



project status report Q3/Q4 - 2019

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# Introduction

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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**  
Joe Li  
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**  
Chad McCleave



**Chief Infrastructure and Development**  
Stephen Hollinger



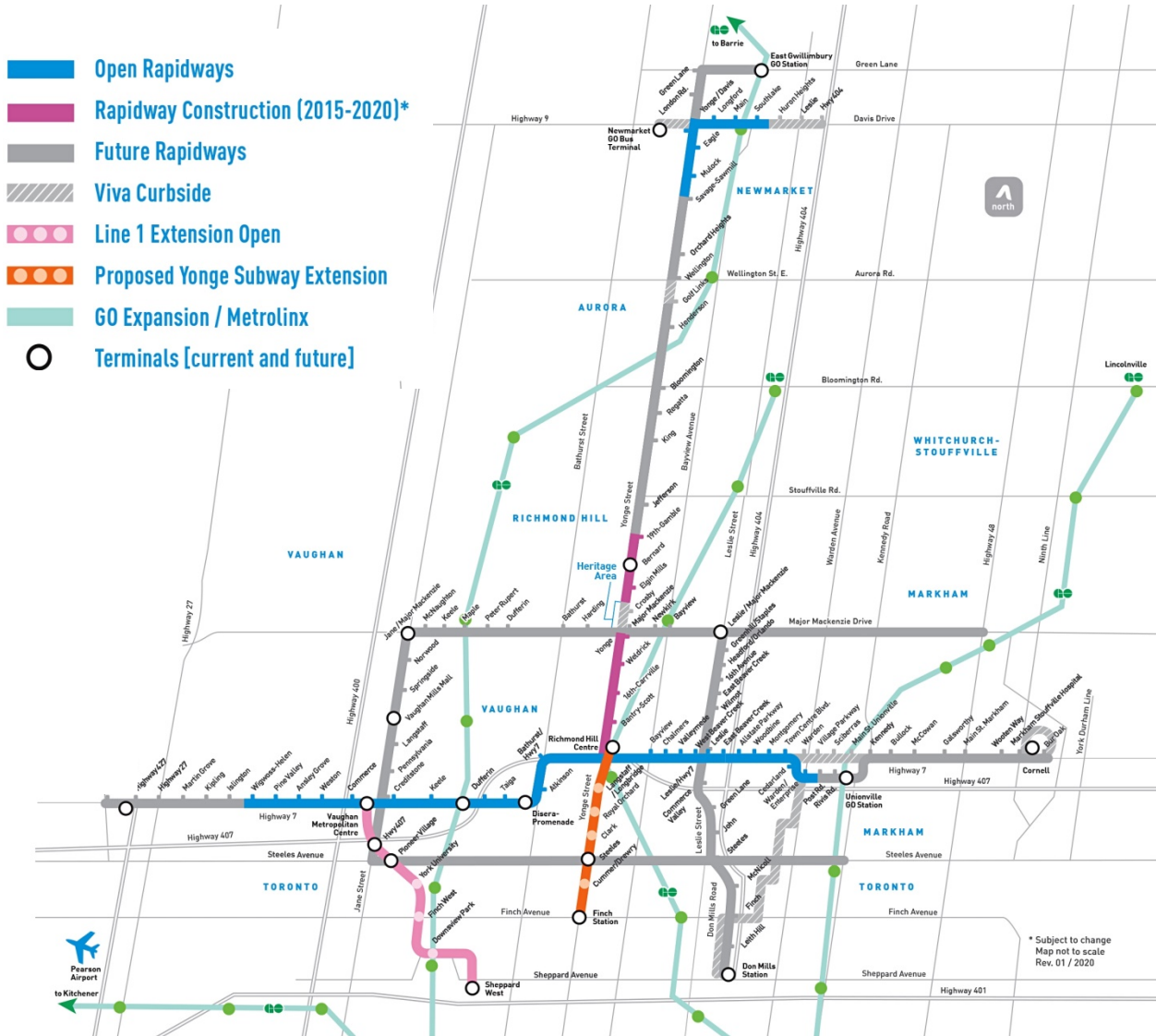
**Chief Communications Officer**  
Dale Albers



**Chief Legal & HR Officer, & Corporate Secretary**  
[Vacant]



# Rapid Transit Project Map



# Q3 and Q4 Accomplishments

## Opened the Yonge Street rapidway in Newmarket Savage Road/Sawmill Valley Drive to Davis Drive



### Project Description

- 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 three centre-lane vivastations



### Progress Status Update

#### Property

- Environmental Risk Evaluation for the corridor is complete, and implementation of the recommendations is underway with the design builder

#### Utility Relocations

- All utility relocations are complete

#### Design-Build Construction

- Construction of this segment is complete, with remaining deferred works and deficiencies to be completed in 2020
- Some project work was deferred to Spring 2020, such as planting and permanent pavement markings.
- The segment was handed over on December 9, 2019, in advance of the start of revenue service.

#### Keeping the Public Informed

- A two-stage commissioning campaign was planned and implemented to communicate opening the corridor.

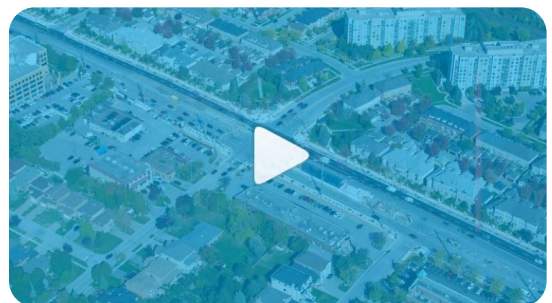


Vivastation on the Yonge rapidway in Newmarket

- The commissioning campaign was deployed in two stages, “be ready” and “be moved,” with two goals in mind: safety to ensure all who travel the street are aware the red-paved lanes will begin operating with buses, and advertising the accomplishment of completing this large infrastructure project.
- The commissioning campaign included street signs, vivastation banners, web and social media, radio advertising, notices to email subscribers, and on-site staff to help guide transit customers in and around vivastations.
- The Yonge Street database has over 4,182 subscribers for construction updates and bulletins to the Richmond Hill and Newmarket communities.
- Construction notices related to impactful work [including overnight work, water main installation and line painting] were hand delivered to over 3,600 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
- Pedestrian Safety Campaign – outreach to pedestrians at major intersections in Newmarket and Richmond Hill in late August/early September for the back-to-school period, including:
  - On-street campaign to connect with over 2,200 pedestrians at 12 intersections under construction
  - Construction bulletins
  - Safety messaging on Variable Messaging Boards along each corridor
  - York Regional Police involvement – on-street presence in Newmarket for speed monitoring
  - Social media posts along with a paid campaign – resulting in 107,135 impressions, a reach of 69,792 and 1,299 link clicks
- Key stakeholder presentations to:



**Rapidway openings in Vaughan and Newmarket**



**Click above to watch the 2019 Year in Review video on YouTube for Yonge Street rapidway projects**



**Vivastation on Yonge in Newmarket**



- Residents and Board members of Brandy Lane Way, Newmarket
- Newmarket Chamber Networking Breakfast
- York Region Transit staff – training to prepare for opening the rapidway.

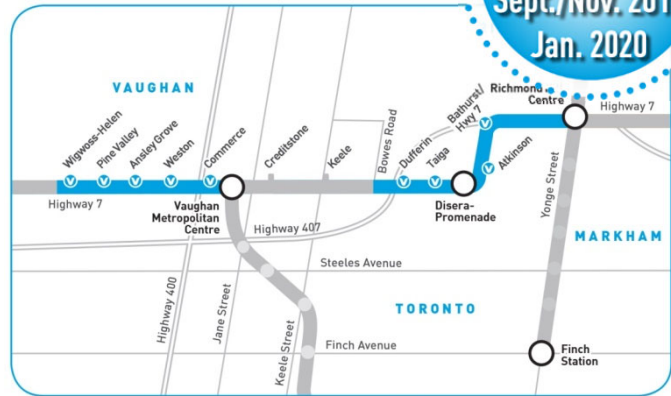
## Opened the Highway 7 West rapidway in Woodbridge and Thornhill

### Bathurst & Centre Streets from Yonge to Bowes Rd. Edgeley Boulevard to Bruce Street

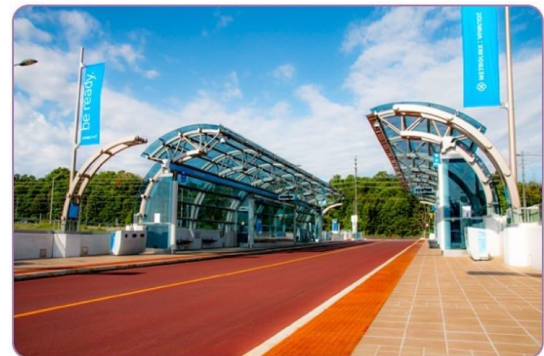


#### Project Description

- The H2-WE rapidway refers to approximately 12.6 km of rapidway along Highway 7 West, Bathurst and Centre Streets, including 10 centre-lane vivastations.
- The H2E-North segment between Bathurst Street and Richmond Hill Centre was handed over on September 20, 2019 and opened for service on September 22, 2019.
- The H2-West segment from Edgeley Boulevard to Bruce Street was handed over on November 21, 2019 and opened for service on November 24, 2019.
- The H2-East segment along Bathurst and Centre Streets from Highway 7 to Bowes Road was handed over on December 28, 2019, for service opening on January 5, 2020.
- The project achieved Substantial Performance on December 20, 2019 and Substantial Completion on December 28, 2019.



Newly-opened vivastation in Vaughan



Bathurst/Hwy 7 vivastation

#### Progress Status Update

##### Property

- 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 2020

- Due diligence risk assessment is targeted to be complete in Q3 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**

- Main construction is complete, including station platforms, rapidway, roadway, boulevards, bridges, median islands, traffic signals, and streetlights
- Remaining deferred H2-East construction

work such as the final bike lane paving, landscaping, and pavement markings including printed crosswalks, is planned for completion in spring/summer 2020

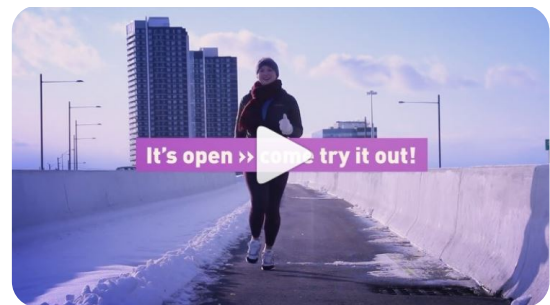
- Deficiency and warranty works are ongoing

### **Keeping the Public Informed**

- Two commissioning campaigns were planned, and implemented in two stages for the opening of these segments:
  - the first segment of H2 East, along Highway 7 between Yonge Street and Bathurst Street, including the Bathurst/Hwy 7 vivastation
  - H2 West, along Highway 7 from Edgeley Boulevard to Bruce Street, including five vivastations and a multi-use path along the Highway 7 bridge over Highway 400
- A third commissioning campaign was planned for the following segment, with the first of two stages implemented in December 2019, leading up to an opening planned for January 2020:
  - the second and final segment of H2 East, including a total of four vivastations on Bathurst Street from Highway 7 to Centre Street, on Centre Street from Bathurst to



**Newly-opened vivastation on Highway 7 West**



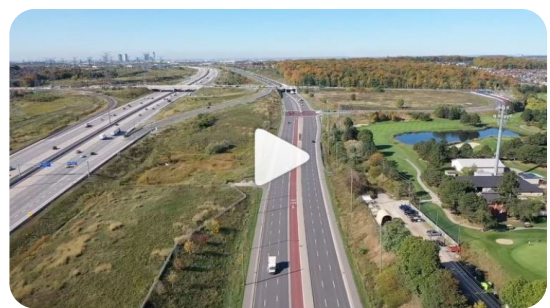
**Click above to watch *Introducing the Multi-Use Path* video on YouTube**



**Rapidway openings in Vaughan and Newmarket**

Highway 7, and on Highway 7 from Centre to Bowes Rd.

- Each commissioning campaign was deployed in two stages, “be ready” and “be moved,” with two goals in mind: safety to ensure all who travel the street are aware the red-paved lanes will begin operating with buses, and advertising the accomplishment of completing these large infrastructure projects.
- Commissioning campaigns included street signs, vivastation banners, social media, website updates, radio advertising, notices to email subscribers, and on-site staff to help guide transit customers in and around vivastations.
- Stakeholder Engagement Efforts:
  - In September, issued a Media Release and construction bulletin announcing the early handover of the Highway 7 rapidway segment from Bathurst Street to the Richmond Hill Terminal – provided on-street support to help riders navigate to their new rapidway station and answer questions
  - Ride the SUP [Shared-Use Path] in October, 2019 – members of the project team rode bicycles on the path along the early handover portion of the project from Yonge Street to Bathurst and Centre – social media posts helped promote and mark the opening
- Pedestrian Safety Campaign – outreach to pedestrians at major intersections in Vaughan in late August/early September for the back-to-school period, including:
  - On-street campaign to connect with over 2,200 pedestrians at 12 intersections under construction
  - Construction bulletins
  - Safety messaging on Variable Messaging Boards along each corridor
  - York Regional Police involvement – on-street presence in Newmarket for speed monitoring and increased vehicle patrols in Vaughan and Richmond Hill
  - Social media posts along with a paid campaign – resulting in 107,135 impressions, a reach of 69,792 and 1,299 link clicks



Click above to watch the **2019 Year in Review** video of our projects in Vaughan on YouTube

- Approximately 3,099 people are subscribed to receive emailed construction updates, with outreach and initiatives continuing to increase this number
- The Community Liaison team continued 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 Farmers' Market
  - Vaughan Chamber of Commerce, Members' Barbeque
- Key stakeholder presentations to:
  - Safety Stand Down presentation to the construction contractor [EDCO] staff and crews
  - York Region Transit staff – training to prepare for opening the rapidway segments



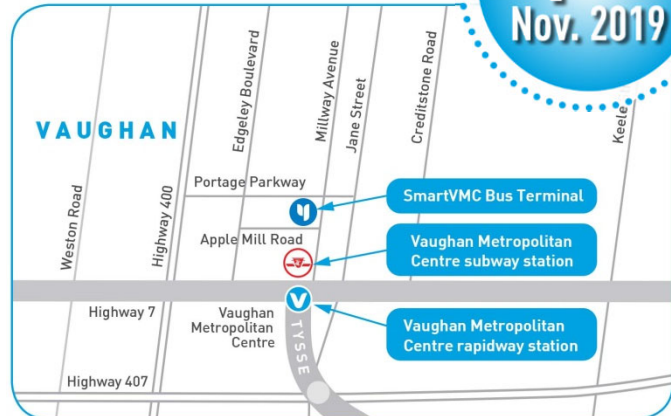
# Opened the SmartVMC Bus Terminal in Vaughan Metropolitan Centre

Highway 7, between Highway 400 and Jane Street



## Project Description

- SmartVMC 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 nine-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
- Average daily ridership activity at SmartVMC Bus Terminal was approximately 3,510 in fall 2019, representing a 12.6% increase compared to curbside ridership in fall 2018 before the terminal opened for service



Entrance of SmartVMC Bus Terminal

## Progress Status Update

- Key project milestones achieved to date:
  - SmartVMC Bus Terminal opened for service on November 3, 2019
  - Name was changed from “SmartCentres Place VMC Bus Terminal” to “SmartVMC Bus Terminal” in late 2019
  - Once outstanding contractual matters are resolved with our surety [Zurich], the project will move forward to achieve Substantial Performance

## Keeping the Public Informed

- Project staff also delivered key stakeholder presentations, including to York Region Transit staff to prepare operations staff for opening SmartVMC Bus Terminal.
- The project team planned and implemented a two-stage campaign leading up to the terminal opening, with “coming soon” and “now open” stages deployed using a variety of tactics, including street signs, social media, website updates and notices to email subscribers.
- On November 3 and 4, YRRTC hosted a public celebration to welcome riders to their new bus terminal in Vaughan, including:
  - Live music and coffee for customers
  - participation from YRT, City of Vaughan, YMCA, Vaughan Public Library, and SmartCommute
  - signs, Viva-blue footprints and on-site staff to help direct customers from the adjacent temporary bus stop on Millway Ave., and to and from the underground connection to the concourse of TTC’s VMC subway station



Opening Day at SmartVMC Bus Terminal

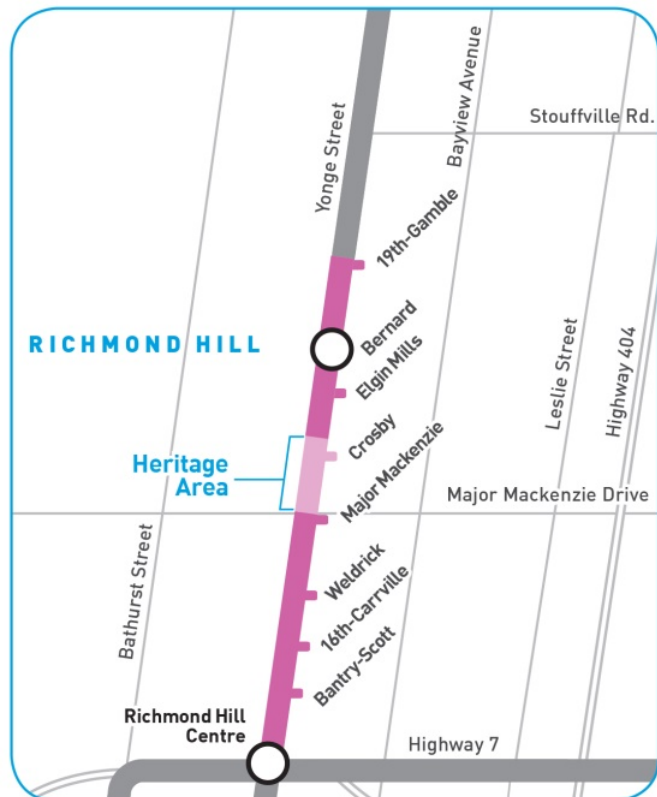
# Projects Underway

## Yonge Street rapidway in Richmond Hill

### Highway 7 to Major Mackenzie Drive Levendale Road to 19th Avenue/Gamble Road

#### Project Description

- The Yonge Street [Y2.1] rapidway in the City of Richmond Hill extends approximately 3.6 km from Richmond Hill Centre [Highway 7] to Major Mackenzie Drive and includes four centre-lane vivastations
- Yonge Street [Y2.2] rapidway in the City of Richmond Hill, extends from Levendale Avenue to 19th Avenue / Gamble Road and includes 2.9 km of rapidway and three centre-lane vivastations



#### Progress Status Update

##### Property

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

##### Utility Relocations



Vivastation foundations underway on Yonge St.



- All utility relocations are substantially complete

### **Design-Build Construction**

- The Y2.1 and Y2.2 segments in Richmond Hill are 73% [as of Dec. 31, 2019] complete, overall

#### **Southern Segment – Y2.1**

- South Limit to 16th Avenue:
  - Stage 4 configuration is in place [i.e., road widening is complete on both sides of the road]
  - Median asphalt excavation is complete and planter concrete works are underway
  - Boulevard planter installation is complete, streetscape work continues
  - Southbound Scott Station: glazing and tiles have been installed
  - Northbound Scott Station: caissons have been poured and the main slab formwork



**Concrete forms in place for a vivastation**

- and rebar are underway
- Southbound 16th Station: structural steel and barrier wall in-fills are complete

- 16th Ave. to Major Mackenzie Drive:
  - Stage 4 configuration is in place [i.e., road widening is complete on both sides of the road]
  - Boulevard works are underway on both sides of the road
  - Road widening and base asphalt is 100% complete
  - Storm sewer installations are complete except the Oil and Grit Separator unit at Weldrick



**Steel vivastation canopy structure in place**

- Northbound 16th Station: caissons have been poured and the electrical ductbank is underway
- Southbound Weldrick Station: structural steel has been erected and barrier wall in-fills are underway
- Northbound Weldrick Station: caisson drilling and pouring are underway
- Northbound Major Mackenzie Station: end slabs are poured and cured. Barrier wall formwork will begin in early January of 2020



**Vivastation identification "fin" in place**

- Southbound Major Mackenzie Station: caisson drilling and pouring are underway

## Northern Segment – Y2.2

- Leventdale Ave. to Gamble/19th Ave:
  - Stage 4 configuration is in place [i.e., road widening is complete on both sides of the road]
  - Boulevard planter works are 90% complete and concrete sidewalk and paver base are 75% complete
  - Boulevard paver installation is ongoing
  - Southbound Gamble Station: tile work is complete, pedestrian ramp to be built
  - Northbound Gamble Station: caissons are complete, concrete slab prep and rebar are ongoing
  - Southbound Canyon Hill Station: curved glass installation is complete, tile work is ongoing
  - Northbound Canyon Hill Station: caissons are complete, concrete slab prep and rebar are ongoing
  - Southbound Elgin Mills Station: caissons are complete, concrete slab prep and rebar are ongoing
  - Northbound Elgin Mills Station: curved glass installation is complete, hoarding for tile work is ongoing

### **Keeping the Public Informed**

- The Yonge Street database has over 4,182 subscribers for construction updates and bulletins to the Richmond Hill and Newmarket communities.
- Construction notices related to impactful work [including overnight work, water main installation and line painting] were hand delivered to over 3,600 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:



**Winter work underway inside a tarp-covered vivastation**



**Vivastation foundations underway**



**Vivastation canopy glass installed**



**Richmond Hill Farmers' Market**

- Richmond Hill Concerts in the Park
- Richmond Hill Annual Board of Trade General Meeting
- Richmond Hill and Newmarket Councillor BBQ's
- Pedestrian Safety Campaign – outreach to pedestrians at major intersections in Newmarket and Richmond Hill in late August/early September for the back-to-school period, including:
  - On-street campaign to connect with over 2,200 pedestrians at 12 intersections under construction
  - Construction bulletins
  - Safety messaging on Variable Messaging Boards along each corridor
  - York Regional Police involvement – increased vehicle patrols in Richmond Hill and Vaughan
  - Social media posts along with a paid campaign – resulting in 107,135 impressions, a reach of 69,792 and 1,299 link clicks
- Key stakeholder presentations to:
  - Richland Academy, Richmond Hill
  - CHATS Seniors' Group, Richmond Hill



**Richmond Hill Concerts in the Park**



# Yonge Subway Extension, Preliminary Design and Engineering

## Finch Station to the Richmond Hill/Langstaff Urban Growth Centre

### Project Description

- This project is a 7.4 km extension of the existing Yonge Subway [Line 1], stretching from Finch Station to Richmond Hill Centre at Highway 7, and including 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



### Project Status Update

- Metrolinx assumed responsibility for delivering the YSE project as of August 2019.
- Throughout Q3/Q4 of 2019 the following work was completed for the preliminary engineering and design activities by Metrolinx:
  - Geotechnical: Wood, Englobe Corp and Thurber Engineering Ltd. is approximately 40% complete the geotechnical investigation field work
  - Transit Oriented Development workshops were facilitated with key stakeholders, including local municipalities, York Region, City of Toronto, MTO, Metrolinx, design experts, and property owners. These workshops were a collaborative effort to explore transit integrated development opportunities along the YSE corridor.
- Metrolinx is establishing a Subways Program Office and working to staff a project team



Geotechnical work underway on Yonge St.

- Discussions between the Province and York Region to establish the governance framework for the YSE project have been initiated

\* 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.

# Cornell Bus Terminal in Markham

## Highway 7 and Ninth Line

### Project Description

- Cornell Terminal is an 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 local YRT transit routes in eastern Markham and potentially with Durham Transit and GO bus services in future
- 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 for construction of the future roads and utilities network adjacent to the terminal continues a cost sharing agreement with the adjacent landowners has been executed.
- 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 62% complete



Aerial view of Cornell Bus Terminal



Illustration of Cornell Bus Terminal



- Structural Steel for North Building, Platform and South Building is complete
- Colonnade Structural Steel is complete
- North and South Trellis work is complete
- Roof installation is 90% complete
- Interior fit-out work in North Building is underway

The terminal is expected to be complete by the end of 2020.

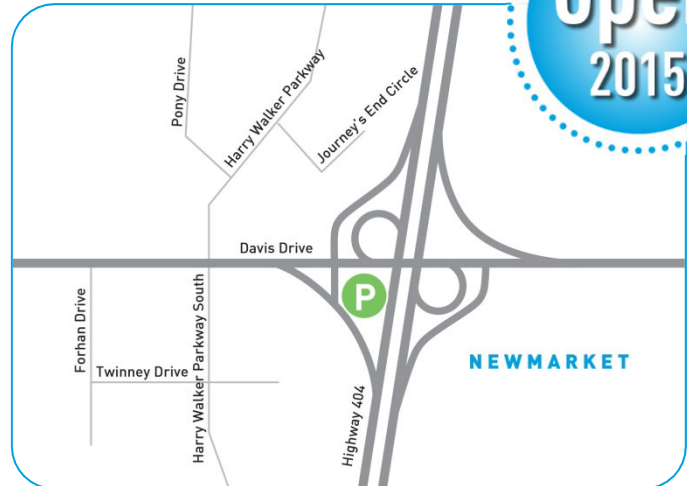
# Related Initiatives & Updates

## Park & Ride

### Davis Drive at Highway 404

#### Project Update

- The carpool lot at Davis Drive and Highway 404 was expanded to be a Park and Ride facility for YRT/Viva and GO Transit, and opened for service in 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



## Regional Lands

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

Lands were acquired for construction of the Toronto-York Spadina Subway Extension [Line 1] and the Highway 7 East rapidway. YRRTC continues to work with York Region and local municipalities to understand the potential for the lands. Transfer of lands utilized by the Line 1 subway extension facilities to TTC to occur by Q4 2020

#### Warden Site

- Site investigation services for the lands at Warden Ave. and Enterprise Blvd. are complete and will be used for input to market sounding and master planning the site



Aerial view of Warden Site

## **Steeles West & Jane/Steeles Lands**

- Market sounding and master planning the lands will be combined with Warden site and issued as an RFP in Q1-2020:
  - Review the planning framework and undertake market sounding
  - Identify planning amendments required to achieve optimized highest and best use
  - Identify partnering opportunities and establishing relationships

## **Enterprise Boulevard rapidway, Markham Centre**

### **Birchmount Road to east of Kennedy Road**

#### **Project Update**

- In Q2 of 2019, the Enterprise rapidway segment (H3.4) was removed from the scope of the Metrolinx-funded Bus Rapid Transit Program to address program pressures in the Bus Rapid Transit Program
- Given that the contract had not been procured and the outcome of the Metrolinx/City of Markham studies for Markham Centre and the Unionville Mobility Hub were still being completed, de-scoping this segment of rapidway was considered practical
- The Enterprise Boulevard rapidway project had been planned as a 1.2 km, one-station segment connecting the existing Enterprise Boulevard rapidway at Birchmount Road to Kennedy Road via Markham Centre
- The City of Markham is undertaking a Secondary Plan study of Markham Centre, including consideration of the rapidway alignment in light of development applications along this stretch of the corridor



# Procurement Activities

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All tables express values exclusive of taxes.

## Awarded Contracts – New

Procurement activities for Q3 & Q4 2019 –9 contracts awarded for Corporate, BRT Property, Construction, YSE and Facilities & Terminals Projects.

The below table identifies a Categorized Summary of YRRTC Contract Awards – a total of nine contracts [see details in Appendix 1]:

<b>Category</b>		<b>Total</b>
<b>Corporate</b>	Total [\$]	\$171,246
	Count	3
<b>BRT Property</b>	Total [\$]	\$80,125
	Count	3
<b>BRT Construction</b>	Total [\$]	\$29,995
	Count	2
<b>Subways [YSE]</b>	Total [\$]	\$14,175
	Count	1
<b>Facilities &amp; Terminals</b>	Total [\$]	0
	Count	0
	<b>Total [\$]</b>	<b>\$295,541</b>
	<b>Total Count</b>	<b>9</b>

## Awarded Contracts – Existing

In Q3 & Q4 2019, total increases to eight existing contracts were in the amount of approximately \$67.2 million – primarily driven by the increase to Corporate and Yonge Street [RapidLINK]. [see Table 1 of Appendix 2]

In addition, nine existing contracts were extended [see details in Table 2 of Appendix 2]; and 24 existing contracts were closed off – [see Table 3 of Appendix 2].

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

<b>Category</b>	<b>Activities</b>	<b>Q3 &amp; Q4-2019</b>
<b>Corporate</b>	Closed	0
	Extensions	2
	Increased Amounts [3]	\$909,350.47
	Decreased Amounts	0
<b>BRT Property</b>	Closed	3
	Extensions	1
	Increased Amounts [0]	0
<b>BRT Construction</b>	Closed	17
	Extensions	0
	Increased Amounts[2]	\$65,769,764.90
<b>Subways</b>	Closed	1
	Extensions	0
	Increased Amounts[0]	0
<b>Facilities &amp; Terminals</b>	Closed	3
	Extensions	4
	Increased Amounts[3]	\$531,208
<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>24</b>
<b>Extension [9]</b>		<b>9</b>
<b>Total Increased Amounts [8]</b>		<b>\$67,210,323.37</b>

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

\*\* Extensions – 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 \$3.544 billion:

- Metrolinx Capital Program of \$1.912 billion – \$1.741 billion or approximately 98% committed
- Region Capital Program of \$1.632 billion – \$1.587 billion or approximately 97% committed

## Procurement Activities in Progress

Category	Estimated Project Start Period	Total
Communications	Q2--2020	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].

## Upcoming & Planned Procurement Activities

Upcoming procurements scheduled over the next 90 days, with potential cumulative contract awards valued at approximately at \$3.5 million. Procurement activities include [see further details in Table 1 of Appendix 4]:

### ***Metrolinx Capital Program***

- RFP for:
  - Off-Site Environmental Remediation and On-Site Environmental Risk Assessment Services for 151, 157 to 159, and 161 Davis Drive, Newmarket
  - Revised RAP including Free Product Removal at Grand Genesis
  - Revised RAP including Free Product Removal at Toyota Richmond Hill
  - Revised RAP including Free Product Removal at Midas Richmond Hill
  - Revised RAP including Free Product Removal at CT Gas Bar Richmond Hill
  - Revised RAP including Free Product Removal at CT Esso Bar, 4515 Hwy 7, Vaughan
  - H2WE Corridor-wide RA
  - HVMC Corridor-wide RA
  - Y2.1/Y2.2/Y3.2 Corridor-wide RA
- RFQ for:
  - Groundwater Monitoring Program at D1 – Davis Drive, Newmarket

### ***Regional Capital Program***

- RFP for
  - Consultants for Land Development Services



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	
		Q1-2020	Q2-2020
<b>Corporate [1]</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	0
	\$100,001 to \$500,000	1	0
	N/A	0	0
<b>BRT Property [7]</b>	\$25,001 to \$50,000	0	0
	\$50,001 to \$100,000	0	1
	\$100,001 to \$500,000	2	4
	N/A	0	0
<b>Grand Total [8]</b>		3	5

# Financial Updates

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## Capital Expenditures Summary

YRRTC is the program manager for rapid transit infrastructure that has a total funding of \$3.544 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 – \$3.544 billion:**

The total value of the capital programs being delivered carries a value of \$3.544 billion, with the Region's contribution at \$773.8 million and the remainder funded by senior levels of government.

- Federal: 11% or \$370.4 million
- Provincial: 68% or \$2,393 million
- York Region: 22% or \$773.8 million

Above funding of the capital programs includes the executed agreements of the \$67.6 million from the QuickWins Contribution Agreement, the \$1,883 million from the Metrolinx Master Agreement [includes additional funding of \$127.6 million], 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 \$241.2 million this year, bringing total expenditures to \$3,272 million since inception of the Capital Programs. The main drivers of the expenditures are:

- Construction activities for the Bus Rapidways and Stations [BRT] Program: \$174.1 million
- Construction activities mainly for SmartVMC Bus Terminal and Cornell Terminal: \$13.5 million
- Toronto-York Spadina Subway Extension [TYSSE]: \$34.4 million

## Summary of Capital Expenditures – Q4-2019 and Inception To-Date

Program	Expenditures Year-to-Date	Expenditures Inception to-Date	Total Budget <sup>1</sup>	Budget Remaining	% Remaining
BRT Rapidways and Stations <sup>1</sup>	174,090,323	1,724,987,834	1,911,502,233	186,514,399	10%
BRT Facilities & Terminals	13,480,529	193,755,810	209,167,730	15,411,920	7%
BRT Vehicles - viva Buses	-	46,730,575	46,730,575	-	Completed
Toronto-York Spadina Subway Extension (TYSSE)	34,392,006	1,281,006,642	1,329,245,538	48,238,896	4%
Yonge Subway Extension (YSE) - Conceptual Design	18,785	4,115,361	4,308,346	192,985	4%
Yonge Subway Extension (YSE) - PDE <sup>2</sup>	18,624,694	18,624,694	36,344,175	17,719,481	49%
Rapidway Transit Initiatives	637,531	2,782,194	6,218,549	3,436,355	55%
<b>Total</b>	<b>\$241,243,868</b>	<b>\$3,272,003,110</b>	<b>\$3,543,517,146</b>	<b>\$271,514,036</b>	<b>8%</b>

<sup>1</sup> 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 the Quickwins Contribution Agreement section of this report for additional details] and \$1.883 billion from the Metrolinx Master Agreement.

<sup>2</sup> YSE PDE Expenditures represent 50% of YRRTC's and TTC's total costs attributed to PTIF Funding.

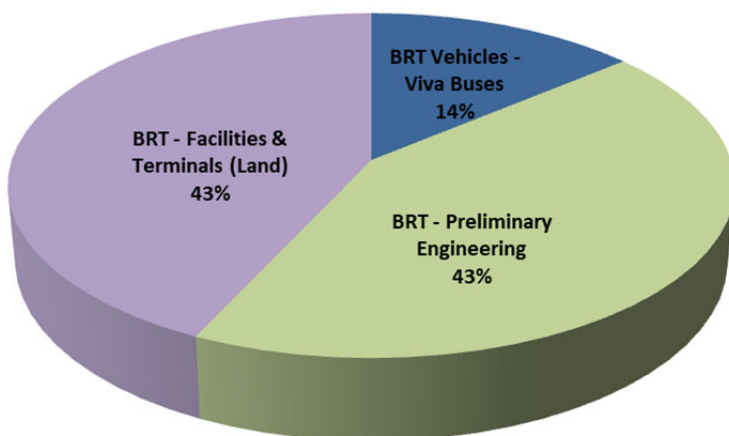
50% of Expenditures YTD and ITD - YRRTC costs until end of October 2019, \$3,315,687 and TTC costs until end of August 2019, \$15,309,007.



## 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 \$1.883 billion.

**QuickWins Project Components – per Capital Budget**



**Funding Sources**



**Summary of Capital Expenditures – Q4-2019 and Inception-To-Date**

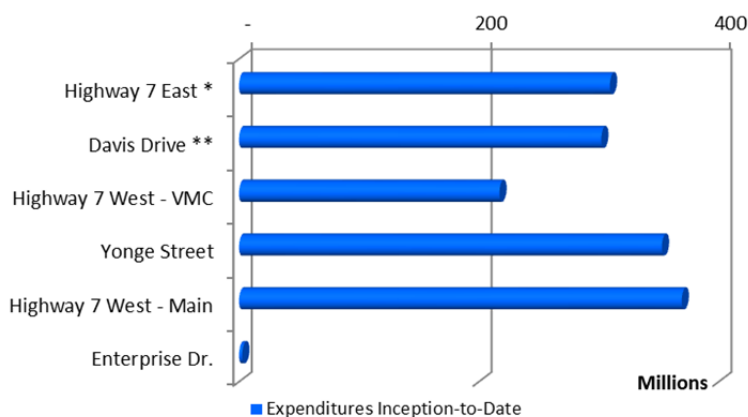
Program	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget
Enterprise Dr. (PE & Construction)	-	19,223,940	
Davis Drive (PE)	-	1,511,071	
Highway 7 West - VMC (PE)	-	660,259	
Highway 7 West - Main (PE)	-	6,918,838	
Yonge Street (PE)	-	590,827	
BRT Facilities & Terminals (PE & Land)	54,733	28,938,302	
BRT Vehicles - viva Buses	-	9,357,200	
<b>Total</b>	<b>\$ 54,733</b>	<b>\$67,200,437</b>	<b>\$67,600,000</b>

# Metrolinx Master Agreement - \$1.883 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 \$1.883 billion includes:

- \$38.0 million in funding remaining from the original QuickWins announcement of \$105.6 million
- \$85.0 million for the Provincial Canada Strategic Infrastructure Fund funding announcement
- \$1,400 million announcement, plus escalation to Year 2021
- \$127.6 million funding approved by Metrolinx Board on September 11, 2019

**BRT Program – per Capital Budget**



**Funding Sources**



The expenditures versus this funding agreement this year were \$174.1 million – bringing the total expenditures to \$1.7 billion since the inception of the program – approximately 90% of the rapidways completed.

**Summary of Capital Expenditures – Q4-2019 and Inception-To-Date**

Project	Expenditures Year-to-Date*	Expenditures Inception-to-Date*	Total Budget
Highway 7 East	317,465	309,339,293	
Davis Drive	5,312,604	308,340,745	
Highway 7 West - VMC	(12,938,174)	203,137,479	
Yonge Street	120,754,337	465,188,380	
Highway 7 West - Main	60,663,210	407,507,239	
Enterprise Dr.	(19,120)	2,558,751	
<b>Total</b>	<b>\$174,090,322</b>	<b>\$1,696,071,887</b>	<b>\$1,882,586,285</b>

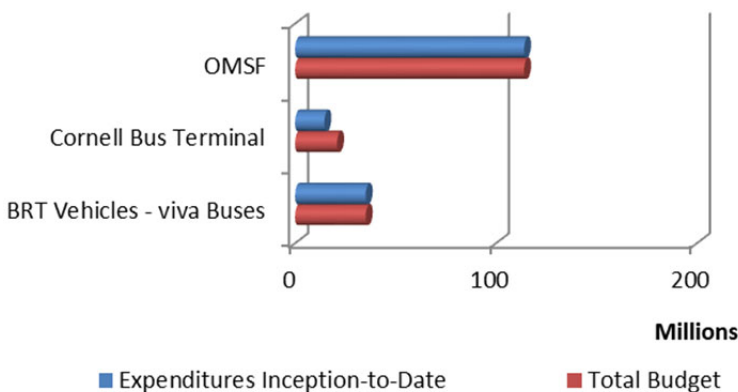
\* Year-to-date and Inception-to-date Expenditures are net of Municipal and 3<sup>rd</sup> Party Works, which are in the process of being reimbursed.

# Federal CSIF Contribution Agreement - \$170.0 million

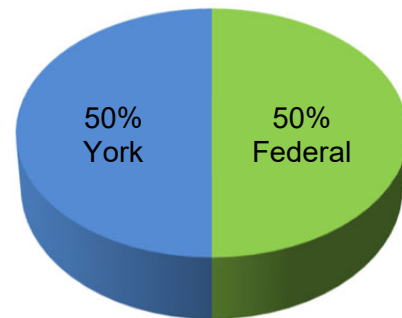
The Federal Canada Strategic Infrastructure Fund [CSIF] Contribution Agreement – valued at \$170.0 million, was executed on March 15, 2011 – a 50/50 contribution partnership between the Federal Government and the Region.

## 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. Expenditures this year include construction and program management activities.

At the end of 2019, expenditures were \$10.8 million, bringing the total expenditures to \$163.6 million since inception of the program – as illustrated in the table below:

## Summary of Capital Expenditures – Q4-2019 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	10,805,129	14,569,771	20,898,810	6,329,039	30%
BRT Vehicles - viva Buses (39)	-	35,130,375	35,130,375	-	Completed
<b>Total</b>	<b>\$10,805,129</b>	<b>\$163,670,961</b>	<b>\$170,000,000</b>	<b>\$6,329,039</b>	<b>4%</b>

# Toronto-York Spadina Subway Extension Program - \$1.3 billion

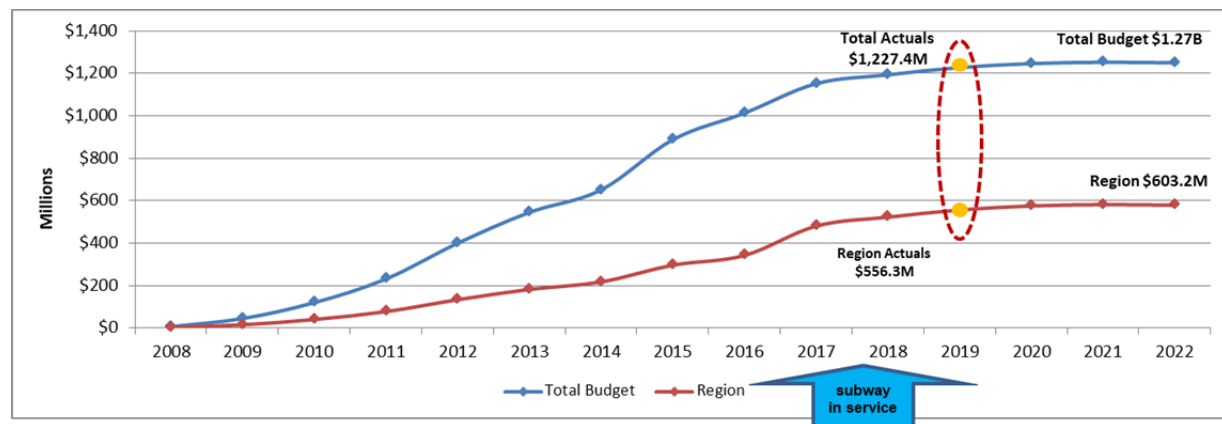
The total budget committed by the funding partners toward Toronto-York Spadina Subway Extension [TYSSE] is \$3.184 billion, of which \$1.329 billion worth of assets [40.04%] were built in York Region:

- York Region's commitment to TYSSSE Construction is \$603.2 million

## Summary of Capital Expenditures – Q4-2019 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	73,110	9,235,652	10,364,800	1,129,148	11%
York Region - Subway Construction	34,318,895	556,298,761	603,181,000	46,882,239	8%
Province - Subway Construction	-	422,041,195	422,041,195	0	0%
Government of Canada - Subway Construction	-	249,048,800	249,048,800	-	0%
<b>Total</b>	<b>\$34,392,005</b>	<b>\$1,281,006,641</b>	<b>\$1,329,245,538</b>	<b>48,238,897</b>	<b>4%</b>

## TYSSE Construction Expenditures in York Region, Q4-2019 & Inception-To-Date





# Yonge Subway Extension Program

Expenditures to date are:

Project	Expenditures Year-to-Date	Expenditures Inception-to-Date	Total Budget	Budget Remaining	% Remaining
Conceptual Design	18,785	4,115,361	4,308,346	192,985	4%
PDE *	18,624,694	18,624,694	36,344,175	17,719,481	49%
Construction	-	-	-	-	-
<b>Total</b>	<b>\$18,643,479</b>	<b>\$22,740,055</b>	<b>\$40,652,521</b>	<b>\$17,912,466</b>	<b>44%</b>

\* YSE PDE Expenditures represent 50% of YRRTC's and TTC's total costs attributed to PTIF Funding.

50% of Expenditures YTD and ITD - YRRTC costs until end of October 2019, \$3,315,687 and TTC costs until end of August 2019, \$15,309,007.

## 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-2018 HSAs.

### Compliant and Mostly Compliant

		2016	2017	2018
<b>DB</b>	H2-VMC	74%	70%	N/A
	Yonge St.	94%	90%	92%
	H2-WE	97%	87%	97%
<b>OE</b>	H2-VMC	84%	81%	N/A
	Yonge St.	94%	85%	72%
	H2-WE	100%	88%	72%

\* 2019 audit information will be available by the beginning of Q2 2020, to be included in the next report

## Operating Expenditures Summary

As at December 31, 2019, the Gross Operating Expenditure and Net Operating Expenditures are at \$64.7 million and the \$4.5 million respectively.

- The Gross Operating Expenditure are at \$64.7 [Regional operating expenditure at \$43.6M and Metrolinx operating expenditure at \$21.1] The main reason for higher Regional operating expenditure is the financing cost of \$27.9M. The Metrolinx Gross Operating Expenditure is at \$21.1M which is fully recovered from the Metrolinx Capital Projects.
- Gross Operating expenditures are \$64.7M of which \$29.4M is recovered from Capital Projects and \$30.8M from Revenues – Development charges and Federal Gas Tax.
- Net Operating Expenditures are at \$4.5M before corporate allocations.
- Net Levy after allocations and recoveries is within budget

### OPERATING EXPENDITURES - DECEMBER 2019

Operating Expenditures (\$ Millions)	YTD DEC. 2019 Operating Expenditures	Regional Operating Expenditures	Metrolinx Operating Expenditures
YRRTC Staff & Administration.	32.4	15.1	17.3
York Region Staff & Administration	4.4	0.6	3.8
Financing Costs	27.9	27.9	-
<b>Gross Operating Expenditures</b>	<b>64.7</b>	<b>43.6</b>	<b>21.1</b>
Recoveries from Capital Projects	(29.4)	(8.3)	(21.1)
Revenues from Development Charges & Federal Gas Tax	(30.8)	(30.8)	
<b>Net Operating Expenditures</b>	<b>4.5</b>	<b>4.5</b>	<b>-</b>

# Communications

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## Government Relations

- Work to secure funding sources for priority vivaNext projects per YRRTC's 10-Year Business Plan is underway.
  - Capital funding for the Yonge Subway Extension – approx. \$5.6 billion [2017 dollars]
  - Capital funding and preliminary engineering for over 75 km of future BRT segments – approx. \$5.4 billion [2017 dollars]

## 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 follow up to the March Pedestrian Safety Blitz was launched again in August of 2019 and included a postcard, social media campaign and on-street efforts with pedestrians and in partnership with York Regional Police. Starting the week of August 26th in advance of 'Back to School' and during the first week of classes, advertising initiatives shared the importance of safety in our communities on: social media, print ads in local papers and digital ads on yorkregion.com, as well as radio tags on 680News and 105.9 The Region
- The focus of the campaign was to bring safety awareness directly to pedestrians as they crossed at major intersections on Yonge in Richmond Hill and in Vaughan along Highway 7 and in the Bathurst and Centre area
- 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
- Visits to project web pages focused on special construction initiatives [such as paving or road closures] increased significantly in Q3 and Q4 of 2019. With final paving work underway, Yonge Street saw a 10% increase and Vaughan a 14% increase
- In Q3 and Q4 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 including; condominiums, schools, Boards of Trade and Chambers of Commerce
- Training provided to members of York Region Transit staff prior to multiple terminal and rapidway segment openings
- 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 Q3/Q4 of 2019, YRRTC made 372,308 connections on social media. This shows a positive result and a continuing increase throughout the year
- 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, the last two quarters of the year showed positive results:

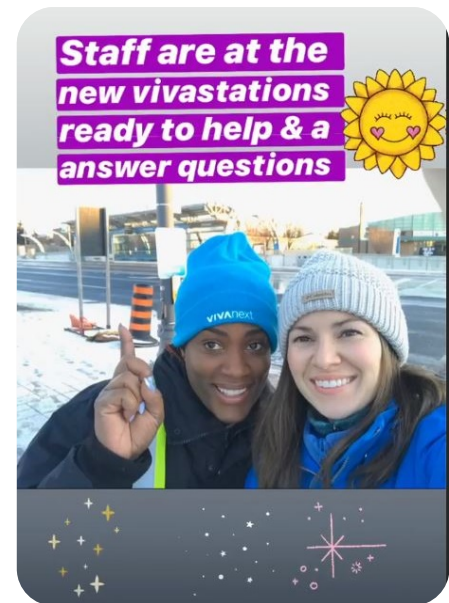
Measure / Statistics	Q3/Q4
Visitors to <a href="http://vivanext.com">vivanext.com</a>	59,614
Page views to <a href="http://vivanext.com">vivanext.com</a>	118,893
Followers on Twitter	3,441
Friends on Facebook	2,213

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

Subscribers	Q3/Q4
Highway 7 - Markham	1,226
Highway 7 - Vaughan	1,894
Davis Drive - Newmarket	1,407
Yonge St. - Richmond Hill & Newmarket	4,182
Spadina Subway Extension	1,371
Yonge Subway Extension	2,420
Bathurst & Centre	1,205
Corporate Newsletter	5,424



Community members talking to YRRTC staff at the Richmond Hill Farmers' Market



YRRTC engagement on Instagram

# Appendices

## Appendix 1: Track Record of Success

### Davis Drive rapidway

Yonge Street to Highway 404

#### 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 three 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
- Substantial Performance was achieved on December 17, 2015
- Final hand-over was achieved on July 15, 2016
- Total Performance was achieved on December 20, 2016
- YRT/ Viva ridership has increased on Davis Drive by 62% compared to 2015 and travel times are up to 39% faster compared to curbside service before the Yellow Viva route began in 2015
- The Davis Drive transformation includes upgraded infrastructure, modern streetscapes, tree-lined boulevards and upgraded utilities, helping attract growth and investment



Flowering planters, part of the Davis Drive rapidway project

## Project Status Update

### *Property*

- 425-431 Davis Drive [Union Hotel] was listed by the Region and an offer was accepted and finalized. Closing is currently targeted for May 2020.
- 299-301 Davis Drive was also listed by the Region in Q1 2019; an offer was accepted and finalized by Region in Q4 2019. Closing is targeted for March 2020.
- The next groupings of properties for sale are currently being prepared.
- 151-161 Davis Drive, Phase 3 of the environmental work program to be finalized by Q3 2020, with implementation of Phase 3 works targeted for Q4 2020.



Sunset on the Davis Drive rapidway at Southlake station

### *Design-Build Construction*

- Warranty period is complete with the exception of the Keith Bridge parapet walls which have an extended warranty to December 2021 due to reconstruction works.
- Reconstruction of the parapet walls commenced in July 2019 and were completed in November.
- Final Acceptance remains to be issued for the D1 project, to be followed by contract close-out.

### *Keeping the Public Informed*

- Community Liaisons are supporting the environmental work program and warranty work.
- Stakeholders in the vicinity of the Keith Bridge work were notified before the work began in July, and regular updates and outreach were conducted until the end of November. Arrangements were made with the Town of Newmarket to store the bridge's historical plaques until the work was completed.



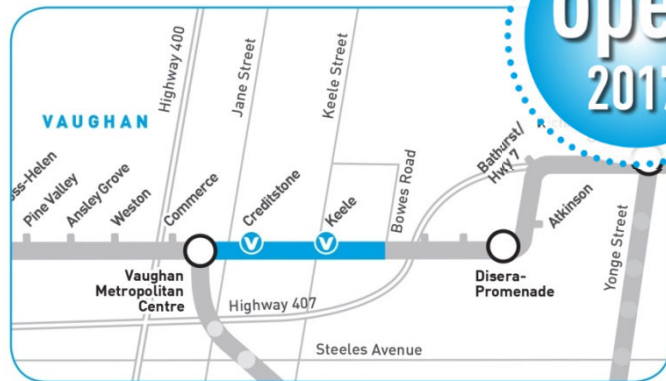
# Highway 7 West rapidway in Vaughan Metropolitan Centre

Bowes Road to Edgeley Boulevard



## Project Description

- The H2-VMC rapidway refers to Highway 7-West, from Bowes Road to Edgeley Boulevard – it includes the construction of three centre-lane vivastations along the 3.6 km of rapidway
- One of the three vivastations, Vaughan Metropolitan Centre Station [pictured below], is a much larger station to accommodate more buses and customers. It connects directly down to a TTC subway concourse, which leads to an underground pedestrian path to SmartVMC Bus Terminal
- Substantial Performance was achieved on December 15, 2017 with the project fully handed over to York Region in advance of revenue service
- Viva revenue service began Dec. 17, 2017, on the same day TTC began revenue service for the Toronto-York Spadina Subway Extension, with a public grand opening event taking place
- Total Performance was achieved on April 9, 2019
- Compared to pre-rapidway service, YRT and Viva average weekday ridership increased by 67.2% and travel times were up to 33% faster along Highway 7 West between Bowes Rd. and Interchange Way.



**VMC rapidway station, connecting to TTC subway and SmartVMC Bus Terminal**



**Click above to watch a video showing the seamless connections in Vaughan Metropolitan Centre**

## Progress Status Update

### Property

- Due Diligence Risk Assessment targeted for Q3 2020

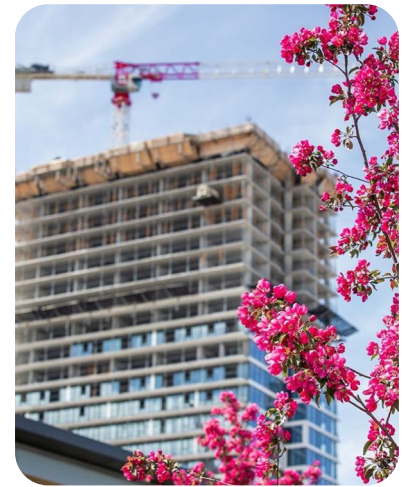


### ***Design-Build Construction***

- The warranty period is complete; however, the warranty has been extended to December 2021 for the VMC Station condensation issue and precast planter repairs. YRRTC, YRT and KED are working through options to address and close-out the condensation issue.
- Final Acceptance remains to be issued on the H2-VMC project, to be followed by contract close-out.

### ***Keeping the Public Informed***

- Community Liaisons are available to work with local businesses and residents to keep the community informed of any remaining warranty work
- Email subscription list currently has 1,894 subscribers



**Transit-oriented  
development in the VMC**

# Highway 7 East rapidway in Richmond Hill and Markham

Richmond Hill Centre to Warden Avenue

## Project Description

- The Highway 7 East [H3] rapidway extends 6.0 km from Richmond Hill Centre to Warden Avenue in the City of Richmond Hill and the City of Markham, with 10 centre-lane vivastations and one curbside station
- The first segment from Bayview Ave. to Highway 404 has been in service since August 2013
- The second segment from Highway 404 to South Town Centre Blvd. [STC] has been in service since August 2014
- The final segment from STC to Warden Ave. was completed in Dec. 2014 and service started in Jan. 2015
- Substantial Performance was achieved on Dec. 28, 2014
- Total Performance was achieved on Sept. 2, 2016
- Since 2009 before the rapidway began construction, there has been a 15% decrease in travel time and an 18.5% increase in ridership

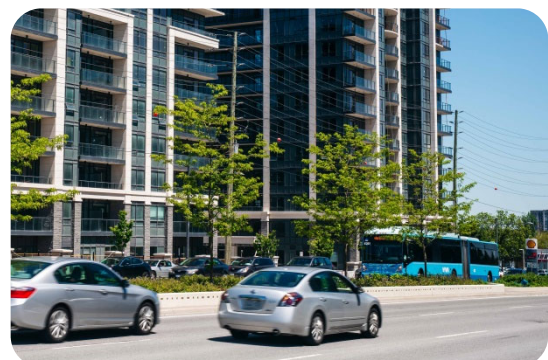


Flowering planters, part of rapidway streetscape in Markham

## Project Status Update

### Design-Build Construction

- Final Acceptance issued Nov. 2018
- Contract closed with Contractor in Nov. 2019



Transit-oriented development in Markham

# Operations, Maintenance & Storage Facility [OMSF]

55 Orlando Drive, Richmond Hill

## 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:
  - Administrative Building
  - Storage Garage
  - Repair Garage
  - Bus Wash



Aerial view of the Operations, Maintenance and Storage Facility

## Progress Status Update

- The Operations, Maintenance and Storage Facility [OMSF] is 100% complete and has been in service since June 2015



Exterior and interior of the OMSF, and LEED Silver Certification

# Toronto-York Spadina Subway Extension

## Sheppard West Station to Vaughan Metropolitan Centre

### Project Description

- Now open for service, the 8.6 km extension of Line 1 stretches from Sheppard West Station to the Vaughan Metropolitan Centre [VMC] area at Highway 7 and Jane Street
  - 6.2 km from Downsview Subway Station to Pioneer Village Subway Station – 60% in City of Toronto
  - 2.4 km from Pioneer Village Subway Station to Vaughan Metropolitan Centre Subway Station – 40% in York Region
- Final close-out of the TYSSE project is underway and scheduled for completion by end of 2021
- Handover and close-out of YRT bus terminals occurred in May 2019.



Officials & family celebrate opening the Toronto-York Spadina Subway Extension on Dec. 17, 2017



## Vaughan Metropolitan Centre Subway Station

- Northern terminus of the Line 1 Spadina Subway Extension
- Includes a station entrance building, a direct underground pedestrian connection to the Viva BRT Station on Highway 7, a direct underground pedestrian tunnel to SmartVMC Bus Terminal, a pedestrian tunnel under Millway Avenue, and the ability to connect to multiple future commercial and residential developments

### ***Progress Status Update***

- Began revenue service on December 17, 2017



**TTC entrance building to  
VMC Subway Station**

## Vaughan Metropolitan Centre Station – 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 [Line 1]



**YRRTC's team of Engineers  
designed a seamless connection  
between the BRT station and the  
subway station concourse below**

## Highway 407 Subway Station

- Includes an 18-bay bus terminal owned by GO Transit for both GO Transit and YRT, a PPUDO, and a 600-vehicle parking lot

### *Progress Status Update*

- YRT began service from the bus terminal on December 17, 2017
- GO Transit began service at the bus terminal on December 30, 2017



GO Bus Terminal and entrance building to Highway 407 Subway Station



## Pioneer Village Subway Station

- At Steeles Avenue and Jane Street, with the north half of the station located in Vaughan
- 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 1,900-vehicle parking lot

### *Progress Status Update*

- YRT began service from the YRT bus terminal on December 17, 2017
- Formal handover of the YRT bus terminal from TTC to YRT occurred in May 2019



TTC entrance building to Pioneer Village Subway Station



YRT Bus Terminal at Pioneer Village Subway Station



## Appendix 2: Awarded Contracts

The following table provides a full breakdown by Category - YRRTC Procurement awarded for the period of this report – Q3/Q4 2019.

Category	Tender Type	Description	RFX No.	Vendor	Awarded Value
<b>Corporate [3]</b>	Direct Purchase	Consulting Support for Corporate Policy & Gov't Related Communications	RFQ-19-003-RT	John Howe Thought Leadership	\$52,500
	Direct Purchase	Engagement for Gov't Relations Services	RFQ-19-005-RT	Strategy Corp	\$92,700
	Direct Purchase	Facilitation Services	RFQ-19-010-RT	Conscious Leadership Group	\$26,046
				<b>Total</b>	<b>\$171,246</b>
<b>BRT Property [3]</b>	Request for Quote	Appraisal Services for 1082, 1020 & 1054 Centre St. Hwy 7 West BRT	RFQ-19-013-RT	International Forensic & Litigation Appraisal Services Inc	\$55,000
	Request for Quote	H2IO Winter Grounds Maintenance for Taiga Dr., Vaughan	RFQ-19-020-RT	Forest Ridge Landscaping Inc.	\$11,875
	Request for Quote	Appraisal Service for 338 Davis Dr.	RFQ-19-021-RT	Janterra Real Estate Advisors Inc	\$13,250
				<b>Total</b>	<b>\$80,125</b>
<b>BRT Construction [2]</b>	Direct Purchase	407 ETR Bathurst St.	RFQ-19-005-RT	407 ETR	\$18,670
	Direct Purchase	H2 West Testing & Sampling of Water for H2-WE Centre St. water main replacement	RFQ-19-007-RT	City of Vaughan	\$11,325
				<b>Total</b>	<b>\$29,995</b>
<b>YSE Subway [1]</b>	Direct Purchase	Executive Facilitation Services Transportation	RFQ-19-006-RT	The Summerset Group	\$14,175
<b>Total[9]</b>				<b>Total</b>	<b>\$295,541</b>

## Appendix 3: 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 – Q3 & Q4 2019.

Category	RFX No.	Vendor
Corporate [3]	RFQ-19-005-RT	Strategy Corp.
	RFP-18-002-RT	Comtech Group Inc.
	RFQ-19-010-RT	Conscious Leadership Group.
BRT Construction [2]	RFQ-13-002-RT	York RapidLINK Constructors.
	RFQ-15-003-RT	Enbridge Gas Distribution Inc.
Facilities & Terminals[3]	RFP-15-014-RT	HDR Corporation.
	RFQ-18-007-RT	City of Vaughan
	PT-16-053-RT	Zurich Insurance Ltd.
<b>Total [8]</b>		

**Table 2 – Contract Extensions, Existing**

Category	RFX No.	Vendor
Corporate [2]	RFQ-17-003-RT	Deloitte LLP.
	RFQ-19-005-RT	Strategy Corp.
BRT Property[1]	RFP-17-042-RT	RiskCheck Environmental Ltd.
Facilities & Terminals[4]	RFQ-18-028-RT	Enbridge Gas Distribution Inc.
	RFQ-14-052-RT	Cole Engineering
	RFQ-17-043-RT	Alectra Utilities
	RFQ-15-050-RT	Penguin Calloway [Vaughan] Inc.
Communications [2]	RFQ-16-021-RT	Barrett Welsh Inc.
	PT-14-042-RT	Flags Unlimited.
<b>Total [9]</b>		

**Table 3 – Contract Closures**

Category	RFX No.	Vendor
BRT Property [3]	RFQ-19-012-RT	Wilson Realty Services
	RFQ-18-004-RT	S2S Environmental Inc
	RFQ-17-014-RT	S2S Environmental Inc
BRT Construction [17]	RFQ-13-043-RT	Rogers Communications Inc.
	RFQ-15-044-RT	Hydro One.
	RFQ-14-054-RT	Bell Canada.
	RFQ-17-015-RT	Enbridge Gas Distribution Inc.
	RFQ-16-020-RT	Zayo Canada Inc.

	RFQ-12-012-RT	Rogers Communications Inc.
	RFQ-17-052-RT	Enbridge Gas Distribution Inc.
	RFQ-16-046-RT	Enbridge Gas Distribution Inc.
	RFQ-12-002-RT	Alectra Utilities Corporation
	RFQ-16-034-RT	Alectra Utilities Corporation
	RFQ-16-054-RT	Enbridge Gas Distribution Inc.
	RFQ-10-047-RT	Newmarket-Tay Power Distribution Ltd.
	RFQ-15-043-RT	Newmarket-Tay Power Distribution Ltd.
	IT-16-001-RT	Tristar Electric Inc.
	CC-10-057-RT	Kiewit-Ellis Don, a Partnership
	RFQ-15-003-RT	Enbridge Gas Distribution Inc.
	RFQ-13-004-RT	Bell Canada
<b>Subways [YSE] [1]</b>	RFQ-19-006-RT	The Summerset Group
	RFP-11-070-RT	PCL Constructors Canada Inc.
<b>Facilities &amp; Terminals [3]</b>	PT-17-034-RT	Guild Electric
	RFQ-18-010-RT	Thurber Engineering Ltd.
<b>Total [24]</b>		



## Appendix 4: 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 – Q4-2019, whereby a solicitation has been advertised, but no award has yet been issued.

<b>Category</b>	<b>RFX No.</b>	<b>Description</b>	<b>Estimated Project Start Period</b>
Communication	PT-19-011-Rt	Public Tender for Vivastation Banners	Q1-2020

## Appendix 5: 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/Q2-2020.

Category	RFX No.	Description	Estimated Project Start Period
<b>Corporate [1]</b>	TBD	Consultants for Land Development Services	Q1-2020
	TBD	<ul style="list-style-type: none"> <li>○ RFP: Off-Site Environmental Remediation and On-Site Environmental Risk Assessment</li> <li>○ RFP: Services for 151, 157 to 159, and 161 Davis Drive, Newmarket</li> </ul>	Q1-2020
<b>BRT Property [7]</b>	TBD	<ul style="list-style-type: none"> <li>○ RFP: Revised RAP incl. Free Product Removal at Grand Genesis</li> <li>○ RFP: Revised RAP incl. Free Product Removal at Toyota Richmond Hill</li> </ul>	Q1-2020
	TBD	<ul style="list-style-type: none"> <li>○ RFP: Revised RAP incl. Free Product Removal at Midas, Richmond Hill</li> <li>○ RFP: Revised RAP incl. Free Product Removal at CT Gas Bar Richmond Hill</li> </ul>	Q2-2020
	TBD	<ul style="list-style-type: none"> <li>○ RFP: Revised RAP incl. Free Product Removal at CT Esso Bar, 4515 Hwy 7, Vaughan</li> </ul>	Q2-2020
	TBD	<ul style="list-style-type: none"> <li>○ RFP: H2WE Corridor-wide RA</li> <li>○ RFP: HVMC Corridor-wide RA</li> </ul>	Q2-2020
	TBD	<ul style="list-style-type: none"> <li>○ RFP: Y2.1/Y2.2/Y3.2 Corridor-wide RA</li> </ul>	Q2-2020
	TBD	<ul style="list-style-type: none"> <li>○ RFQ: Groundwater Monitoring Program at D1 – Davis Drive, Newmarket</li> </ul>	Q2-2020
	<b>Total [8]</b>		