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ANNUAL REPORT 2017
The task to strengthen future rapid transit connections in the Greater Toronto and Hamilton Area [GTHA] continues. The next critical link is the Yonge Subway Extension. In June 2017, York Region dedicated Government of Canada funding of $36 million to further advance design work, in addition to $55 million from the Province of Ontario through Metrolinx in 2016. Preliminary engineering and design work are underway, in anticipation of full project funding.

The York Region Rapid Transit Corporation team’s expertise in rapid transit deployment includes keeping people moving, while building infrastructure that transforms communities.

2017 was an epic year for York Region, with the first subway crossing the regional boundary at Steeles Avenue. More than a decade of planning, dedication and hard work on this rapid transit project have been realized, resulting in truly monumental changes to how people move around our Region.

At Vaughan Metropolitan Centre [VMC], the new vivaNext rapidway connects to the subway, surrounded by a developing convergence of offices, residences and entertainment. The newly opened Line 1 subway extension fast-tracks connecting customers from Vaughan to downtown Toronto [or vice versa] in 42 minutes.

These new transit connections fuel innovation and economic development. This year, York University received $127 million in Ontario government funding for the new Markham Centre Campus. Our Highway 7 rapidway in Markham has laid the groundwork to move thousands of students, while serving employees in Markham’s thriving high-tech economy.

The expansion of GO Transit’s Regional Express Rail in Markham will also further these connections.
York Region’s vision for rapid transit is becoming a reality. In 2017, the progress became tangible. Rapidways on Davis Drive in Newmarket and on Highway 7 in Markham and Vaughan are already reducing travel times as much as 33 per cent. The first subway, Line 1 subway extension to Vaughan, has opened in York Region. Planning and design of the Yonge Subway Extension is underway; the number one rapid transit priority of York Regional Council.

Transit expansion must continue to help our communities support growth. Collectively our region is home to 1.2 million people, 51,000 businesses and 600,000 jobs. Job growth in York Region is outpacing national, provincial and Greater Toronto Area rates. We are expected to grow to 900,000 jobs by 2041. The majority of this growth is expected, and planned, to be in our biggest cities and towns, and along the corridors connecting them.

Between 2015 and 2018, York Regional Council has made the highest transportation investment of any Regional Council in our history — $934 million. Metrolinx’s 2041 Regional Transportation Plan calls for historic levels of transit investment over the next 25 years, delivering more — and more frequent — transit service across the Greater Toronto and Hamilton Area (GTHA). This will require additional capital funding from the governments of Canada and Ontario.

Our transit investments are benefiting York Region residents and businesses. Bus Rapid Transit projects include entirely new streetscapes and new utilities used by residents and businesses. Subway extensions provide vital connections for commuters. These investments are all part of the vision of York Region’s Transportation Master Plan, and the vision is fast becoming a reality.

This annual report sums up an outstanding year in rapid transit from York Region Rapid Transit Corporation. Together, we’re moving our Region forward into the future.

Wayne Emmerson
Chief Executive Officer, York Region Rapid Transit Corporation
Chairman and CEO, The Regional Municipality of York
“Infrastructure can and should be beautiful, and has a key role in the art of placemaking.”

We’re beginning to experience firsthand the enormous potential of rapid transit connections in our Region, and the year 2017 marked a significant milestone with the opening of the Line 1 subway extension in Vaughan. TTC subway arrived in our Region. We opened the doors to Vaughan Metropolitan Centre, where subway and YRT/Viva buses converge at one exciting destination. Construction also progressed on bus rapidways in Newmarket, Richmond Hill, Thornhill and Woodbridge, connecting to existing rapidways across the Region. The future has arrived, with better connections than ever before.

The stronger our transit connections, and the more we can make use of the latest technologies, the more we can enhance everyone’s quality of life. The infrastructure we build now prepares for growth by providing new mobility options, and is designed to last for generations. Already we’re seeing livable, walkable, transit-oriented communities take shape along our completed rapidways.

Another project with inter-regional benefits is the Yonge Subway Extension. Strong transit systems stretch beyond regional borders, offering door-to-door solutions. The Yonge Subway Extension provides the vital missing link in the

GTHA’s transit system. It will move two riders every second of the day (165,000 riders/day), improving the environment by replacing the 2,500 daily bus trips currently on Yonge Street north of Finch Avenue.

We’ve come so far already, thanks to the patience and support of those who live, work and commute in the communities shaped by our rapid transit projects. I’m grateful to our entire York Region team of dedicated professionals who continue to carefully manage projects, come up with innovative designs, and drive projects from plans to completion.

Infrastructure can and should be beautiful, and has a key role in the art of placemaking. Together, we will continue to plan, design and build projects that are a testament to that. Whether it’s new infrastructure, modes of transit, or technology, we’ll continue to shape our changing cities and towns, to ensure the future is bright for York Region.

Mary-Frances Turner
President, York Region Rapid Transit Corporation
Our mission is to design and deliver an exceptional rapid transit system attracting, moving and connecting people to York Region’s urban centres and destinations.

Our mission supports our vision where:
• People can move quickly, conveniently and reliably without a vehicle
• Public transit is used extensively because it is attractive, easy to use, efficient and economical
• People live, work, shop and play in close proximity to public transit
• Employers locate in York Region because of its robust transit options for employees
• Development and public transit are planned together to shape communities, support a sustainable future and promote energy conservation

We are committed to the following values in how we carry out our mission, in an environment of respect, professionalism and dedication:
• Where quality ideas, innovation and creativity are nurtured
• Where financial and legislative integrity is fundamental
• Where staff are provided opportunities for continuous learning and self-improvement
• Where change is anticipated, managed and embraced
• Where initiative, outstanding performance and team growth are recognized
• Where working together and engaging with the community is our passion
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 lies 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.

mandate

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

governance

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corporate governance

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

executive management team and reporting

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building for the future
YRRTC has been building infrastructure for a future that includes fast, convenient transit options, updated utilities and attractive, walkable places. We’re only partway done and there’s more to come, but we’ve accomplished a lot so far.

### the pulse of the region
We see the results – smart investment and growth - taking shape along the centres and corridors of our communities. Rapid transit is moving people, from home to work and back again, keeping the economy growing and helping to build strong, vibrant city centres and transit hubs.

The strength of our network becomes exponential with connections to the new TTC Line 1 subway extension in Vaughan, the first subway in York Region.

### downtown comes uptown
Centres – downtown destinations – walkable, transit-oriented communities
- Vaughan Metropolitan Centre – Highway 7 and Jane Street
- Markham Centre – Highway 7 and Warden Avenue
- Newmarket Centre – Yonge Street and Davis Drive
- Richmond Hill/Langstaff Gateway – Yonge Street and Davis Drive

**Corridors** – main connector roads between centres, being enhanced by vivaNext rapidways.

**Smart growth** – the heart of York Region’s 2041 Transportation Master Plan. Growing while enhancing quality of life, supporting the environment and the economy.

---

50,000 people live in York Region’s centres and corridors

120,000 square metres of office space issued from 2013 to 2016

118,000 jobs in centres and corridors

100% of 2016 new office development is in centres and corridors

17% of residents use transit as the primary mode of commuting
The transformation is taking shape in the centres and corridors and surrounding communities along the rapidways.

transit is the backbone
A strong transit system is the backbone of great communities. We don’t just build transit lanes, we build and design streetscapes that encourage communities to grow and prosper.

YRRTC is creating walkable, livable and desirable communities, with flourishing mixed-used development:
• around viastations and rapidways
• closer to the streets with less parking lots to walk across

streets for everyone
New developments are based on the concept of “complete streets.” These are appealing streetscapes, welcoming to everyone and designed for all users, such as transit riders, pedestrians, cyclists and drivers.

a new culture of mobility
A new culture is evolving in mobility with many popular alternatives to car ownership, including transit, the sharing economy for rides, cars, bikes and other options only in the concept stage.

The VMC is true city building - a walkable, livable, desirable community with transit at the heart

population by 2041
1.79 million residents

employment by 2041
900,000 jobs

changing demographics = changing needs
more seniors and young adults will live in York Region

1.2 million residents to
1.79 million residents

600,000 jobs to
900,000 jobs
Yonge Subway Extension

89% of York Region residents want the Yonge Subway Extension

FEDERAL AND PROVINCIAL FUNDING REQUIRED

The Yonge Subway Extension is ready to move to full engineering. However, funding for construction from the Federal and Provincial Government is outstanding.

**status update**
- June 2017, the Government of Canada committed over $36 million to further advance design work to 15%
- June 2016, the Province of Ontario committed $55 million through Metrolinx
- Preliminary engineering is underway with Metrolinx, City of Toronto and the TTC
- Federal and Provincial funding for capital construction is required

**critical connections**
- GO service
- Bus rapid transit
- Bus rapid transit/express service along Highway 407 ETR

The Yonge Subway Extension is the number one transit priority for York Region.

- **165,000 riders / day**
  - (2 people / second)
- **31,000 new jobs at Richmond Hill / Langstaff**
- **7,000 tonnes / year less greenhouse gases**
- **Takes at least 10 years to build**
- **2,500 fewer bus trips / day on Yonge**

**capital project cost**

$4.1 billion

[2017 dollars]

**Yonge Subway Extension**

- Richmond Hill
- Centre St
- Steeles Ave
- Finch

- Richmond Hill Centre
- Langstaff/Longbridge
- Cummer/Drewry
- Langstaff/Longbridge

- Taking at least 10 years to build

- Richmond Hill
- Langstaff/Longbridge
- Cummer/Drewry

- GO service
- Bus rapid transit
- Bus rapid transit/express service along Highway 407 ETR

- Federal and Provincial funding for capital construction is required
25,000 more people moving here every year
300,000 more jobs projected in York Region
50% increase in travel demand during morning peak period

75 km unfunded BRT
- Environmental Assessments completed for the majority of projects
- Ready to move to preliminary engineering, design and construction - funding is required

a strong transit system
Metrolinx’s 2041 Regional Transportation Plan looks at the Greater Toronto and Hamilton Area [GTHA] as a whole, forging seamless, optimized connections across the region.

Funding to complete the network is critical

morning peak ridership will increase by 75-92% across these future rapid transit corridors
peak ridership will increase by 83.3% on Yonge Street, from northern Richmond Hill to Newmarket

REQUIRES $5.2 BILLION IN FUNDING

future rapidways - unfunded

1. Yonge Street
   19th/Gamble to Mulock Drive
2. Highway 7 East
   Unionville GO Station to Cornell Bus Terminal
   Town Centre Boulevard to Kennedy Road
3. Highway 7 West
   Highway 50 to Helen Street
4. Yonge / Green Lane
   Davis Drive to Green Lane
   Yonge Street to East Gwillimbury GO Station
5. Leslie Street
   (Don Mills Road) Steeles Avenue to Highway 7
   Highway 7 to Major Mackenzie Drive
6. Major Mackenzie Drive
   Jane Street to Leslie Street
   Leslie Street to Donald Cousens Parkway
7. Jane Street
   Highway 7 to Rutherford Road [Vaughan Mills Mall]
   Rutherford Road to Major Mackenzie Drive
8. Steeles Avenue
   Jane Street to Kennedy Road
   [future service to be determined]
corporate strengths
Each project has a team dedicated to updating the community with detailed construction updates, enabling those who live, work or commute in the area to understand and plan ahead for construction.

With each project, we’ve fine-tuned processes and practices to increase efficiency and reduce risk. Projects are thoroughly tracked and reported on, recognizing the importance of transparency and measurement for all partners and stakeholders.

All YRRTC projects meet or exceed standards set by the Accessibility for Ontarians with Disabilities Act [AODA] and follow principles of CPTED [Crime Prevention Through Environmental Design]. We include sustainable and eco-friendly elements wherever possible.

With each project, we develop our own best practices. For example, we’ve fine-tuned how and when we engage the community, and how we pave our rapidways using specially-formulated red asphalt.

Infrastructure and community planning are intrinsically linked. YRRTC has built relationships with stakeholders across York Region, with funding partners and with neighbouring municipalities and transit operators, to allow our projects to overcome challenges.

With three rapidway projects and a transit service facility open, and two more rapidway projects and two terminals underway, YRRTC is widely recognized for experienced, project management expertise – both for rapid transit construction and major infrastructure projects. Delegations of international transit planners tour the projects looking for innovative best practices to use in their own cities.

From start to finish, the YRRTC team oversees environmental, contract management, procurement, finance and budgeting, real estate and community engagement. Bus rapid transit projects include updates to infrastructure and utilities, building for a future with growth in mind – faster broadband network, wider bridges, up-to-date water mains, and more.

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innovation and strategy

partnerships make it happen
Changes of great magnitude are fueled by the power of collaboration and partnerships.

our partners
- The Government of Canada, funding partners for subway projects, facilities and terminals.
- The Province of Ontario, funding partners for subway projects, facilities and terminals.
  - Metrolinx, an agency of the Province, our funding partner on subway and rapidway projects.
- York Region, our senior level of government and funding partner on subway projects and facility and terminal projects, and author of York Region’s Transportation Master Plan.
- Cities of Markham and Vaughan, and Towns of Newmarket and Richmond Hill, where we’re building rapid transit projects, to prepare for and help shape growth.

strategic opportunities for stronger connections
Metrolinx’s 2041 Regional Transportation Plan looks at the big picture of how York Region’s transit connects to the Greater Toronto and Hamilton Area as a whole. YRRTC forges strong connections where rapid transit corridors intersect with the Province’s Regional Express Rail [RER] program in York Region.

the future is about choice, flexibility and frequency
Self-driving cars. The sharing economy. A new culture of mobility. Transportation is changing, and we need to adapt and change with it.

YRRTC aims to be an early adopter of changes in place-making, mobility, technology and sustainability:
- Keeping an eye on innovations and open to partnerships that build on our expertise
- Researching worldwide best practices and strategies in civic innovation
- Helping establish governance, business models, legislative or legal tools to enable York Region to move forward with new, innovative projects

The idea of Mobility as a Service [MaaS] is a change in thinking. The end-product we provide is not exclusively transit, but the priceless service of mobility, however people want to move.
ANNUAL REPORT
2017

YORK REGION RAPID TRANSIT CORPORATION

Award of Merit
Vaughan Urban Design Awards

2017 - Award of Merit
Vaughan Urban Design Awards

2017 - Top 10 Public Works Leader Award to Paul May, Chief Engineer
American Public Works Association [APWA]

2016 - Certified LEED Silver
Canada Green Building Council

2016 - National Corporate Leadership Award, Communications [Business Support]
Canadian Urban Transit Association [CUTA]

2016 - Top 100 Biggest Infrastructure Projects – No. 36 in Canada
ReNew Canada magazine

2016 - Engineering Project of the Year Finalist
Professional Engineers of Ontario, York Chapter

2015 - Top 10 Roads List – No. 2 in North America
Roads & Bridges Magazine

2015 - National Transit Corporation Recognition Award, Communications
Canadian Urban Transit Association [CUTA]

2014 - Project of the Year Award
American Public Works Association [APWA]

2014 - Hermes Creative Awards
Association of Marketing and Communication Professionals [AMCP]

2013 - Project of the Year Award
Professional Engineers Ontario - York Chapter [PEO]

2013 - Project of the Year Award
Ontario Public Works Association [OPWA]

2008 - Global Excellence Award
Delcan

2007 - The Bell Technology Award
Newmarket Chamber of Commerce

2007 - Planning Excellence, Transportation and Infrastructure Award
Canadian Institute of Planners

2006 - Transportation Over $50 Million - Design-Build Excellence Award
The Design-Build Institute of America

2006 - Peter J. Marshall Municipal Innovation Award
Association of Municipalities of Ontario

2006 - Innovation Award
American Public Transportation Association

2006 - Canadian Project of Excellence - Environmental Impact Award
Canadian Institute of Planners

2005 - Sustainable Urban Transportation Award
Transportation Association of Canada

“A great example of collaboration and investment between multiple levels of government to demonstrate significance on a city-wide scale.
[The rapidway] acts as a catalyst to knit communities together...”

– Jury comment on Highway 7 West rapidway, Vaughan Urban Design Awards

global recognition

Paul May recognized for APWA Award at York Regional Council

on the world stage
VivaNext President, Mary-Frances Turner attended UITP [International Association of Public Transport] Global Public Transport Summit in Montreal

two sessions:
- Transforming the Citizen Experience
- Redefining Bus Rapid Transit
- 2,500 participants
- 84 countries

YRRTC Chief Engineer, Paul May, P.Eng.
- Top 10 Public Works 2017 leader in North America of the American Public Works Association [APWA]

York Region Transit named host
Canadian Urban Transit Association [CUTA] Forum 2017: Route to Innovation

tours showcased YRRTC projects and rapidways:
- Operations, Maintenance and Storage Facility in Richmond Hill
- York Region VivaNext Rapidway and Transit’s Centralized Control Centre
- Toronto-York Spadina Subway Extension construction sites and Vaughan Metropolitan Centre rapidway station

“A great example of collaboration and investment between multiple levels of government to demonstrate significance on a city-wide scale.
[The rapidway] acts as a catalyst to knit communities together...”

– Jury comment on Highway 7 West rapidway, Vaughan Urban Design Awards

international delegates tour the projects

YRRTC’s innovative work in the bus rapid transit sector is attracting attention on a global scale
track record of success
now open in Vaughan

new, seamless connections, now that the subway has arrived in York Region

YRRTC played a role

In recognition of York Region’s investment as one of the funding partners, and the importance and impact of the project, YRRTC played an important role in shaping the Toronto-York Spadina Subway Extension:

- Throughout the Environmental Assessment and design processes, YRRTC helped TTC plan a project that would serve those who live, study, work and commute in York Region
- Worked with TTC on designs of Pioneer Village Station, Highway 407 Station and VMC Station
- Provided input to the functional design and wayfinding plans for the YRT bus terminal at Pioneer Village Station, and the bus terminal at Highway 407 Station – both part of the TYSSE project
- Contributed to the project communication, ensuring York Region residents would be informed of project progress and announcements
Toronto-York Spadina Subway Extension

Feel the momentum. The subway is open for service in York Region and the connections are seamless – Subway to Viva, at the all-in-one Vaughan Metropolitan Centre (VMC) Station.

- 8.6 km subway extension
- 42 minutes from VMC to Toronto’s Union Station
- 6 subway stations, including 3 in York Region
- 2 bus terminals at Highway 407 and Pioneer Village Stations
- 3,097 commuter parking spaces at Pioneer Village and Highway 407 stations

Vaughan Metropolitan Centre Station

a distinctive station designed for connections
- Seamless connections to vivaNext rapidway
- A two-minute walk to YRT buses
- A significant new gateway to businesses, education, recreation and entertainment, restaurants and residences in Vaughan’s new downtown
- Transformation from big-box to city centre
- An underground walkway connecting the subway directly to offices, condo developments and a YRT bus terminal (opening in 2018)
Highway 407 Station

- a subway station underground, topped with a bus terminal at street level
  - Connects passengers to Highway 407 via Jane Street
  - Nearly 600 parking spaces, plus 25 accessible parking spots
  - GO Transit bus services
  - YRT bus services
  - Space for the 407 Transitway, a future project planned by the Ministry of Transportation

Pioneer Village Station

- a new civic landmark connecting Toronto and York Region with unique and world-class architecture
  - An integrated regional transport hub
  - 1,900 commuter parking spaces
  - Two bus terminals: YRT north of Steeles Avenue, and TTC on the south side of Steeles
  - Expected to serve up to 20,000 subway trips daily
Vaughan Metropolitan Centre
vivastation and rapidway
Highway 7 west of Jane Street

Vaughan Metropolitan Centre rapidway station is a landmark for a new downtown, with seamless connections:
- TTC Line 1 Subway Extension
- YRT bus routes at SmartCentres Place Bus Terminal
- Transit connecting people to shopping, entertainment, offices, schools, residences and restaurants

In 2017, weekly boardings of YRT/Viva Route 77 between Bowes Road and Jane Street increased 31%.

award-winning design
Highway 7 rapidway project wins Award of Merit from Vaughan Urban Design Awards.

“Makes the everyday experience of transit a beautiful one.”

“...a great example of collaboration and investment between multiple levels of government...”

“The quality of work is evident both in the visible elements seen, such as the enhanced paved areas and planted areas, and in the non-visible elements, such as the investment in structural soil cell infrastructure underneath the sidewalks to ensure that trees grow to maturity.”

- Jury comments on Highway 7 West rapidway, Vaughan Urban Design Awards
Davis Drive rapidway

Newmarket

62% increase in ridership on the Viva yellow route since 2015, and approximately 33% travel time savings compared to curbside service.

Davis Drive marks a transformation
- From the old infrastructure on [and under] Davis, to modern streetscapes, tree-lined boulevards and upgraded utilities
- Connects to Newmarket’s historic Main Street and the future Yonge Street rapidway
- Includes a Park and Ride connection at Davis Drive and Highway 404
- Opened for service November 2015, with all finishing touches completed by December 2016
- Warranty work completed in 2017
Highway 7 East rapidway
Richmond Hill and Markham

Operations, Maintenance and Storage Facility
Richmond Hill

we’re building a sustainable rapid transit system, and that includes behind-the-scenes infrastructure to keep it running smoothly

- State-of-the-art facility opened for service in June 2015
- Certified by the Canada Green Building Council in 2016 as LEED Silver – Leadership in Energy and Environmental Design – an internationally-recognized mark of excellence
- Includes a bus repair garage, storage for 196 buses, administration offices and training facilities

a transit attraction

- The 2017 Canadian Urban Transit Association Fall Forum toured the facility
- Hosted York Region’s annual Touch-A-Truck community event in 2017, with hundreds of members of the public in attendance

serving the high-tech corridor from Bayview to Birchmount

- Important service for the new York University campus coming to Markham Centre in 2021
- Connections to come with the Yonge Street rapidway and Yonge Subway Extension
- New/expanding major corporations include Aviva Canada, General Motors automotive R&D centre, Huawei Technologies, IBM Innovation Space/Markham Convergence Centre and more, plus the YMCA and Pan Am Facilities near the Unionville Go Station and a new hotel
- More than 10,000 new residential units, and over 113,000 square metres of commercial/office space have been built in the Markham Centre area since this rapidway project began

in 2017

- 27,264 buses fueled and cleaned
- 25,000 pre-trip inspections conducted (estimated)
- 18,000 bus parts in stock
- 181 operators completed rapidway training

* Subject to change
* Subject to change
Map not to scale
projects underway

**terminals**
- SmartCentres Place Bus Terminal
  ➡ Vaughan
- Cornell Terminal
  ➡ Markham

**subway**
- Yonge Subway Extension

**bus rapidways**
- Highway 7 West rapidway
  ➡ Woodbridge, Vaughan
- Bathurst and Centre / Highway 7 rapidway
  ➡ Vaughan
- Yonge Street rapidway
  ➡ Newmarket
- Yonge Street rapidway
  ➡ Richmond Hill
opening in 2018

SmartCentres Place Bus Terminal will bring even more connections to Vaughan Metropolitan Centre:

- 9-bay bus terminal where YRT routes branch out across York Region
- Construction completion will include interior details, landscaping and warranty work continuing into 2018
- Underground pedestrian tunnel will connect the Terminal directly to the subway and the Vaughan Metropolitan Centre rapidway station on Highway 7
new terminal coming soon

This 11-bay bus terminal will serve YRT and Viva buses, a two-minute walk from Markham-Stouffville Hospital:

- Design finalized in 2017
- Construction contract will be awarded and work will begin to build the terminal in 2018, which will be completed in 2019
Yonge Subway Extension

preliminary design and engineering

The Yonge Subway Extension is the top transit priority of York Region, and the preliminary design and engineering phase is underway. The subway extension includes:

- 7.4 km from Finch Station to Highway 7
- 5 stations
- 2 intermodal terminals
- 2,000 commuter parking space

update

- Project coordination continues with Metrolinx, City of Toronto and the TTC as the team progressess the preliminary design and engineering.
Highway 7 West rapidway

Woodbridge, Vaughan

construction underway
The rapidway segment along Highway 7 West runs from Bruce Street in the west to Edgeley Boulevard in the east, and will include:

- Expansion of the bridge over Highway 400
- Multi-use path on the bridge
- 5 vivastations
- Raised bike lanes with bike boxes at intersections

moving ahead
- Four piers and a huge 5-section girder have been installed on the Highway 400 bridge
- Gas main installations are complete
- Road widening has begun
- Vivestation platform construction about to start at Commerce Street
construction
This rapidway includes segments of Centre Street and Bathurst Street, and also Highway 7 between Bathurst and Yonge Street:

- 8.1 kilometres of rapidway and five vivastations
- A multi-use path from the connector road at Highway 7 and Bathurst Street to Yonge Street and the Richmond Hill Centre Terminal

excellent progress has been made
- New water main and gas installations complete
- Storm sewer installations and road widening underway
- Base layer paving ongoing on Highway 7
- Vivestation platform construction underway
Newmarket

Yonge Street rapidway

an important corridor
Dedicated lanes for Viva buses are being built on Yonge Street in Newmarket, from Davis Drive to Savage / Sawmill. This project includes:

- Approximately 2.4 kilometres of rapidway
- Three new vivastations

progress underway

- Utility relocation is nearly complete
- Road construction is complete and boulevard construction is underway on the west side of Yonge
- Crews will be performing similar road widening work on the east side of Yonge in 2018
On Yonge Street in Richmond Hill, from Highway 7 north to Major Mackenzie, and from north of the heritage area to 19th / Gamble, this project is bringing:

- Dedicated rapid transit lanes for Viva
- 6.5 kilometres of new rapidway
- 7 new vivastations
- Curbside service continuing through the historical district

**Work completed or underway**

- Water main installation is 60% complete
- Medians have been removed and temporary signals installed
- Utility relocation to be nearly complete by mid-summer
- Road construction will begin when all utility work is near completion
community benefits
investment in rapid transit is paying dividends for our communities

YRRTC’s projects are turning investments from funders into assets for York Region and the Greater Toronto and Hamilton Area. Each rapidway project includes:

- Fibre / broadband
- Replaced or updated utilities, such as new water mains and hydro poles
- New and higher-capacity infrastructure, including bridges, culverts and stormwater management
- New streetlights and traffic signals
- Wider, more accessible sidewalks
- Bike lanes where space allows
- Permanent planters with underground systems to help new trees and shrubs thrive
- New curbside stops for conventional transit routes

Other assets include two new transit terminals to connect Viva and YRT customers to routes across York Region and in neighbouring regions, and a central transit service facility big enough to maintain and store York Region’s fleet of Viva rapid transit buses.

Most importantly, it’s all built to last. Each project is designed with sustainability, and the future in mind.

To date, YRRTC’s Bus Rapid Transit program has built or delivered over $1 billion in assets in York Region.

The Region has benefited by having over $288 million in the rehabilitation and replacement of its assets in rapid transit corridors, including boulevard work, underground piping, and streetscape features.

more business

4,300 technology companies in York Region

over one million square feet

AAA office development in York Region’s urban growth centres over the last three years

more jobs

2 employment megazones: Vaughan and Markham

+734 jobs, total 10,866 jobs in Markham Centre

+520 jobs, total 6,056 jobs in Vaughan Metropolitan Centre

York Region and local municipalities

5,000 new, quality office jobs over the last three years: 300,000 more jobs by 2041

3.1% York Region employment up in 2016 from 2015: 118,000 jobs in centres and corridors in 2016

more housing

By 2021, Markham Centre is anticipated to accommodate 4,000 new high-rise residential units, 10,500 new units in Markham Centre since 2009

- 7,067 new residential units proposed or underway now
- 12,000 total residential units by 2031
- Density targets already met
- transit-oriented development of the future

As of fall 2017, 1,000 new residential unit applications in Newmarket. A new first: 225-unit, condo-style rental building with 15 stories at 212 Davis Drive
social and environmental benefits

ridership up
Ridership in corridors with completed rapidways increased by
20 to 40%
In 2017, weekly boardings of YRT/Viva Route 77 on the Highway 7 West rapidway in Vaughan increased 31%

travel time savings
42% faster on Highway 7 East in the first year after opening

quality of life: Less time in transit means more time to do what you love

safety comes first
Improved ambulance and fire response times by giving emergency vehicles access to traffic-free rapidway lanes.

less traffic congestion and reduced collisions
Better traffic >> more transit riders >> less traffic congestion on roads
Cost of congestion in the Greater Toronto and Hamilton Area:
• Estimated in 2006 at $3.3 billion
• Balloons to $7.8 billion by 2031

attracting people and businesses
Strong transit is a lure for sustainable, mixed-use development:
>> new businesses, jobs, housing
>> communities people want to live in

reduces greenhouse gases
One bus reduces 70 cars on the road
One Yonge Subway Extension to Richmond Hill reduces 2,500 fewer buses daily on Yonge Street
7,000 tonnes/year less greenhouse gas

turns down the heat
Trees and greenery in our projects reduce the "urban heat island" effect.
Heat island: much higher temperatures in dense urban areas because concrete structures and roads absorb UV rays from the sun and radiate heat

adds greenspace
YRRTC rapidways, terminals and facilities include tree-lined streets

health benefits akin to a $1,000 raise or being 7 years younger
10 more trees on a block
2015 study

In 2017, weekly boardings of YRT/Viva Route 77 on the Highway 7 West rapidway in Vaughan increased 31%
keeping the roads open
YRRTC does its best to mitigate the impact of construction on our communities:
• Ensure contractors carefully schedule and stage construction to reduce the likelihood of impacting local businesses, transit users, drivers and pedestrians.
• Strike a balance to stay on schedule and within budget, while minimizing impacts to local residents and commuters.

environmental considerations
In the planning process for each project, federal and provincial Environmental Assessments [EAs] are completed, including consulting with local municipalities and receiving public feedback. Commitments made during the EA are tracked and monitored annually to ensure they are met, and each EA is documented and publicly available on vivanext.com.

keep communities in the loop
Proactive communications are woven through each project. The YRRTC team:
• Showcases the project’s vision
• Speaks to the community as a whole and to those affected by construction
• Hosts open houses
• Shares practical, timely, construction information using newsletters, construction notices and social media

The communications team keeps the local community aware of upcoming work with social media, blogs, videos, advertising, contests and events.

Community Liaisons work closely with business owners, local associations, resident groups, property owners and local communities, and make extra effort to reduce the impacts of construction where possible.

award-winning business support program
VivaNext delivers a Business Support Program to help local businesses during construction:
• Information, tools and resources for their continued success
• Created in collaboration with Chambers of Commerce, Boards of Trade and Municipal staff
• Full-scale integrated advertising campaigns in spring and winter that remind the community how much we all love to keep it local. This includes:
  • Digital and social media advertising
  • Video and radio ads
  • Newspaper advertising, and bus ads
  • Social media tips and support with Google My Business
  • Business profiles on vivanext.com

in 2017
700 support visits to businesses
50 training/help meetings for businesses to set up Google My Business
72 business support profiles created on vivanext.com
82 community engagement events attended
6,000 notices delivered about construction work
2 contests held - a Colouring Contest in the Bathurst and Centre corridor and a Selfie Contest in Newmarket
accessibility
All vivaNext facilities are built to meet AODA guidelines, and YRRTC supports York Region’s accessibility commitment mandate of “…meeting the accessibility needs of people with disabilities in a timely and proactive manner and will use reasonable efforts to provide equitable access to Regional programs, goods, services and facilities in a way that respects a person’s dignity and independence.”

conscientious projects
YRRTC puts a lot of thought and integrity into our project management, donating trees and landscaping materials from our construction projects to community organizations/schools where possible.

contributing to our community
In 2017, the YRRTC team continued to make a personal and positive impact in York Region’s communities:
• 100% department participation in a variety of internal United Way fundraising activities, raising $4,200
• Participated in Bike-to-Work Day in collaboration with SmartCommute
• Staff participated in Project Christmas Child, collecting items to be sent overseas
• Coordinated and participated in Earth Hour and Earth Day community clean-ups in Richmond Hill, Vaughan and Newmarket
• Visited a local school in Newmarket and provided Grade 5 students with an overview of structures and how the Keith Bridge was built
• Provided safety presentations to schools
• Worked with the Town of Newmarket Arts and Culture team to provide youngsters with the basics of construction woven into a creative framework and discussion
• Supporting 360° Kids through the purchase of charitable items
• Provided summer jobs to 14 youth
2017 financial and procurement highlights
2017 financial and procurement highlights

The current funded capital program for rapid transit infrastructure in York Region is $3.414 billion, $1.784 billion of which is for the 34.6 kilometres of rapidways and is fully funded by the Province. The $1.63 billion balance is cost-shared among the provincial and federal governments and York Region, with the Region responsible for about $0.747 billion, mainly for the Toronto-York Spadina Subway Extension.

**Financial highlights**

York Region Rapid Transit Corporation is committed to the highest standards of accountability and transparency.

**Capital expenditures summary at end of 2017**

- Total capital budget: $3.4 billion
- Total capital expenditures inception to-date: $2.8 billion
- Remaining budget: $0.6 billion

**Funding sources for funded projects**

- Metrolinx capital program: $1.8 billion
  - Completion of 12 km of rapidways
    - Highway 7 East
    - Davis Drive
    - Highway 7 West
    - Vaughan Metropolitan Centre
  - Active projects under construction
    - Yonge Street
    - Highway 7 West
    - Woodbridge, Bathurst and Centre

**Yonge Subway Extension - planning and design**

Cumulative funding of $91.3 million - $55.0 million from Metrolinx and $36.3 million from the Region’s Federal Public Transit Infrastructure Fund (PTIF) funds, towards the preliminary engineering and design work for the Yonge Subway Extension north from Finch Station in Toronto to Highway 7 in Richmond Hill.

**Toronto-York Spadina Subway Extension (TYSSE)**

The overall Toronto-York Spadina Subway Extension (TYSSE) project costs total $3.184 billion, of which $1.274 billion or 40.04% is for the extension of 2.4 km from Pioneer Village Subway Station to Vaughan Metropolitan Centre Subway Station in York Region.

**Regional capital program**

- Total expenditures inception to-date: $1.3 billion
- Remaining budget: $0.1 billion

**Provincial**

- 28% - $0.4 billion
  - Funding for the Toronto-York Spadina Subway Extension (TYSSE)

**City of Toronto**

- 19% - $0.5 billion
  - Yonge Subway Extension

**York Region**

- 33% - $0.5 billion
  - Provincial share of total capital program

**Federal**

- 10% - $0.1 billion
  - Funding for the Toronto-York Spadina Subway Extension (TYSSE)

- 20% - $0.2 billion
  - Federal share of total capital program

**Provincial**

- 90% - $1.2 billion
  - Total expenditures inception to-date

- 10% - $0.1 billion
  - Remaining budget
2017 financial and procurement highlights

facilities and terminals completed projects
- Operations, Maintenance and Storage Facility
- Park and Ride at Davis Drive and Highway 404

active projects under construction
- SmartCentres Place Bus Terminal
- Cornell Terminal
- Park and Ride facilities

procurement highlights
In 2017, 15 existing contracts received a total net increase of $55.4 million, and 31 new contracts with a total value of $31.1 million were awarded. Of significance (> $500 thousand):

- Utility Relocations contracts for Yonge Street and Highway 7 West - $49.6 million
- Construction contract for ITS System on three YRTS Stations - $3.9 million
- Delineated Services for Program Management and Technical Advisory and Construction Oversight - $15.0 million

At the end of 2017, 96% of the budget availability is committed.

Project elements remaining
- Cornell Terminal
- Park and Ride facilities
- Enterprise Drive
- Bus Rapidway

4% York Region $0.06 billion
4% Metrolinx $0.07 billion
32% Federal
23% Provincial
45% Regional
future investments

The journey isn’t over yet. While 34.6 kilometres of the rapid transit network is funded and either in-service or under construction, less than half the network needed to service the growth plan to 2041 is funded.

future investments are needed to complete the network

bus rapid transit future service improvement

Yonge Street Extension

We have preliminary dollars to advance the project to a state of construction readiness. However, capital funding is not yet secured.
let's talk rapid transit

contact us

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