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



**President**  
Mary-Frances Turner



**Executive Vice-President, Project Implementation**  
Paul May



**Chief Financial Officer and Treasurer**  
Michael Cheong



**Chief Infrastructure and Development**  
Stephen Hollinger

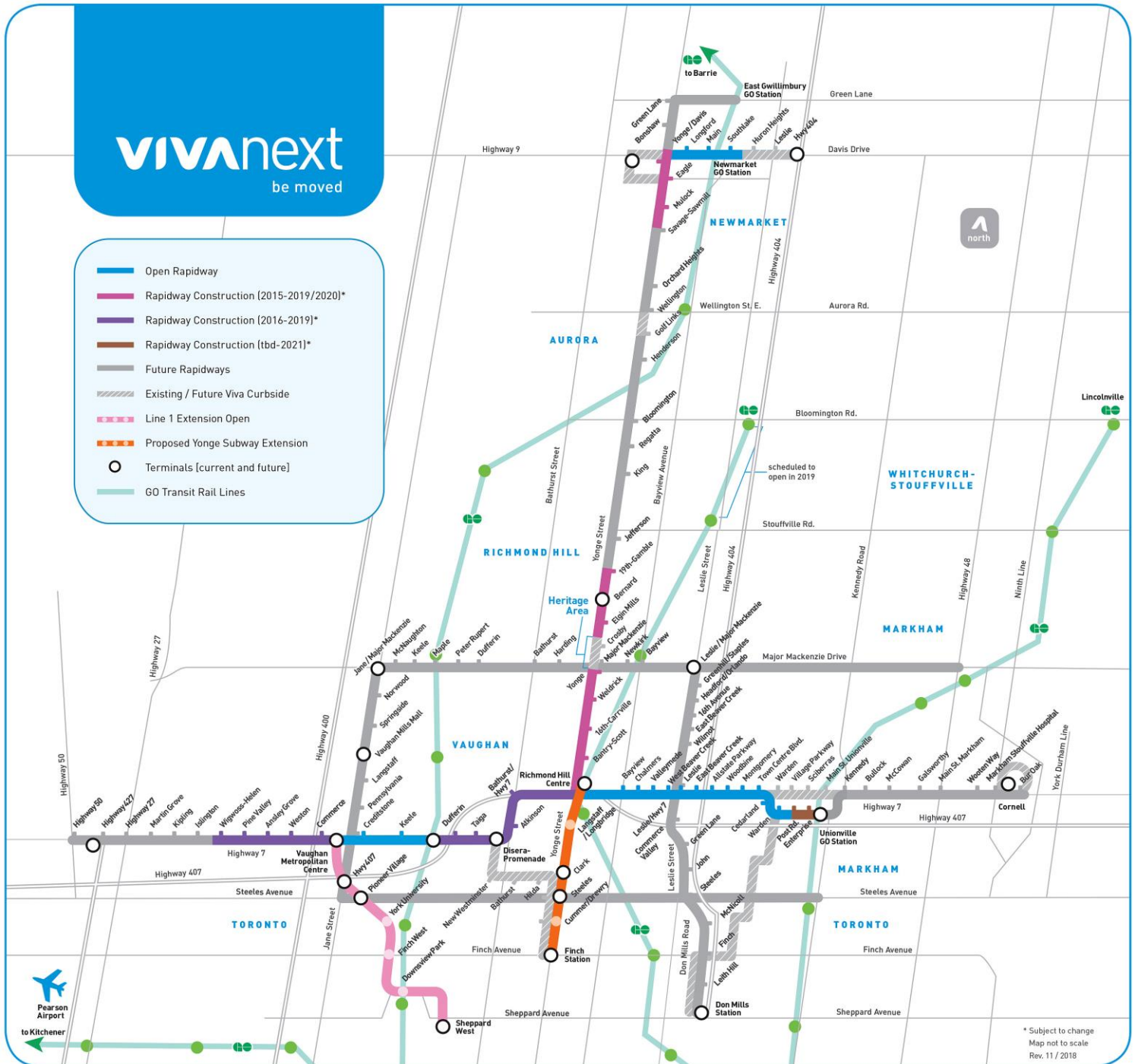


**Chief Communications Officer**  
Dale Albers



**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 completed

**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**

- 1) Union Hotel – building listed by Region is Q4 2018; an offer has been accepted by the Region and is currently being finalized
- 2) The next grouping of properties for sale are currently being prepared.
- 3) 151-161 Davis Drive, Phase 3 of the environmental work program to be finalized by Q3 2019, with implementation of Phase 3 works targeted for Q4 2019

**Utility Relocations**

- All utility works completed

**Design-Build Construction**

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

**Keeping the Public Informed**

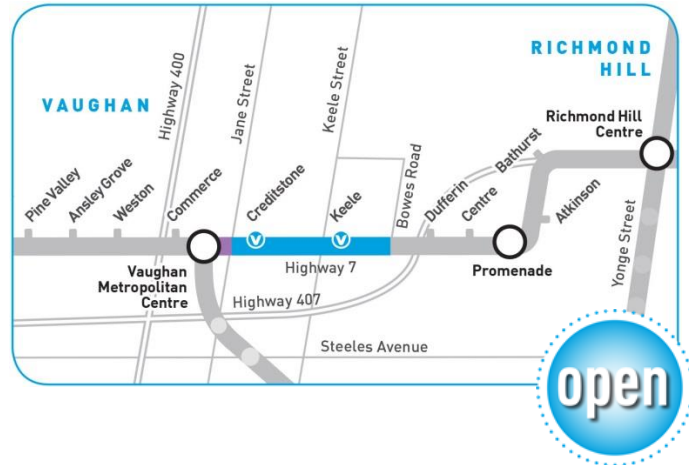
- Community Liaisons are supporting the environmental work program and ongoing warranty works with individual residents and business owners

**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 Station (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**

- Due Diligence Risk Assessment targeted for Q4 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**

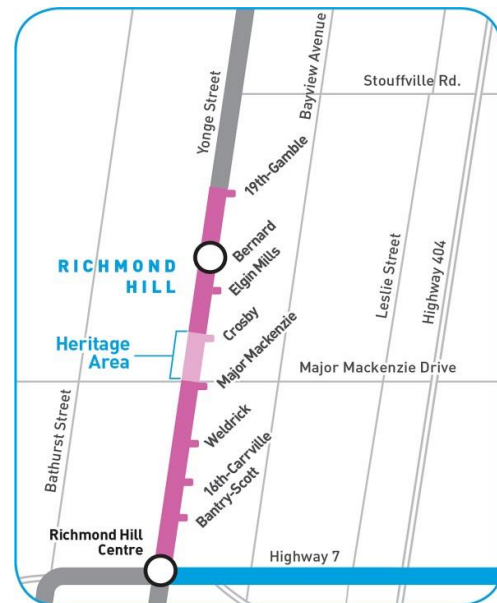
- Community Liaisons are available to work with the local businesses and residents to address any concerns and keep the community informed of any remaining warranty work
- Email subscription list currently has 1,807 subscribers

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

- 1) Environmental Risk Evaluation for the corridor is complete, and implementation with the design builder is underway
- 2) Four high impact sites within Y2.1 are currently being monitored, with a remediation program to be developed, finalized and implemented by Q3/Q4 2019
- 3) Due Diligence Risk Assessment targeted for Q1-2020

**Utility Relocations**

- **Town of Richmond Hill – Y2.1**
  - Enbridge gas main relocations are complete
  - Alectra aerial relocations from the south limit to 16th Ave. on the west side are complete
  - 75% of temporary poles have been removed – the remaining poles will be removed after the final segment of water main is installed and commissioned
  - Alectra/Bell/Rogers – Joint Use Trench construction is complete
  - Alectra cut-overs and aerial removals are complete; Bell cut-overs to be completed in May
  - Rogers cut-overs are in progress and to be completed by July 2019; Existing hydro poles have been removed
- **Town of Richmond Hill – Y2.2**
  - Enbridge gas main relocation is complete

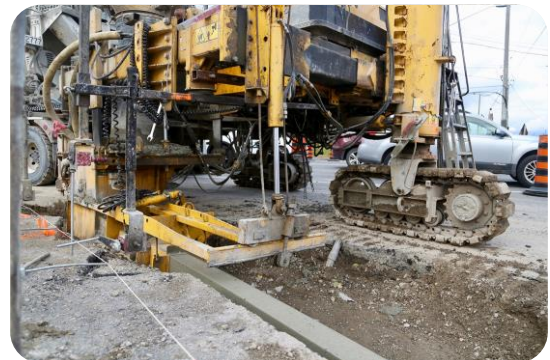




- Alectra aerial relocations are complete
- Alectra/Bell/Rogers – Joint Use Trench construction is complete
- Alectra and Bell cut-overs are complete
- Rogers cut-overs are in progress and anticipated to be completed for June 2019
- **Town of Newmarket - Y3.2**
  - All utility relocations are complete in Newmarket

**Design-Build Construction**

- The Y2.1 and Y2.2 segments in Richmond Hill are 47% complete, overall
- The Y3.2 segment in Newmarket is 74% complete
- **Town of Richmond Hill – Y2.1**
  - South Limit to Northern Heights Drive:
    - Stage 3 configuration is in place
    - East side: removals, road widening, storm installation, planter installations and curbs are complete; base asphalt is 50% complete; paver base and sidewalks are poured from South Limit to Beresford Dr.
    - Storm and water main installations, and road widening, are underway
    - Scott Station caissons have been poured
  - 16th Ave. to Major Mackenzie Dr.:
    - Stage 2 configuration is in place
    - East and west sides: removals, road widening, and storm installation is underway
    - Water main installation and commissioning is complete from Hillcrest Mall to Major Mackenzie
- **Town of Richmond Hill – Y2.2**
  - Levendale to Elgin Mills:
    - Stage 2 configuration is in place
    - West side: removals, road widening, storm installation, planter installation and curbs are complete; base asphalt is 75% complete; electrical work is in progress
  - Elgin Mills to Bernard:
    - Stage 2 configuration is in place
    - East side: Removals, road widening, storm installation and curbs are complete
  - Bernard to North Limit:
    - Stage 3 configuration is in place
    - East side: removals, road widening, storm installation and curbs are complete; planter installation is 70% complete; base asphalt is 50% complete; electrical work is 60% complete
    - Gamble Station caissons have been poured



**Town of Newmarket - Y3.2**

- Stage 4 configuration (traffic making intersection U-turns instead of mid-block left turns) is in place for the entire corridor:
  - West side: boulevards are 95% complete; bike lane paving to be completed in spring 2019
  - East side: planter installations are 50% complete; sidewalks are 10% complete; retaining wall installation is complete excluding coping and handrails
- Station and median construction:
  - Concrete caisson foundations were completed for all stations
  - The main platform slab is complete at the Mulock northbound, Mulock southbound, and Eagle northbound platforms
  - Barrier wall formworks have commenced at the Mulock northbound platform
  - Removals for median construction are ongoing

**Keeping the Public Informed**

- The Yonge Street database has over 4,204 subscribers for construction updates and bulletins from Richmond Hill and Newmarket communities
- Construction notices related to upcoming and impactful work [including overnight work, water main installation and line painting] were hand delivered to over 800 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:
  - Newmarket Chamber of Commerce Economic Luncheon – February 5
  - Pedestrian Safety Blitz – outreach to pedestrians at major intersections in Newmarket – March 12 and March 22 in conjunction with York Regional Police
  - Key stakeholder presentations to L’Arche Daybreak and Richland Academy – March 21 and March 28

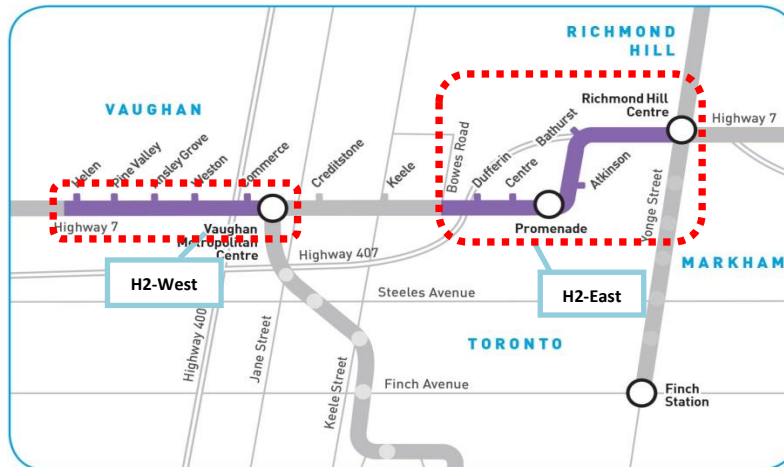


**2.0 BUS RAPID TRANSIT (BRT) PROGRAM**

**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**

- 1) Environmental Risk Evaluation for the corridor is complete, and implementation with the design builder is underway
- 2) One high impact site at the west end of the corridor is currently being monitored, with a remediation program to be developed, finalized and implemented by Q3/Q4 2019
- 3) Due Diligence Risk Assessment targeted for Q1-2020

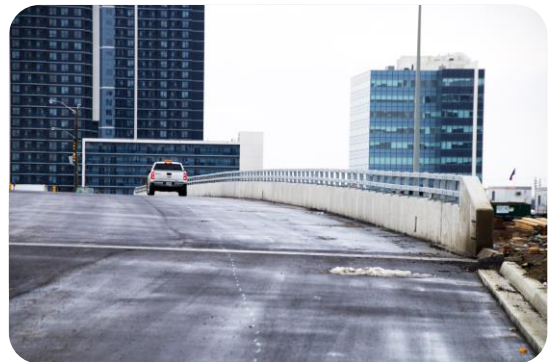
**Utility Relocations**

- All utility relocations along Highway 7, Centre Street and Bathurst Street are complete for Alectra and Enbridge
- Cable pulling and splicing for Bell and Rogers are ongoing on Highway 7 and Centre Street

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

- Overall project is at 76% completion
- All Design Submissions have reached IFC and design revisions are issued as needed
- Works on nine out of 10 stations continue in varying stages from canopy installation to electrical
- Highway 7 traffic has been shifted onto the newly widened portion of Highway 400 bridge to allow for works on the southern portion of the bridge deck including sidewalk and barrier wall removal
- Boulevard works, including planter box and sidewalk, continue to progress along Centre Street, Bathurst Street and Highway 7 as the areas become available, with the main focus between Weston Road and Helen Street on Highway 7; and between Dufferin Street and Bathurst Street on Centre Street; and between Centre Street and Highway 407 on Bathurst Street

- Traffic has been shifted in various areas on Bathurst Street to allow for excavation of median planters with minimal impact to traffic and reduced lane closures
- Median works continue, including islands and planters, on Highway 7 between Pine Valley Drive and Weston Road; and on Centre Street
- Median works have started along Bathurst Street
- All retaining walls have been completed including the major retaining walls on Highway 7 west of Highway 400 and along the future re-aligned Highway 400 ramps
- Works for permanent streetlight and traffic signals is ongoing, as areas become available
- Municipal water main replacement on Highway 7 West of Pine Valley Drive is ongoing and anticipated to be complete by late Q2 2019
- 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**

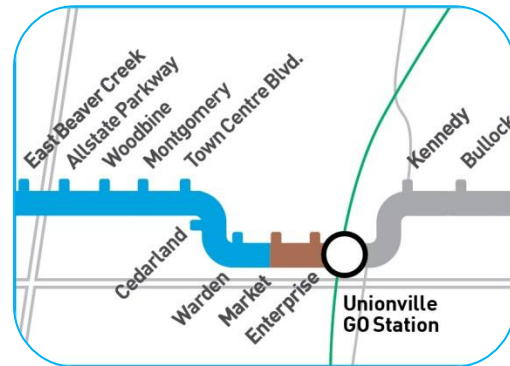
- The subscription list for construction updates and bulletins in these corridors is currently 2,950 with outreach and initiatives continuing to increase the subscriptions
- Construction notices related to upcoming and impactful work [including overnight work and water main installation] were hand delivered to 350 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 Mayor’s Luncheon – February 20
  - Pedestrian Safety Blitz – outreach to pedestrians at major intersections on Highway 7 in Vaughan and the Bathurst and Centre area – March 21 and March 26 in conjunction with York Regional Police

**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
<b><u>DB</u></b>					
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%
<b><u>OE</u></b>					
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 16<sup>th</sup> Avenue)
- It includes energy-efficient and environmentally-friendly features such as energy efficient lighting and heating systems, a “cool roof” to save on cooling costs and a rainwater recycling system
- The facility was constructed to accommodate 196 buses on opening day and up to 250 articulated buses over time
- 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 21% complete
- Underground utilities and site works completed in Q1-2019
- Foundations and caisson are complete
- Structural Steel for North Building and Platform area are complete, South Building is in progress
- South Plaza and Colonnade works in progress

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 TYSSSE 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, a bus layover area and 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
- Final close-out of the TYSSE project is underway and scheduled for completion by end of 2021. Handover and close-out of the YRT bus terminals will occur in 2019.



**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
- Formal handover of the YRT bus terminal from TTC to YRT is scheduled for Q2-2019

**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 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
- Escalator deficiencies are expected to be completed and escalators put into service in Q2-2019

**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 in 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:
  - Plumbing and Mechanical in pre-commissioning
  - Painting and Finishes in progress
  - Testing Electrical, fire and life safety systems
  - Elevator and Escalator awaiting TSSA Inspections
- The terminal construction is at approximately 96%, and is expected to be operational in summer 2019



**3.2 YONGE SUBWAY EXTENSION (YSE) PROGRAM**

**Project Description**

- This project is a 7.4 km extension of the existing Yonge Subway (Line 1), from Finch Station to the Richmond Hill Centre and includes up to six new stations, two major transit terminals (Steeles Avenue and Richmond Hill Centre) and an underground train storage facility north of Richmond Hill Centre

**Progress Status Update**

- YRRTC and York Region continue 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 design and engineering, which is scheduled to be completed in March 2020
- TTC and YRRTC developed RFP packages and have procured key technical services for the preliminary engineering and design activities. By the end of Q1-2019, work was initiated on the following assignments:
  - Golder Associates Ltd began work on the Principal Geotechnical Services
  - Wood, Englobe Corp and Thurber Engineering Ltd. initiated geotechnical investigation field work
  - Hatch Engineering initiated tunnel design work
  - Stations design has been initiated by the following design groups:
    - 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).
  - Hatch-Parsons initiated the systems design
  - 4Transit (a joint venture with Hatch, WSP, and Parsons) began work on the Project Management Services contract
- 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
- Engagement of municipal stakeholders is underway, broader public outreach began in Q4-2018 and is ongoing



\* Conceptual Design Report estimate, escalated to 2017 dollars, representing the costs in the actual year of construction (planned 2022 to 2031). This is a Class 4/5 estimate and is not appropriate for budgeting purposes.

**4.0 PROCUREMENT ACTIVITIES**

All tables express values exclusive of taxes.

**4.1 AWARDED CONTRACTS – NEW**

Procurement activities for Q1 2019 - one contract awarded for Grounds Maintenance Services for various properties on Davis Drive.

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

Category	Total	
<b>Corporate</b>	Total (\$)	\$-
	Count	0
<b>BRT Property</b>	Total (\$)	\$31,494.77
	Count	1
<b>BRT Construction</b>	Total (\$)	\$-
	Count	0
<b>Subways</b>	Total (\$)	\$-
	Count	0
<b>Facilities &amp; Terminals</b>	Total (\$)	\$-
	Count	0
<b>Total (\$)</b>	<b>\$31,494.77</b>	
<b>Total Count</b>	<b>1</b>	

**4.2 AMENDED CONTRACTS – EXISTING**

In Q1 2019, total increases to 11 existing contracts were in the amount of approximately \$10.1 million – primarily driven by the increase to Utilities, OMSF, and VMC Terminal (see Table 1 of Appendix 2).

In addition, 28 existing contracts were extended (see details in Table 2 of Appendix 2); and 5 existing contracts were closed off – (see Table 3 of Appendix 2).

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

Category	Activities	Q1-2019
<b>Corporate</b>	Closed	3
	Extensions	1
	Increased Amounts (2)	\$5,000
	Decreased Amounts	(\$141,093)
<b>BRT Property</b>	Closed	1
	Extensions	1
	Increased Amounts (0)	0
<b>BRT Construction</b>	Closed	0
	Extensions	18
	Increased Amounts(5)	\$9,793,756.45
<b>Subways</b>	Closed	0
	Extensions	0
	Increased Amounts(0)	0
<b>Facilities &amp; Terminals</b>	Closed	1
	Extensions	6
	Increased Amounts(4)	\$435,155.74
<b>Program Management</b>	Closed	0
	Extensions	0
	Increased Amounts(0)	0
<b>Communications</b>	Closed	0
	Extensions	2
	Increased Amounts(0)	0
<b>Preliminary Engineering</b>	Closed	0
	Extensions	0
	Increased Amounts(0)	0
<b>Total Closed</b>		<b>5</b>
<b>Total Date Changes</b>		<b>28</b>
<b>Total Increased Amounts (11)</b>		<b>\$10,092,819.19</b>

\* 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**

Category	Estimated Project Start Period	Total
BRT Property	Q2-2019	1

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

**4.4 UPCOMING & PLANNED PROCUREMENT ACTIVITIES**

Upcoming procurements scheduled over the next 90 days, with potential cumulative contract awards valued at approximately at \$2.6 million. Procurement activities include (see further details in Table 1 of Appendix 4):

**Regional Capital Program**

- Consulting Support for Corporate Policy and Government Related Communications

**Metrolinx Capital Program**

- Request for Pre-Qualification (VOR) - Environmental Services – Remediation, Risk Assessment, etc. (with no \$ value)
  - Phase 3 of Subsurface Investigation at Properties adjacent to 151-161 Davis Drive
  - Revised RAP including Free Product Removal at individual properties in Richmond Hill and Vaughan
  - H2WE corridor-wide risk assessment
  - HVMC corridor-wide risk assessment
  - Y2.1/Y2.2 corridor-wide risk assessment
- Request for Pre-Qualification - Construction of Low Impact Development Storm water Management Facility at 17250 Yonge Street.
- Request for Tender - Construction of Low Impact Development Storm water Management Facility at 17250 Yonge Street.
- Consultant to do further analysis and market sounding for Warden site development



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

Category	Estimated Value	Estimated Project Start Period	
		Q2/Q3-2019	Q4-2019
<b>Corporate (1)</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	1	0
	\$100,001 to \$500,000	0	0
	N/A	0	0
<b>BRT Property (9)</b>	\$25,001 to \$50,000	1	0
	\$50,001 to \$100,000	4	0
	\$100,001 to \$500,000	1	2
	N/A	1	0
<b>BRT Construction (2)</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	0	1
	N/A	1	0
<b>Subway (0)</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	0	0
	N/A	0	0
<b>Facilities &amp; Terminals (1)</b>	\$25,001 to \$50,000	0	1
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	0	0
	N/A	0	0
<b>Program Management (0)</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	0	0
	N/A	0	0
<b>Communications (0)</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	0	0
	N/A	0	0
<b>Preliminary Engineering(0)</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	0	0
	N/A	0	0
<b>Grand Total (13)</b>		<b>9</b>	<b>4</b>

**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 (just west of Jane Street) with three subway stations in York Region – Pioneer Village, Highway 407 and Vaughan Metropolitan Centre
- One Operations, Maintenance and Storage Facility at the Headford Business Park in Richmond Hill
- Two Bus Terminals: at 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, the \$170.0 million from the Canada Strategic Infrastructure Fund (CSIF) and the \$36.3 million from the Public Transit Infrastructure Fund (PTIF) program.

Capital expenditures were approximately \$80.0 million this quarter, bringing total expenditures to \$3.1 billion since inception of the Capital Programs. The main drivers of the expenditures are:

- Construction activities for the Bus Rapidways and Stations (BRT) Program – \$60.1 million
- Construction activities mainly for SmartCentres Place VMC Bus Terminal, and Cornell Terminal – \$1.9 million
- Toronto-York Spadina Subway Extension (TYSSE) – \$18.0 million

**Summary of Capital Expenditures – Q1-2019 and Inception To-Date**

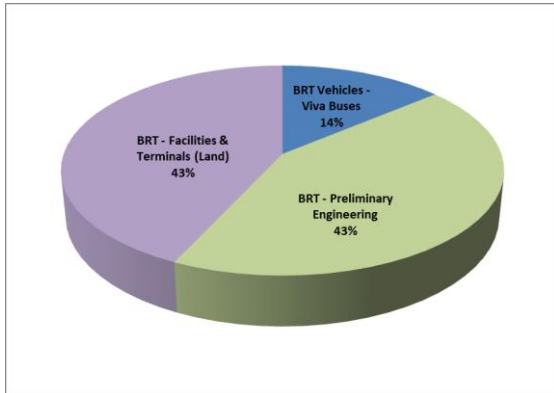
Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget	Budget Remaining	% Remaining
<b>BRT Rapidways and Stations *</b>	60,352,286	1,611,249,797	1,783,915,948	172,666,152	10%
<b>BRT Facilities &amp; Terminals</b>	1,874,496	182,149,778	209,074,726	26,924,948	13%
<b>BRT Vehicles - viva Buses</b>	-	46,730,575	46,730,575	-	Completed
<b>Toronto-York Spadina Subway Extension (TYSSE)</b>	17,958,351	1,264,572,987	1,329,245,876	64,672,889	5%
<b>Yonge Subway Extension (YSE) - Conceptual Design</b>	-	4,096,576	4,308,346	211,770	5%
<b>Yonge Subway Extension (YSE) - Planning &amp; PE</b>	-	-	36,344,175	36,344,175	100%
<b>Rapidway Transit Initiatives</b>	104,027	2,248,690	5,985,516	3,736,827	62%
<b>Total</b>	<b>\$80,289,161</b>	<b>\$3,111,048,403</b>	<b>\$3,415,605,163</b>	<b>\$304,556,761</b>	<b>9%</b>

*\* Budget is net of Municipal and 3<sup>rd</sup> Party Recoveries, and comprises of \$28.9 million from the QuickWins Contribution Agreement for the BRT Rapidways and Stations (Refer to Section 5.2 for additional details) and \$1.755 billion from the Metrolinx Master Agreement .*

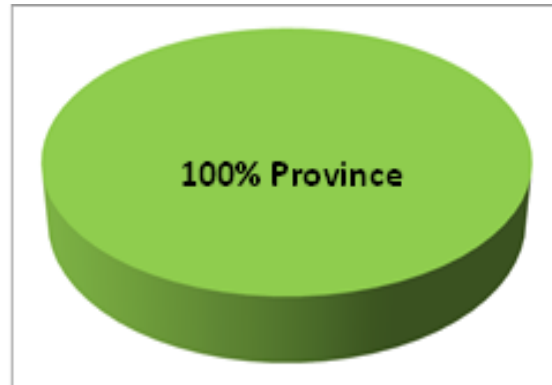
**5.2 QUICKWINS CONTRIBUTION AGREEMENT – \$67.6 MILLION**

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 – Q1-2019 and Inception-To-Date**

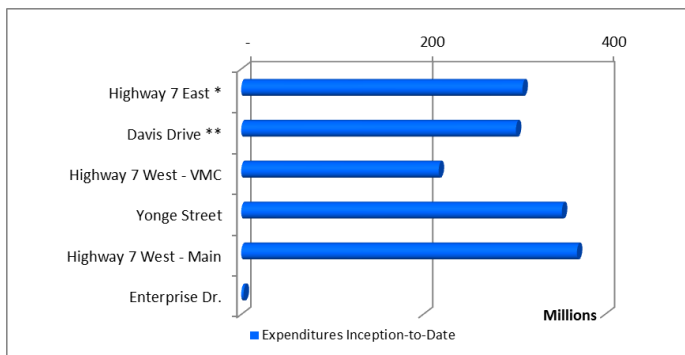
Program	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget
Enterprise Dr. (PE & Construction)	-	19,223,940	
Davis Drive (PE)	-	1,511,071	
Highway 7 West - VMC (PE)	-	660,259	
Highway 7 West - Main (PE)	-	6,918,838	
Yonge Street (PE)	-	590,827	
BRT Facilities & Terminals (PE & Land)	33,839	28,917,408	
BRT Vehicles - viva Buses	-	9,357,200	
<b>Total</b>	<b>\$ 33,839</b>	<b>\$67,179,543</b>	<b>\$67,600,000</b>

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

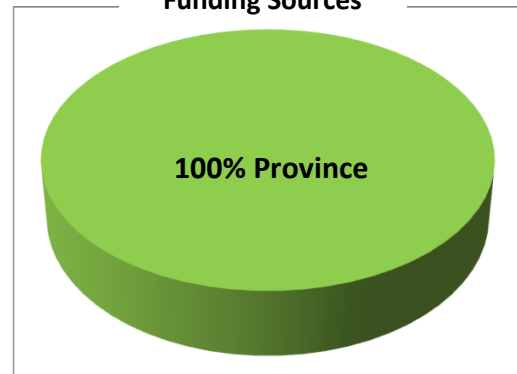
Funding 100% of the Bus Rapidways and Stations (BRT) Program in York Region – as per ‘The Big Move’ announcement for transportation infrastructure in the Greater Toronto and Hamilton Area (GTHA), the Metrolinx Master Agreement of \$1.755 billion includes:

- \$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 quarter were \$60.4 million – bringing the total expenditures to \$1.6 billion since the inception of the program – approximately 75% of the rapidways completed.

**Summary of Capital Expenditures – Q1-2019 and Inception-To-Date**

Project	Expenditures Year-to-Date*	Expenditures Inception-to-Date*	Total Budget
Highway 7 East	156,529	309,178,356	
Davis Drive	(982,739)	302,045,401	
Highway 7 West - VMC	1,010,863	217,086,516	
Yonge Street	33,103,263	377,537,306	
Highway 7 West - Main	27,010,797	373,854,826	
Enterprise Dr.	53,573	2,631,444	
<b>Total</b>	<b>\$60,352,286</b>	<b>\$1,582,333,849</b>	<b>\$1,755,000,000</b>

\* Inception-to-date Expenditures are net of Municipal and 3<sup>rd</sup> Party Works which are still in the process of being reimbursed

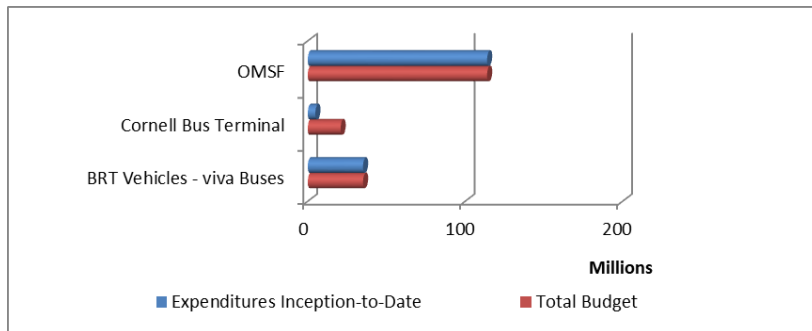
\*\* Year-to-date and Inception-to-date Expenditures are net of Municipal and 3<sup>rd</sup> Party Works which are in the process of being reimbursed. Davis Drive Year-to-Date includes utilities accruals adjustment.

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

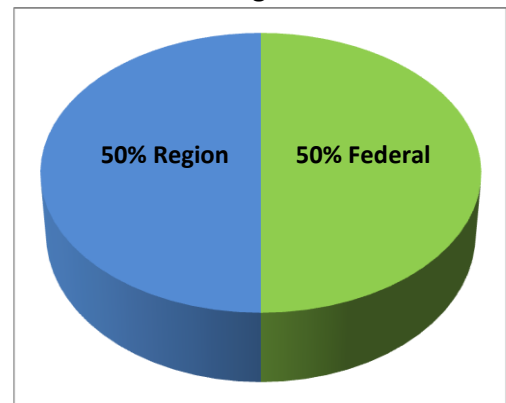
The Federal Canada Strategic Infrastructure Fund (CSIF) Contribution Agreement – valued at \$170.0 million, was executed on March 15, 2011 – a 50/50 contribution partnership between the Federal Government and the Region.

**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 first quarter, expenditures were \$1.1 million, bringing the total expenditures to \$154.0 million since inception of the program – as illustrated in the table below:

**Summary of Capital Expenditures – Q1-2019 and Inception-To-Date**

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
<b>Operations, Maintenance and Storage Facility (OMSF)</b>	-	113,970,815	113,970,815	-	Completed
<b>Cornell Bus Terminal</b>	1,098,160	4,862,801	20,898,810	16,036,009	77%
<b>BRT Vehicles - viva Buses (39)</b>	-	35,130,375	35,130,375	-	Completed
<b>Total</b>	<b>\$1,098,160</b>	<b>\$153,963,991</b>	<b>\$170,000,000</b>	<b>\$16,036,009</b>	<b>9%</b>

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

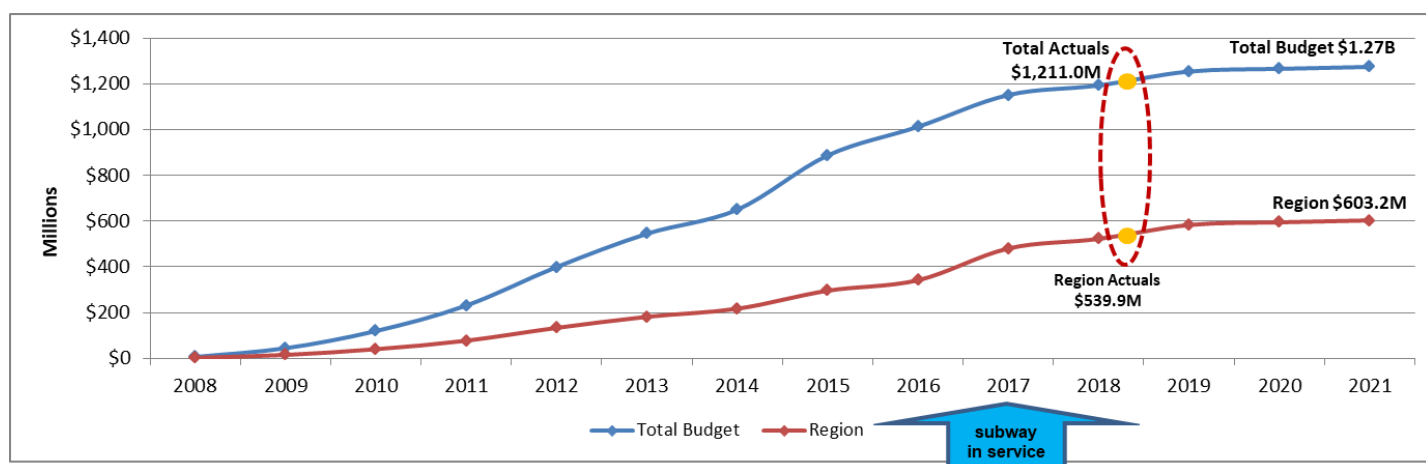
The total budget committed by the funding partners toward Toronto-York Spadina Subway Extension (TYSSE) is \$3.184 billion, of which \$1.329 billion worth of assets (40.04%) were built in York Region:

- York Region’s commitment to TYSSE Construction is \$603.8 million

**Summary of Capital Expenditures – Q1-2019 and Inception To-Date**

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
York Region - Capacity Buy-In	-	30,650,667	30,650,667	-	0%
York Region - viva Concourse	-	13,731,566	13,959,076	227,510	2%
York Region - Downsview & Others	2,113	9,164,655	10,364,800	1,200,146	12%
York Region - Subway Construction	17,956,239	539,936,104	603,181,338	63,245,234	10%
Province - Subway Construction	-	422,041,195	422,041,195	-	0%
Government of Canada - Subway Construction	-	249,048,800	249,048,800	-	0%
<b>Total</b>	<b>\$17,958,351</b>	<b>\$1,264,572,987</b>	<b>\$1,329,245,877</b>	<b>64,672,889</b>	<b>5%</b>

**TYSSE Construction Expenditures in York Region, Q1-2019 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	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>\$4,096,576</b>	<b>\$40,652,521</b>	<b>\$36,555,945</b>	<b>90%</b>

## 5.7 OPERATING EXPENDITURES SUMMARY

As at Q1-2019, the Gross Operating Expenditure and Net Operating Expenditures are at \$9.3 million and the \$1.3 million respectively.

- The Metrolinx Gross Operating Expenditure is \$7.1 million which are fully recovered from the Metrolinx Capital Projects.
- The Regional Gross Operating Expenditures is \$2.2 million with recoveries from the Capital projects of \$0.9 million
- Net Operating Expenditures of \$1.3 million, timing of recording of revenues

### YRRTC Operating Expenditures, Q1-2019

Operating Expenditures (\$ Millions)	Q1-2019 Operating Expenditures	Regional Operating Expenditures	Metrolinx Operating Expenditures
YRRTC Staff & Administration.	7.8	1.6	6.2
York Region Staff & Administration	1.1	0.2	0.9
Financing Costs	0.4	0.4	0.0
<b>Gross Operating Expenditures</b>	<b>9.3</b>	<b>2.2</b>	<b>7.1</b>
Recoveries from Capital Projects	(8.0)	(0.9)	(7.1)
Revenues from Development Charges & Federal Gas Tax	0.0	0.0	0.0
<b>Net Operating Expenditures</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>

COMMUNICATIONS

5.8 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 9<sup>th</sup> 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

5.9 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 Pedestrian Safety Blitz was launched in March of this year and included a postcard, social media campaign and partnership with York Regional Police. The focus of the campaign was to bring safety awareness directly to pedestrians as they crossed at major intersections on Yonge in Newmarket, Highway 7 in Vaughan and Bathurst and Centre in Thornhill. Additional campaigns will take place in Richmond Hill in Q2 of 2019.
- Content focused on a number of safety-minded themes, including:
  - Paying attention to posted signs in construction zones
  - Crossing at designated crosswalks
  - The value of patience
  - Safety being a shared responsibility
- In the first quarter of 2019, 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
- 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. Communications focus now changes to the construction ramp up and what people can expect to see in 2019.





- In Q1 of 2019, YRRTC made 163,840 connections on social media. This represents positive results early in the year and a continuing increase over the next quarter.
- 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 normal number of campaigns in market, first quarter results are positive:

Measure / Statistics	Q1 2019
Visitors to vivanext.com	24,643
Page views to vivanext.com	49,939
Followers on Twitter	3,235
Friends on Facebook	2,171

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

Subscribers	Q1 2019
Highway 7 - Markham	1,262
Highway 7 - Vaughan	1,807
Davis Drive - Newmarket	1,467
Yonge Street – Richmond Hill & Newmarket	4,204
Spadina Subway Extension	1,343
Yonge Subway Extension	2,289
Bathurst & Centre	1,143
Corporate Newsletter	5,708

**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 – Q1 2019.

Category	Tender Type	Description	RFX No.	Vendor	Awarded Value
<b>Property (1)</b>	RFQ – Request for Quotation	Grounds Maintenance Services for Various Properties on Davis Drive	RFQ-18-025-RT	Forest Ridge Landscaping Inc.	\$31,494.77
<b>Total (1)</b>					<b>\$31,494.77</b>

**APPENDIX 2: CONTRACT VALUE INCREASES, EXTENSIONS & CLOSURES**

**Table 1 – Contract Value Increases/Decreases, Existing**

The following table provides a full breakdown by *Category - YRRTC Existing Contract Increases Amended* for the period of this report – Q1 2019.

Category	RFX No.	Vendor
<b>Corporate (2)</b>	RFQ-18-020-RT	Patriot Office Installations Inc.
	RFP-18-002-RT	CH2M Hill Canada Ltd.
<b>BRT Construction (5)</b>	RFQ-15-040-RT	Bell Canada.
	RFQ-15-041-RT	Bell Canada.
	RFQ-15-042-RT	Bell Canada.
	RFQ-15-039-RT	Rogers.
	RFP-13-002-RT	York RapidLINK Constructors.
<b>Facilities &amp; Terminals(4)</b>	RFP-15-014-RT	HDR Corporation.
	RFQ-16-010-RT	DSAI Inc.
	RFQ-14-052-RT	Cole Engineering.
	PT-16-053-RT	Zurich Insurance Ltd.
<b>Total (11)</b>		

**Table 2 – Contract Extensions, Existing**

Category	RFX No.	Vendor
<b>Corporate (1)</b>	RFQ-18-020-RT	Patriot Office Installations Inc.
<b>BRT Property(1)</b>	RFQ-18-025-RT	Forest Ridge Landscaping Inc.
<b>BRT Construction (18)</b>	RFQ-15-040-RT	Bell Canada.
	RFQ-15-041-RT	Bell Canada.
	RFQ-15-042-RT	Bell Canada.
	RFQ-15-039-RT	Rogers.
	RFQ-17-052-RT	Enbridge Gas Distribution Inc.
	RFQ-15-003-RT	Enbridge Gas Distribution Inc.
	RFQ-15-004-RT	Enbridge Gas Distribution Inc.
	RFQ-16-039-RT	Bell Canada.
	RFQ-17-024-RT	Bell Canada.
	RFQ-17-016-RT	Bell Canada.
	RFQ-16-034-RT	Alectra Utilities Corporation.
	RFQ-16-035-RT	Alectra Utilities Corporation.
	RFQ-17-026-RT	Alectra Utilities Corporation.
	RFQ-17-026-RT	Alectra Utilities Corporation.
	RFQ-16-064-RT	Telus Communications Inc.
RFQ-17-025-RT	Rogers(PO # 90782).	
RFQ-17-025-RT	Rogers (PO # 90783).	
RFP-13-002-RT	York Rapid Link Constructors.	

<b>Facilities &amp; Terminals(6)</b>	RFQ-16-010-RT	DSAI Inc.
	RFQ-14-052-RT	Cole Engineering
	RFQ-17-043-RT	Alectra Utilities
	RFQ-17-022-RT	Alectra Utilities
	RFQ-15-050-RT	Penguin Calloway (Vaughan) Inc.
	RFQ-18-007-RT	City of Vaughan
<b>Communications (2)</b>	RFQ-12-074-RT	Cineplex Media
	RFP-15-033-RT	Forum Research Inc
<b>Total (28)</b>		

**Table 3 – Contract Closures**

Category	RFX No.	Vendor
<b>Corporate (3)</b>	RFQ-17-028-RT	Patricia Catherwood.
	RFQ-18-020-RT	Patriot Office Installations Inc.
	RFQ-16-055-RT	RFP Solutions Inc.
<b>BRT Property (1)</b>	RFQ-18-024-RT	Citiguard Security Limited.
<b>Facilities &amp; Terminals (1)</b>	RFQ-18-003-RT	N. Barry Lyon Consultants Ltd.
<b>Total (5)</b>		

**APPENDIX 3: PROCUREMENT ACTIVITIES IN PROGRESS**

**Table 1 – Procurement Activities in Progress**

The following table provides a breakdown of *Procurement Activities in Progress* for the period of this report – Q1-2019, whereby a solicitation has been advertised, but no award has yet been issued.

Category	RFX No.	Description	Estimated Project Start Period
BRT Property	RFPQ-18-026-RT	RFPQ for Environmental Consulting Services	Q2-2019

**APPENDIX 4: UPCOMING & PLANNED PROCUREMENT ACTIVITIES**

**Table 1 – Upcoming Procurement**

The following table provides a full breakdown for *Upcoming & Planned Procurement Activities* for the period of this report – Q1-2019.

Category	RFX No.	Description	Estimated Project Start Period
<b>Corporate (1)</b>	RFQ-19-003-RT	Consulting Support for Corporate Policy and Government Related Communications	Q2-2019
	TBD	Phase 3 of Subsurface Investigation at Properties adjacent to 151-161 Davis Drive	Q3-2019
<b>BRT Property (9)</b>	TBD	Revised RAP including Free Product Removal at individual properties in Richmond Hill and Vaughan	Q3-2019
	TBD	H2WE corridor-wide RA	Q3-2019
	TBD	HVMC corridor-wide RA	Q4- 2019
	TBD	Y2.1/Y2.2 corridor-wide RA	Q4-2019
<b>BRT Construction (2)</b>	RFPQ-19-01-RT	Construction of Low Impact Development Stormwater Management Facility at 17250 Yonge St.	Q3-2019
	PT-18-018-RT	Construction of Low Impact Development Stormwater Management Facility at 17250 Yonge St.	Q4-2019
<b>Facilities &amp; Terminals (1)</b>		Analysis and market sounding for Warden site development	Q4-2019
<b>Total (13)</b>			