-RT	D1 Broker for Disposition of Former Union Hotel	Q3-2018

APPENDIX 4: UPCOMING & PLANNED PROCUREMENT ACTIVITIES, NEW CONTRACT AWARDS

Table 1 – Upcoming Procurement, New Contract Awards

The following table provides a full breakdown by *Upcoming & Planned Procurement Activities* for the period of this report – Q3/Q4-2018.

Category	RFX No.	Description	Estimated Project Start Period
BRT Property (8)	RFPQ-18-026-RT	Request for Pre-Qualification – Vendor of Record (VOR) Environmental Services.	Q1-2019
	RFS-18-015-RT	Peer Review for PN 28 (Y2.1)	Q2-2019
	RFS-18-014-RT	H2VMC Risk Assessment	Q2-2019
	RFS-18-016-RT	Remaining Risk Evaluation and Remedial Action Plan (H2WE and Yonge St.)	Q2-2019
	RFS-18-017-RT	Consultant for Risk Based Targets (H2WE and Yonge St.)	Q2-2019
	RFS- 19-XX-RT	Post Sentinal well Monitoring Program – Corridor wide Risk Assessment Davis Drive	Q2- 2019
	RFQ-18-025-RT	Grounds Maintenance Services for Various Projects on Davis Drive	Q2-2019
	RFPQ-18-006-RT	Appraisal Services for all corridors (YR Project)	Q2-2019
BRT Construction (1)	PT-18-018-RT	Construction of Low Impact Development Stormwater Management Facility at 17250 Yonge St.	Q1-2019
Subway (1)	RFQ-18-013-RT	vivaNext TRCA Service Agreement (for YSE)	Q2-2019
Corporate (2)	RFP-18-005-RT	YRRTC External Coaching Services	Q2-2019
	RFP-19-002-RT	Banner and Installation for the rapidways	Q2-2019
Facilities & Terminals (1)		Analysis and market sounding for Warden site development	Q2-2019
Total (13)			