

Date February 21, 2017
To Members of York Region Rapid Transit Board of Directors
Copy Bruce Macgregor, Christopher Raynor, Carrie Martin
From Mary-Frances Turner, York Region Rapid Transit Corporation, President
Subject York Region Rapid Transit – 2016 Annual Report
Ref: Edocs #7282146

York Region Rapid Transit Corporation (YRRTC) is pleased to present its **2016 Annual Report** to York Region Rapid Transit Corporation Board of Directors (attached).

This report highlights YRRTC's strategic mandate, governance, milestones achieved in 2016 and presents a year-end financial update. It further demonstrates YRRTC's expertise and successes in project management, and makes the case for further investments in York Region's rapid transit plan.

Year-end financial and procurement highlights for 2016 are also included in the report, incorporating the 'triple bottom line' business principle which demonstrates financial, social and environmental benefits of the Corporation.

The annual report will be provided to senior levels of government and other elected officials as a comprehensive source of information about YRRTC's core business and results.

In accordance with Article 5 of the Rapid Transit Agreement, this report will be presented to Regional Council. Further to that presentation, the annual report will be available online, supported by hand-to-hand delivery when meeting with stakeholders. In addition to being posted on vivanext.com and shared through our social media channels. The YRRTC 2016 Annual Report will also be posted on The Regional Municipality of York's website.

For more information on this report, please contact Dale Albers, Chief Communications Officer, York Region Rapid Transit Corporation, at 905-886-6767, ext. 71020.

Mary-Frances Turner, President

Attachment: (1)



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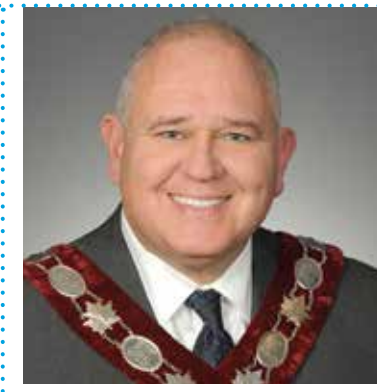
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message from the Chairman of the Board

“As investments continue to be made in York Region’s infrastructure, the YRRTC team will deliver quality results.”



More rapid transit is needed for a seamless transit network in York Region, including expanding the bus rapid transit system with more dedicated rapidways, and more Viva routes on our busiest roads.

To truly connect the GTA, the Yonge Subway Extension needs to be built. In June of 2016, the Province of Ontario through Metrolinx announced a commitment of \$55 million to move forward the Yonge Subway Extension to 15% of the design work. We were pleased to receive this commitment, and continue to work toward securing a long-term funding commitment from the Provincial and Federal government.

As investments continue to be made in York Region’s infrastructure, the YRRTC team will deliver quality results. This annual report shows YRRTC’s accomplishments and demonstrates YRRTC’s ability to deliver major infrastructure projects. We’re excited to see the transformations taking place, and proud to be making such an impact on York Region’s future.

Frank Scarpitti

Frank Scarpitti
Chairman of the Board, York Region Rapid Transit Corporation
Mayor, City of Markham

Just five years ago, Viva buses were getting caught up in traffic and stopping at the curb on some of our busiest roads. Highway 7 didn’t have sidewalks or bike lanes. Now, we have dedicated lanes for Viva – rapidways – on Highway 7 East and Davis Drive with tree-lined sidewalks and heated transit stations. Viva buses were parked outside until a new transit service facility opened in Richmond Hill in 2015, able to store and maintain up to 196 Viva buses.

There are more rapidways being built on Highway 7 West and Yonge Street, and transit terminals at key locations. By building transit where we know there will be more people, development and jobs, we’re preparing for greater prosperity in York Region and the surrounding area.

Together, York Region and Toronto are home to nearly 35% of all Ontario businesses representing over 11% of Canada’s total labour force. In Toronto alone, over 63,000 residents living north of Highway 401 commute daily to work in York Region.



message from the CEO

“By making these critical investments we are expanding our transportation choices.”



If you look across the Region, we have completed Viva rapidways along Highway 7 in Markham, Richmond Hill, Vaughan and along Davis Drive in Newmarket. As part of the YRT/Viva four year Strategic Plan we are taking steps to make our transit system faster and more frequent with more connections to GO Transit, the TTC and our commuter parking areas. We are also moving forward with a multi-year transit fare strategy that will offer new payment programs system wide.

York Region has become a destination of choice for a growing number of individuals and families. We now live in one of Canada’s fastest-growing, large urban municipalities with nearly 1.2 million people and approximately 25,000 moving here every year.

By the end of 2017 we will see the opening of the Spadina Subway Extension into Vaughan, the first subway outside the City of Toronto. We are also moving ahead with the Yonge Subway Extension project, the number one rapid transit priority of Regional Council.

York Region is also attracting more businesses and adding thousands of new jobs annually. In fact, over the past three years, employment growth in York Region has outpaced labour force growth both nationally and provincially. To accommodate this influx of people and businesses we are making strategic investments in our transit and transportation network.

By making these critical investments we are expanding our transportation choices, allowing us to reduce traffic congestion, improve the environment and enhance our excellent quality of life in York Region.

Our 10 year capital plan calls for \$6.1 billion in investments out to 2026 with a significant portion going to rapid transit. Between 2015 and 2018 Regional Council is making the highest investment in transportation of any Regional Council in our history - \$934M. These investments are in addition to capital funding being generously provided by our senior partners at the Government of Canada and the Government of Ontario.

I would like to congratulate our team at the York Region Rapid Transit Corporation for another excellent year. They continue to make steady progress for the benefit of all of our residents. I encourage everyone to flip through this annual report so you can see these impressive accomplishments for yourself.

Wayne Emmerson

Chief Executive Officer, York Region Rapid Transit Corporation
Chairman and CEO, The Regional Municipality of York



>> message from the President

“Together, we’re building infrastructure designed to last generations, and setting the stage for growth”



The Yonge Subway Extension is our top-priority transit project. A project of this magnitude requires the financial support of both the Government of Canada and the Government of Ontario over a long period of time, as designing and building the subway cannot be done piecemeal from budget to budget.

We appreciate the patience and support of those who live, work and commute in the communities we’re building in. Together, we’re building infrastructure designed to last generations, and setting the stage for growth.

YRRTC has continued building on our project management expertise, developing best practices and processes, collaborating with funding partners and engaging communities. With a team of skilled and experienced professionals, it has been a privilege to follow through on the mandates of the York Region Rapid Transit Board and York Regional Council.

Mary-Frances Turner

Mary-Frances Turner

President, York Region Rapid Transit Corporation

The rapid transit plan for York Region is well underway, as 2016 marks another successful year in shaping communities and connecting people to York Region’s urban centres.

This year was marked by a number of significant achievements across the Region as construction activity continued on four bus rapidway segments, and design activity kicked off on two bus terminals in the City of Vaughan and the City of Markham. We were also pleased to receive LEED Silver certification for the Operations, Maintenance and Storage Facility completed in 2015 in the Town of Richmond Hill.

Much work has already been done, and continues as we work toward the plan for a connected region. Of the total \$12.9 billion rapid transit plan, \$3.6 billion is funded and either completed or underway, and the remaining \$9.3 billion for various projects requires funding.



vision

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

values

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

mission



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.



corporate governance

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 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.

governance

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.



Chairman of the Board
Frank Scarpitti
Mayor
Markham



Vice-Chairman of the Board
Maurizio Bevilacqua
Mayor
Vaughan



Director & CEO
Wayne Emmerson
Chairman and CEO
The Regional Municipality of York



Director
Dave Barrow
Mayor
Richmond Hill



Director
Tony Van Bynen
Mayor
Newmarket



Director
Jim Jones
Regional Councillor
Markham



Director
Vito Spatafora
Regional Councillor
Richmond Hill

executive management team and reporting

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



President
Mary-Frances Turner



Chief Financial Officer and Treasurer
Michael Cheong



Chief Engineer
Paul May



Design Chief, Infrastructure and Development
Carolyn Ryall



Chief Communications Officer
Dale Albers

track record of success



innovation

VivaNext projects start and finish with innovation.

When Viva service launched in 2005, the focus was comfort, convenience and frequent service.

VivaNext infrastructure projects are planned with new urbanism in mind. New urbanism promotes compact,

walkable and transit-oriented communities and this is starting to take shape along the Viva corridors.

We're always thinking about the future and what it will hold for transportation. The world of mobility is changing quickly, and we're responding by focusing on what current technology is capable of, and how transit can evolve to improve everyone's quality of life.

partnerships

YRRTC has worked extensively with different partnership models, multiple levels of government and a variety of public and private stakeholders.

As of 2016, \$3.6 billion in rapid transit projects have been funded in York Region, including \$1.8 billion shared among three levels of government, and another \$1.8 billion from Metrolinx. Funds have been provided through the following sources:

- **The Regional Municipality of York**
- **Province of Ontario**
 - QuickStart Agreement
 - QuickWins Contribution Agreement
 - Metrolinx Master Agreement
 - Toronto-York Spadina Subway Extension [TYSSE] Memorandum of Understanding
- **Government of Canada**
 - Canada Strategic Infrastructure Fund [CSIF]
 - Toronto-York Spadina Subway Extension [TYSSE] Memorandum of Understanding

YRRTC continues to work with senior levels of government to confirm funding for the identified \$5.9 billion in priority projects from the Transportation Master Plan:

- Yonge Subway Extension [\$4.1 billion]
- Unfunded BRT segments [\$1.8 billion]



VivaNext projects start and finish with innovation

project management



Each project is managed with careful attention to timelines, budgets, quality and responsiveness to the community.

YRRTC's experience and expertise as a project manager of major infrastructure projects includes managing the planning, design and construction of bus rapid transit, subways and transit facilities.

Each project is managed with careful attention to timelines, budgets, quality and responsiveness to the community.

Areas of expertise extend to all elements of project management from start to finish including: environmental, contract management, procurement, finance and budgeting, real estate and community engagement.



awards and recognition



- 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
- 2015 - 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

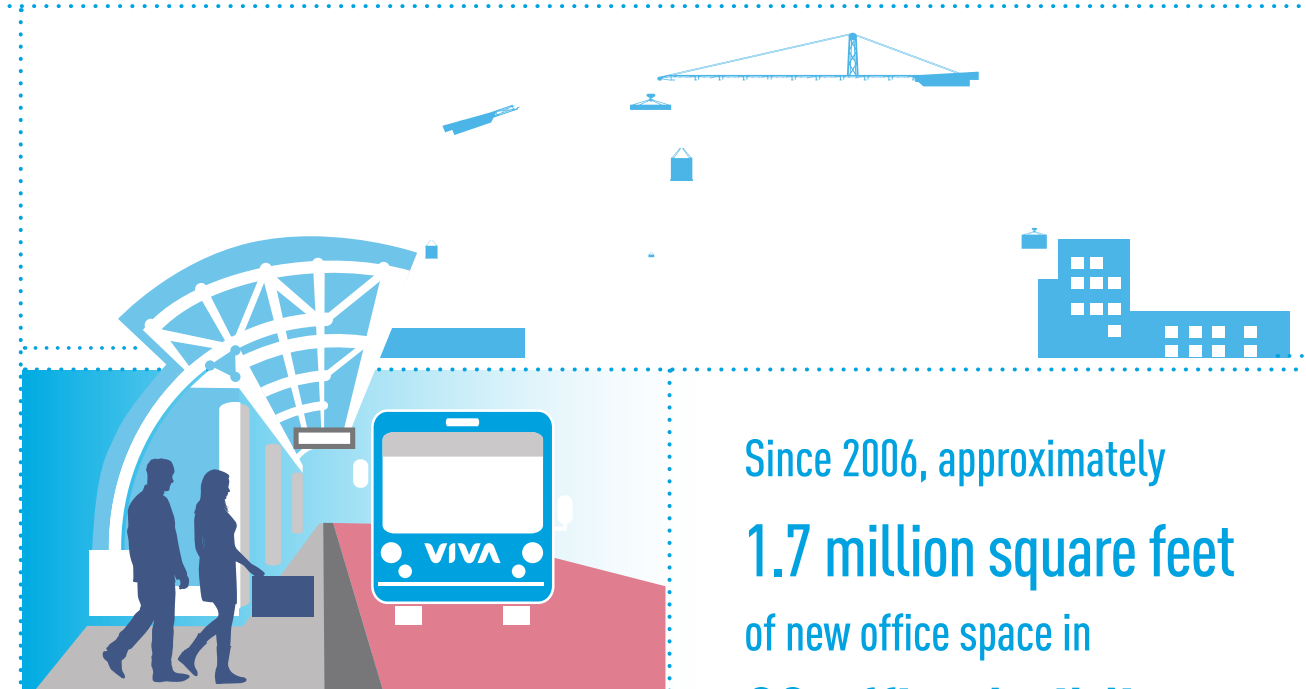


Having transit in place before growth brings transit-oriented development

- > population to increase **54%** to 1.8 million by 2041
- > jobs to increase **56%** to 900,000 by 2041

Transit-oriented development includes:

- > streets designed with buildings close to the street
- > pedestrian and cyclist-friendly neighbourhoods



Since 2006, approximately **1.7 million square feet** of new office space in **20 office buildings** has been created within York Region's Centres and Corridors served by Viva

Travel demand

will increase during the morning peak period to 979,900 by 2041



Since the introduction of Viva service, there has been a **469%** increase in **multi-storey residential buildings**



connecting you >
VIVAnext
BY ORION

a world class transit system >>

Made in York Region with
future growth in mind.



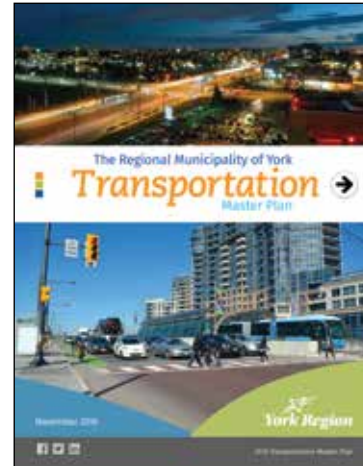
>> a world class transit system

2041 Transportation Master Plan

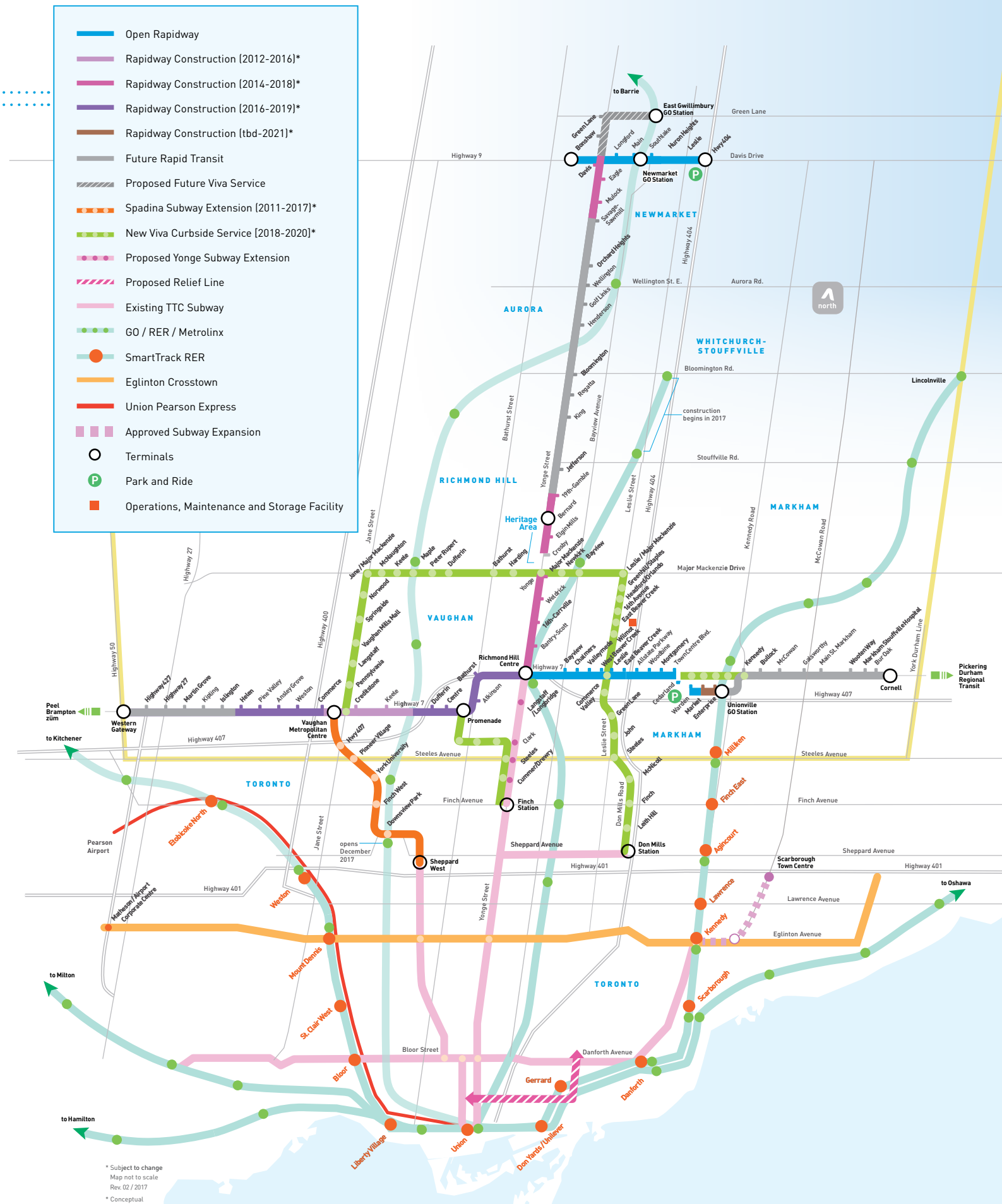
The foundation of the vivaNext rapid transit plan is York Region's Transportation Master Plan [TMP], which assesses the existing transportation system, forecasts future travel demand and defines policies to address road, transit and active transportation needs.

The TMP was updated in 2016 and sets out the infrastructure and policy requirements to enable the Region to build and maintain an interconnected system of mobility to serve York Region to 2041 and beyond. Objective #1 of the TMP is to create a world-class transit system, and vivaNext projects are a large part of delivering that objective.

In addition to increasing transit use, vivaNext projects encourage active transportation by including attractive, tree-lined sidewalks and bike lanes where possible in streetscape plans for rapidway projects.



search "2016 Transportation Master Plan" at York.ca



Highway 7 West



Toronto-York Spadina Subway Extension



Cornell Terminal



SmartCentres Place Bus Terminal

>> world class design



- > creating a world-class transit system
- > maximizing the potential of Regional Express Rail
- > implementing a network of frequent transit – extending Viva to more corridors and continuing to enhance frequency and connectivity with rapidways and terminals
- > extending the Yonge Subway line to Richmond Hill Centre

A 2015 study found that having 10 more trees on your block has health benefits akin to a \$10,000 raise or being seven years younger.

streetscape and design

As part of the rapidway projects, streets are being transformed using an urban design and planning concept known as the “complete street.” The complete street is based on the idea that streets should be welcoming and functional for all users, and it emphasizes the importance of spending time in attractive public spaces.

Along with rapidways, the vivaNext project is delivering new wider sidewalks, which are accessible and continuous for all users, along with sustainable plants and trees lining the boulevards, and new lighting and ITS technology to enhance the users’ experience.

With two rapidways open for service, the results are plain to see – how a street looks and feels can shape the future of a place. More than infrastructure, these projects change how a street is used.



Every dollar spent on maintaining the urban forest returns \$1.35 – \$3.20 worth of benefits, according to a 2014 study.



future projects >>

York Region's future growth and the success of the completed vivaNext projects show a continued need to invest in York Region.



Yonge Subway Extension



capital project cost **\$4.1 billion**

[2016 dollars]

project description

- 7.4 kilometres [Finch Station to Highway 7]
- 5 stations:
 - » Cumer/Drewry
 - » Steeles
 - » Clark
 - » Langstaff/Longbridge
 - » Richmond Hill Centre
- 2 bus terminals:
 - » Steeles
 - » Richmond Hill Centre
- 2,000 commuter parking spaces just south of 407 ETR
- Underground storage yard for 14 subway trains

The Yonge Subway Extension [YSE] is the top transit priority of York Region and has been identified as a priority next wave project by Metrolinx. It will help York Region keep up with the tremendous growth in population, it will improve the environment by virtually eliminating the 2,500 daily bus trips now required to service this section of Yonge Street, and it will drive economic growth and job creation.

In June of 2016, the Province of Ontario committed \$55 million through Metrolinx to complete preliminary engineering to 15%.

In October, YRRTC submitted an application to the Federal Government for \$36.3 million to fund YSE planning and preliminary engineering work, through phase one of the Public Transit Infrastructure Fund [PTIF].

significant and lasting economic benefits

The economic impact of the Yonge Subway Extension project is massive. During construction, the project would create 21,800 person-years of employment and it would be the catalyst for the development of 23,530 residential units and 31,000 jobs at the Richmond Hill/Langstaff Gateway Urban Growth Centre anchor hub. This hub at Highway 7 will be second only to Union Station in the GTA in terms of the number of riders, transit connections and scale of new development.

York Region is home to two of the GTA's four employment 'Megazones' - three of which contain more jobs than in Downtown Toronto. An investment of \$4 billion over 15 years will boost Canada's GDP by \$560 million.

The Yonge Subway is the critical missing link in the dedicated regional rapid transit system and a vital gap in creating a seamless transit network in the GTA - to service this section of Yonge Street presently requires approximately 2,500 bus trips per day travelling to an outdated terminal that was built in 1973.

Road and transit infrastructure like the Yonge Subway Extension is critical in creating desirable business conditions that connect people, skills and jobs, more efficiently leading to increased productivity. With the highest growth rate in the GTA over the past 10 years, the demand is here for subways in York Region.



key benefits

> **Faster commutes**

> **165,000 riders / day**
[2 people / second]

> **2,500 fewer bus trips / day on Yonge**

> **7,000 tonnes / year less greenhouse gases**

> **31,000 jobs**

> **Lasting economic stimulus**



Viva bus rapid transit



capital project cost **\$5.2 billion**

[2016 dollars]

we have a plan

York Region's rapid transit system will change the way people travel, once it's fully implemented across all of York Region's busiest roads. Bus Rapid Transit is planned to connect segments of existing rapidways along key corridors, such as Yonge Street. On other roads, such as Major Mackenzie Drive, Jane Street and Steeles Avenue, rapid transit will be an entirely new option for travellers.

Many of these already have environmental assessments completed, and they're ready to move forward with preliminary engineering, design and construction. Others are just getting started. They don't have funding yet, but as you can see from the map, once they're built they will forever change the way we travel in York Region.



- > 89% support the vivaNext project
- > 79% believe it has added value to their community
- > 63% believe their quality of life has improved
- > 74% of respondents agree that more should be done to connect public transit with neighbouring transit systems in the GTA

future service improvements

- | | |
|----------------------------------|--|
| 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
Rutherford Road to Major Mackenzie Drive |
| 8 Centre Street to Finch Station | Clark Avenue - New Westminster Drive -
Centre Street to Yonge Street |
| 9 Woodbine Avenue | Steeles Avenue to Major Mackenzie Drive |
| 10 Steeles Avenue | Spadina Subway to Milliken GO |





2016

capital highlights

bus rapidways

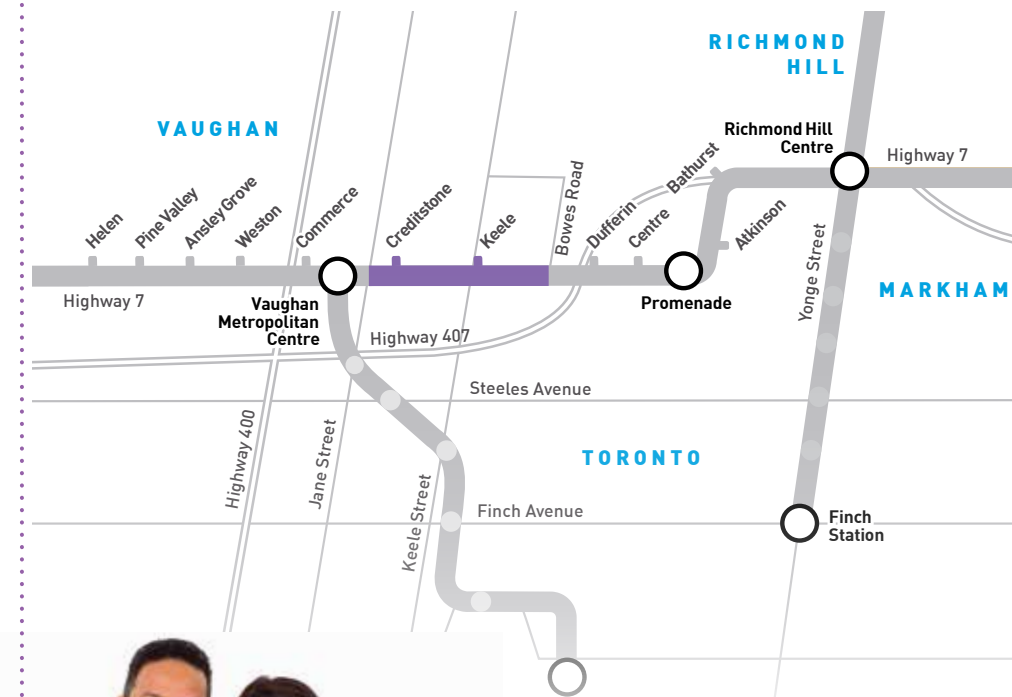
- **Highway 7 West rapidway**
» Jane Street to Bowes Road, Vaughan
- **Vaughan Metropolitan Centre vivastation**
» Highway 7 west of Jane Street
- **Bathurst and Centre / Highway 7 rapidway**
» Vaughan
- **Yonge Street rapidway** » Newmarket
- **Yonge Street rapidway** » Richmond Hill
- **Davis Drive rapidway** » Newmarket
- **Highway 7 East rapidway**
» Richmond Hill and Markham





Highway 7 West rapidway

Jane Street to Bowes Road, Vaughan



project status

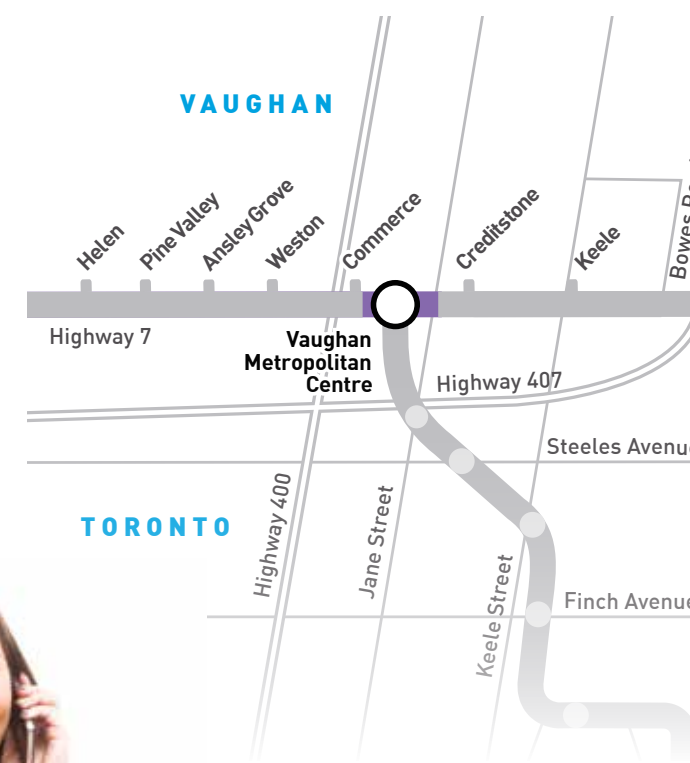


- The rapidway from Jane Street to Bowes Road was completed in December 2016, and buses will be running in this segment beginning in 2017
- Rapidway service on Highway 7 will begin in stages, with changes to Viva routes beginning after the Toronto-York Spadina Subway Extension opens at the end of 2017



Vaughan Metropolitan Centre vivastation

Highway 7 west of Jane Street



project status
under construction



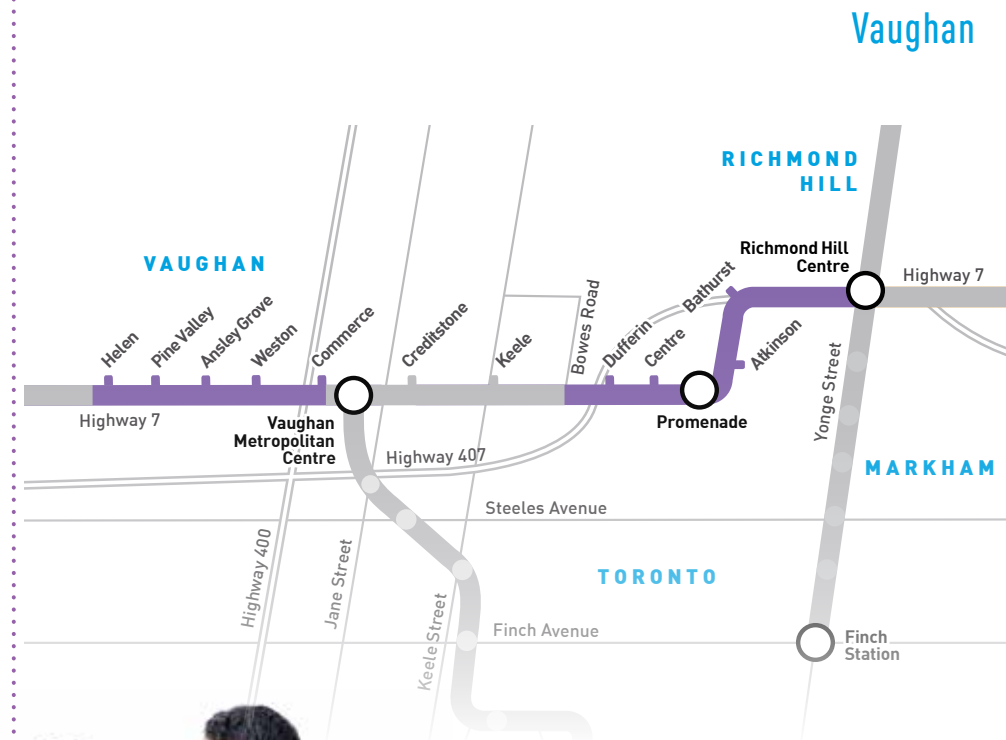
- The area from Edgeley Boulevard to Jane Street includes the Vaughan Metropolitan Centre [VMC] vivastation, and is scheduled for completion in spring 2018, soon after the opening of the new subway
- Foundation installed for extended VMC vivastation
- Installation underway for canopy structure
- Developing interim service plan, including pedestrian access points



Highway 7 rapidway



Bathurst and Centre / Highway 7 rapidway



project status
under construction



Bathurst and Centre

This rapidway includes segments of Centre Street and Bathurst Street, and also a segment of Highway 7 between Bathurst and Yonge Street. The Highway 7 segment will include an asphalt multi-use path from the connector road at Highway 7 and Bathurst Street to Yonge Street and the Richmond Hill Centre Terminal.

- 38 trees transplanted to three local parks
- Temporary traffic signals installed
- Bathurst Street water main replacement completed from Centre Street to Highway 407
- Centre Street water main replacement began
- Centre Street gas main replacement began
- Relocations began for objects in the York Region right-of-way

Highway 7 West rapidway

The rapidway segment along Highway 7, west of Edgeley Boulevard, will include raised bike lanes with bike boxes at intersections, plus a multi-use path on Highway 7 over Highway 400.

- Utility and environmental investigations began
- Surveying work was completed over the Highway 400 bridge

Yonge Street rapidway



Yonge Street rapidway

Newmarket



project status
under construction



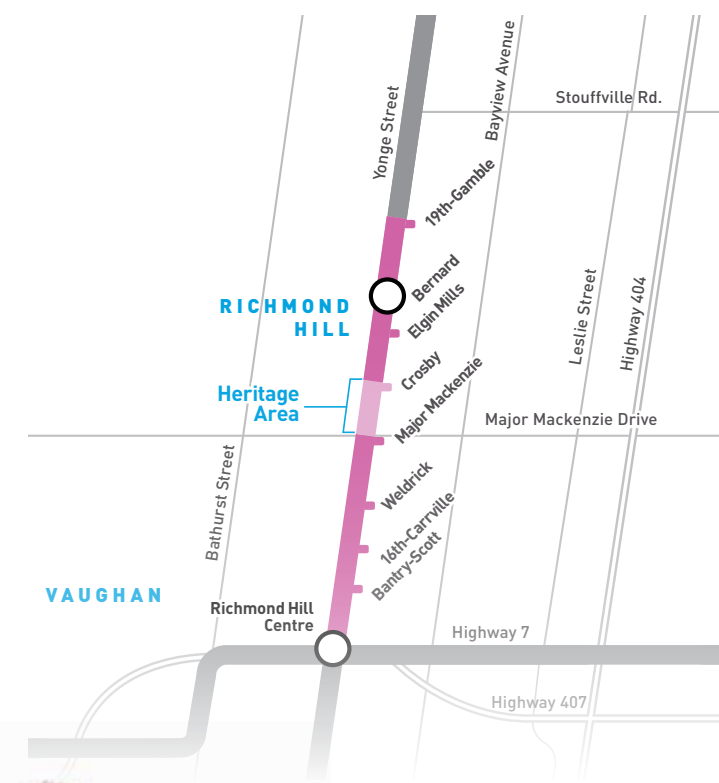
- Completed design drawings
- Completed gas main relocation work along the corridor
- Telecommunications installations have been completed
- Hydro work is 50% complete
- Crews began temporary traffic signal installations and median removals in preparation for upcoming road widening work
- Sign relocations are completed

Yonge Street rapidway



Yonge Street rapidway

Richmond Hill



project status
under construction



- All major utility companies have begun relocation work required for road widening
- Water main relocation work 50% completed between Carrville Road/16th Avenue and Harding Boulevard
- Sign relocations are almost complete

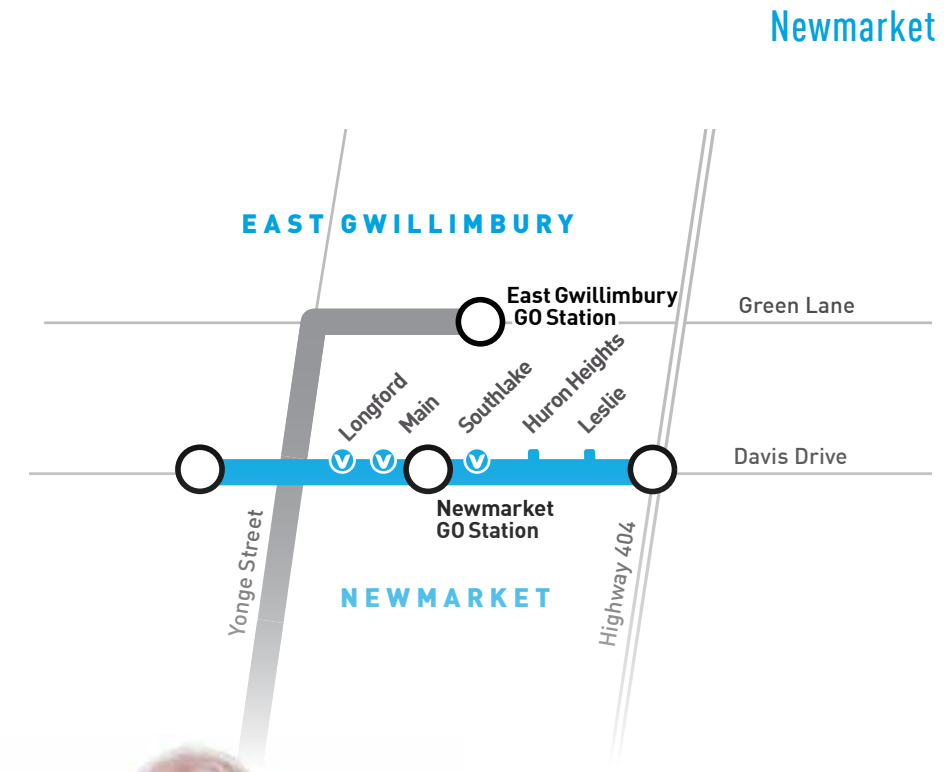


Davis Drive rapidway

now open



Davis Drive rapidway



62% increase in ridership on the Viva yellow route since 2015, and approximately

33% travel time savings compared to curbside service.

- Opened for service on November 29, 2015, with Final Handover on July 15, 2016
- After some landscaping and sidewalk work was completed, the project reached Total Performance on December 20, 2016



now open



Highway 7 East rapidway

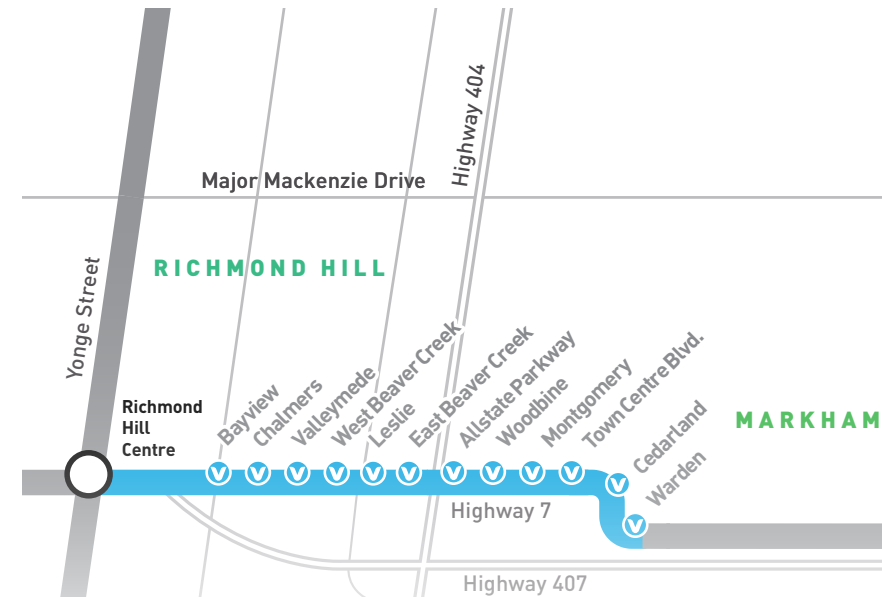


Highway 7 East rapidway

Richmond Hill and Markham



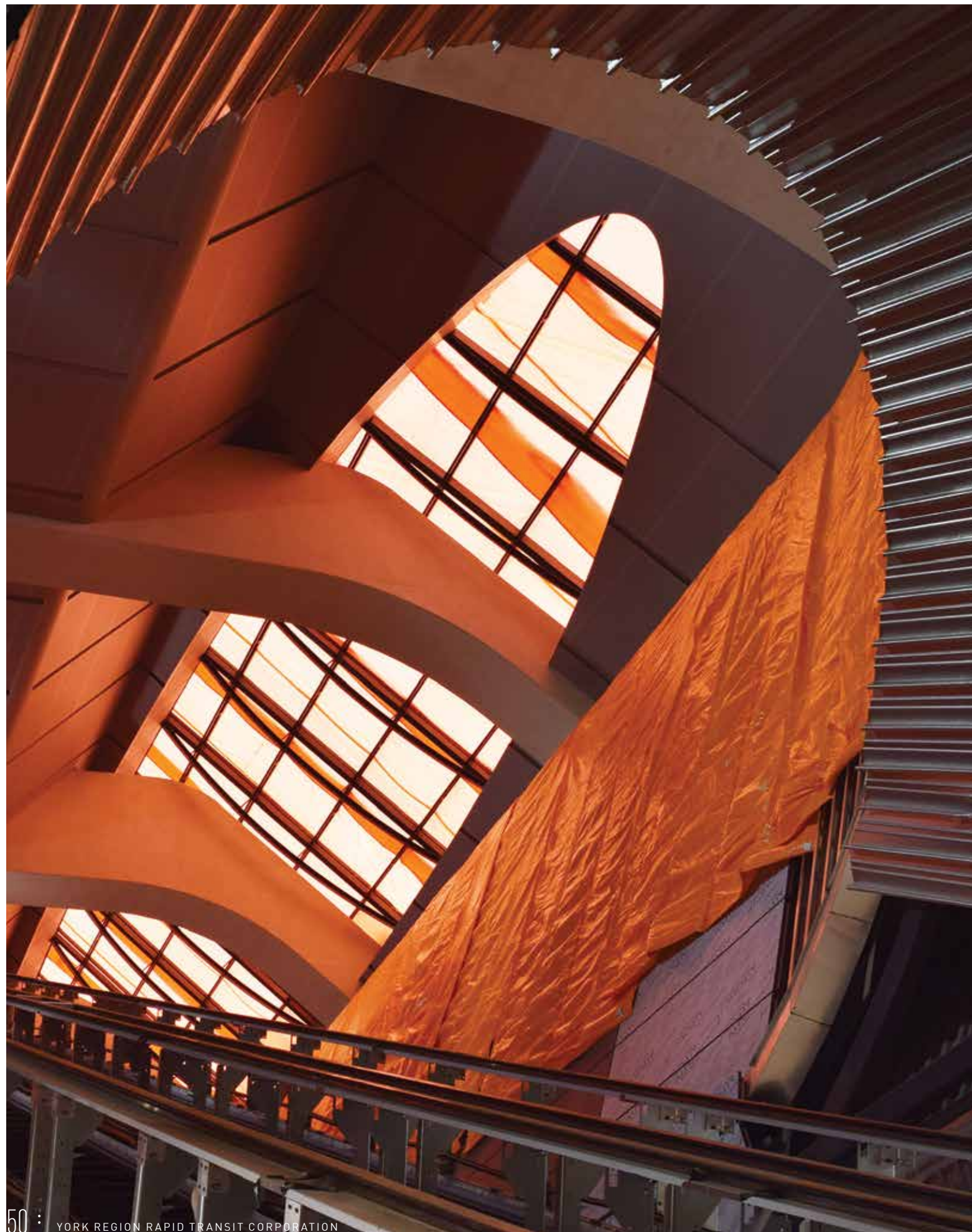
IN SERVICE



Up to 42% travel time savings along

Highway 7 between Bayview Avenue and Warden Avenue.

- Opened in stages in August 2013, August 2014 and January 2015
- Construction completed in September 2015 after finishing touches, including landscaping and sidewalks
- Warranty work is being completed in stages



Highway 407 station interior

2016

capital highlights

subways

- Toronto-York Spadina Subway Extension [TYSSE]
- Yonge Subway Extension [YSE]



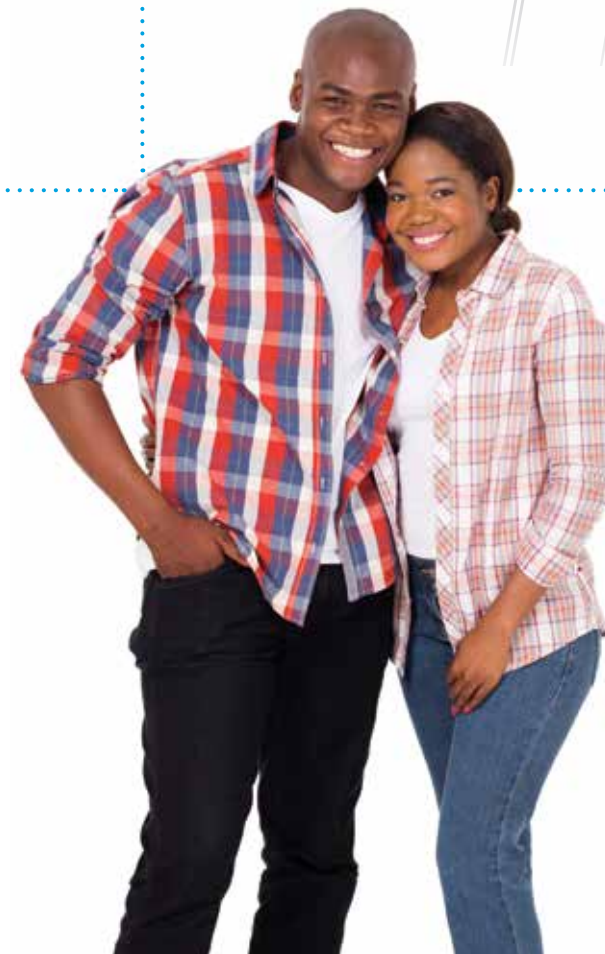


Toronto-York Spadina Subway Extension

[TYSSE]



project status
under construction

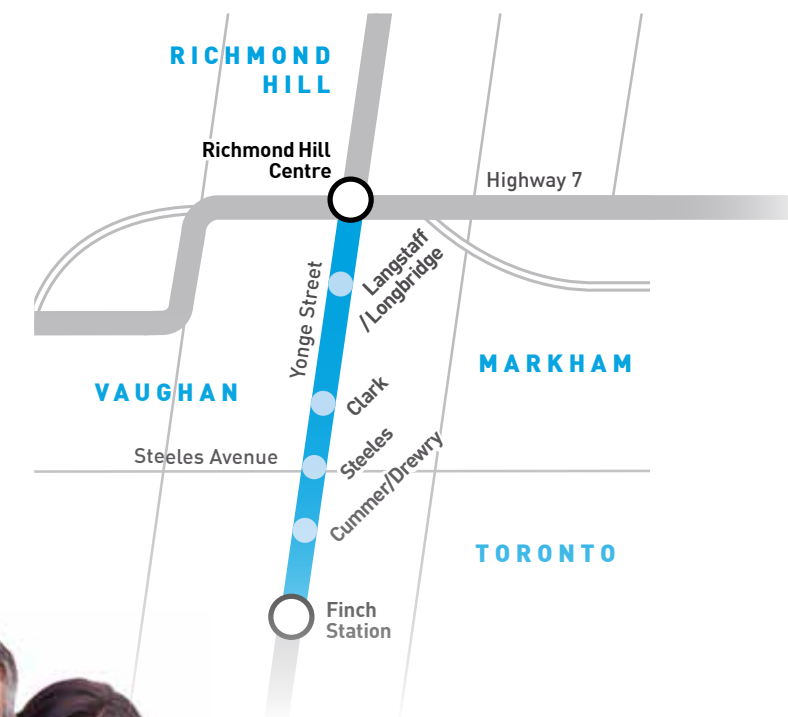


- Progress continues at Vaughan Metropolitan Centre [VMC], including construction of the subway station with a concourse level connecting TYSE to the surface-level Viva rapidway vivastation
- Finishing work underway at Highway 407 Station and Pioneer Village Station
- Work on signs, fare collection systems, communications and integrated controls on track
- Opening of the extension is anticipated for the end of 2017



Yonge Subway Extension

[YSE]



project status
work program initiated



key benefits to preliminary engineering

- Builds on the Conceptual Design completed in 2012
- Completes the design to 15%
- Advances this project for future procurement considerations

status update

- In June of 2016, the Province of Ontario committed \$55 million through Metrolinx
- Discussions underway with Metrolinx, City of Toronto and TTC regarding project management considerations
- The work program to advance the additional planning and preliminary design has been initiated



SmartCentres Place Bus Terminal rendering

2016

capital highlights

facilities and terminals

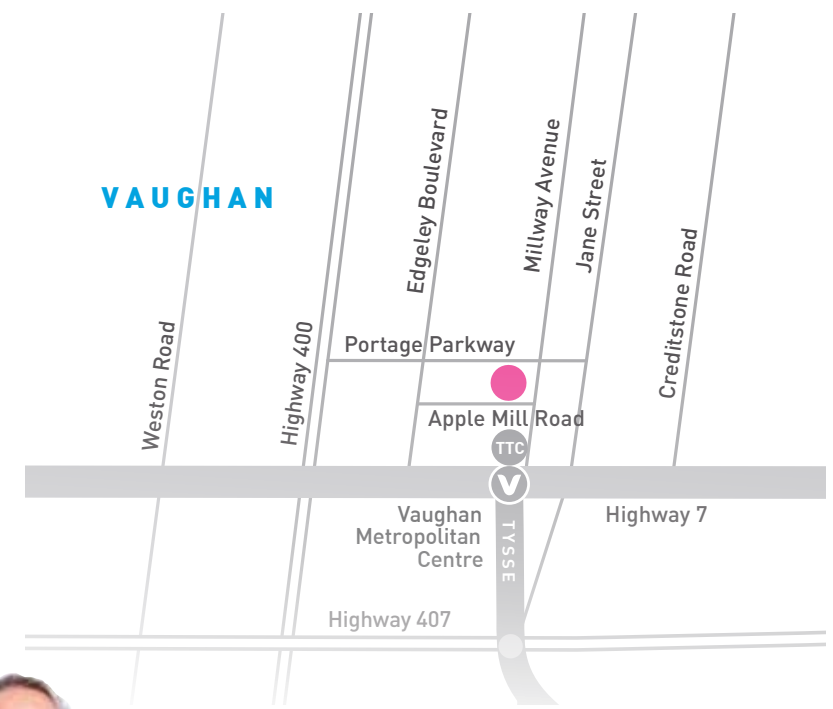
- SmartCentres Place Bus Terminal
» Vaughan
- Cornell Terminal
» Markham
- Operations, Maintenance and Storage Facility [OMSF]
» Richmond Hill
- Park and Ride
» across York Region





SmartCentres Place Bus Terminal

Vaughan



project status
under construction



- Design for a nine-bay bus terminal completed in 2016
- Construction coordinated with the Toronto-York Spadina Subway Extension project, SmartREIT and City of Vaughan
- Opening in coordination with the opening of the Toronto-York Spadina Subway Extension
- Working with TTC as they build bus terminals at Highway 407 Station and Pioneer Village Station

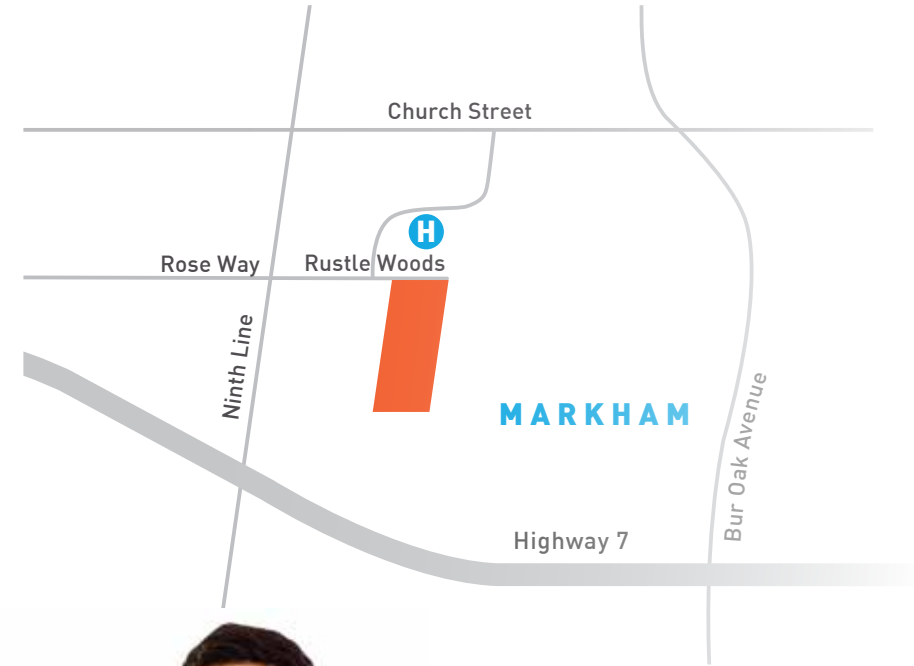


Cornell Terminal

Markham

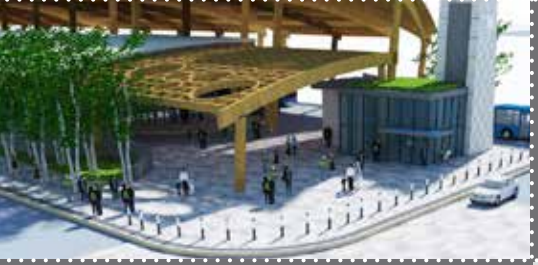


project status



- Land acquired at Highway 7 and Ninth Line in vicinity of Markham-Stouffville Hospital
- Finalized designs for bus terminal in 2016
- Construction scheduled to start in 2017 for an 11-bay bus terminal

Cornell Terminal





Operations, Maintenance and Storage Facility

Richmond Hill



- 24 bus lanes in storage garage
- 19 skylights
- 5 rainwater tanks for washing buses [100,000 litres each]
- 8,437 landscape pavers
- 42,480m² reflective white roof material to save on cooling cost: approx. 10 acres
- 26 repair garage bus bays
- 53 garage doors [34 exterior • 19 interior]
- 201 trees on property



LEED Silver
Leadership in Energy and Environmental Design



- 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



Park and Ride

across York Region



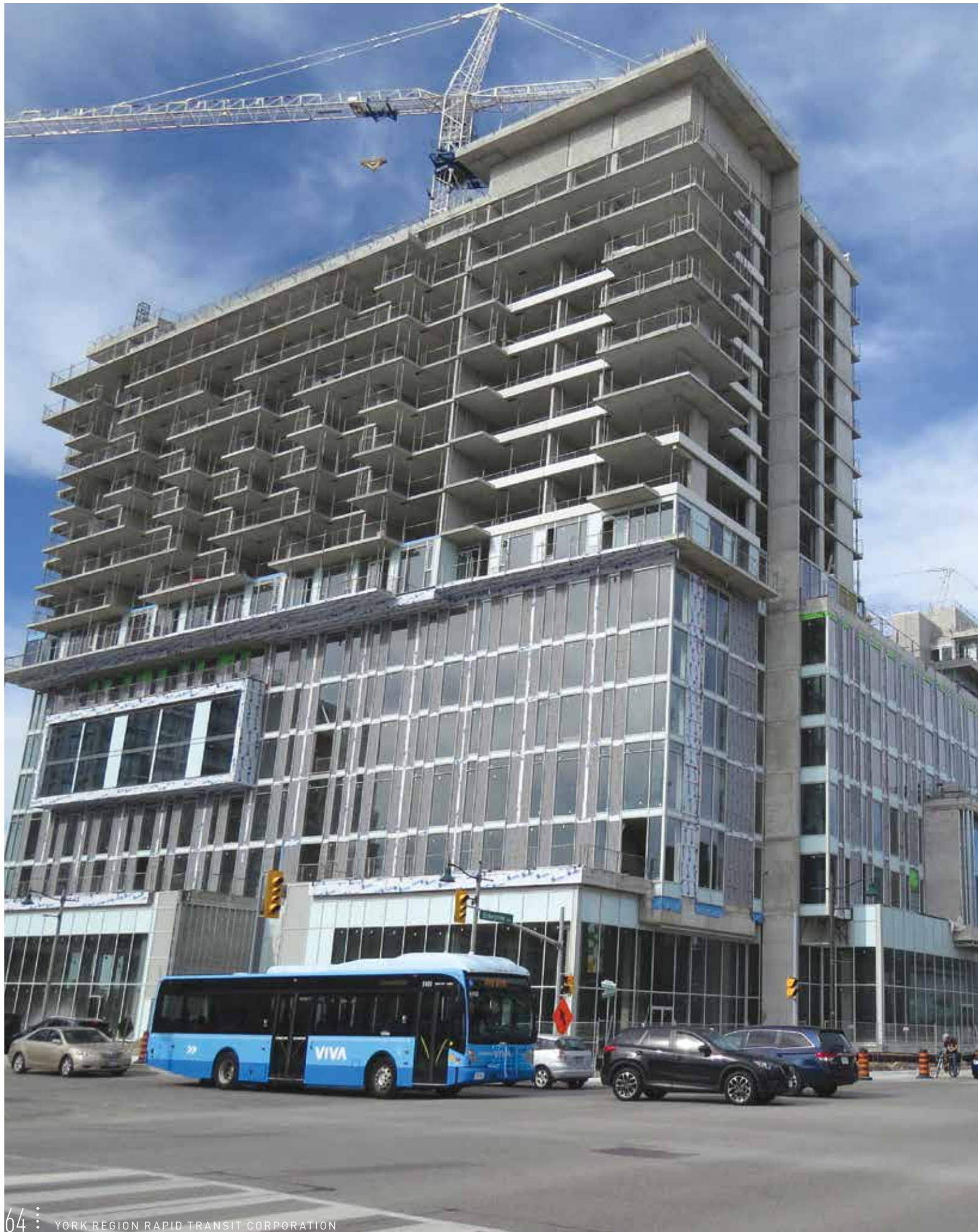
- Helped integrate the Viva Park and Ride Strategy with the updates to York Region's Transportation Master Plan
- Continued to plan for strategies to govern and manage park and ride locations
- Continued to investigate land use options for a future park and ride facility in the area of Warden Avenue and Highway 407



project status



Park and Ride included in YRRTC's 10-year business plan



2016



capital highlights

future planning



Innovative planning
and design are crucial.



future planning

business plan

YRRTC's Business Plan is updated annually and presented to the Board of Directors. It is also the basis for the Corporation's multi-year Capital Budget. The Business Plan highlights the key goals, objectives and initiatives of the Corporation, including one, five, and 10-year look aheads. This year's plan included a 10-year outlook for new and strategic initiatives.

The business plan describes the work of YRRTC in collaboration with York Region, Metrolinx and others. It's updated annually and available at vivanext.com.



related initiatives

YRRTC will work with York Region, the Province of Ontario and local Municipalities to identify and acquire lands for transit construction and facilities, and to move forward with related initiatives in mobility hubs in Richmond Hill, Markham and Newmarket.

In 2015, a park and ride facility opened in the Town of Newmarket – built by GO Transit in partnership with YRRTC. We will continue to work with York Region and local Municipalities to develop potential partnership opportunities and create parking facilities to meet future transportation and urban design.



YRRTC is committed to collaborating and connecting with key partners and stakeholders to identify and establish core strategies for the future.

strategic opportunities

An important part of vivaNext projects has been innovative design and planning, and in the next 10 years this will extend in new directions.

YRRTC will lead York Region's activities where rapid transit corridors intersect with the Province's Regional Express Rail program. This will include project management supporting implementation of RER in York Region, and integrating RER with YRT/Viva networks and with land use policies.

In this emerging "sharing economy," senior levels of government are increasing investment in innovation and public-private partnerships, businesses are generating disruptive technological innovations [e.g., autonomous vehicles and ride-sharing apps] and demographic cohorts are creating demand for new amenities and services.

YRRTC is committed to collaborating and connecting with key partners and stakeholders to identify and establish core strategies for the future. YRRTC will research worldwide best practices and strategies in civic innovation, and help establish governance and business models and legislative or legal tools to enable York Region to move forward with and pilot new, innovative projects.





2016

financial and
procurement highlights



>> 2016 financial and procurement highlights

Capital expenditures were \$329.5 million year-to-date, bringing total expenditures to \$2.4 billion since inception of the programs.

financial highlights

The main drivers of the expenditures were from:

- Bus Rapidways and Stations program - mainly driven by completion of Highway 7 West - Vaughan Metropolitan Centre [east and west of Jane Street] [hand-over in Q1-17], pre-construction activities along Highway 7 West with completion of the Bathurst Street water main and construction activities along Yonge Street
- SmartCentres Place Bus Terminal - design completion and procurement activities, resulting in the construction contract award in early Q4
- Toronto-York Spadina Subway Extension [TYSSE] - construction of three stations in York Region [Pioneer Village, Highway 407 and VMC] are at approximately 90% completion

expenditures summary at end of 2016



	Project expenditures 2016	Project expenditures inception to date	Project budget availability	Project budget remaining	Project budget remaining [as a %]
BRT Rapidways and Stations	195.1	1,107.1	1,784.2	677.1	38%
Facilities & Terminals	8.6	154.6	219.9	65.3	30%
Vehicle - Viva Buses	0.0	46.6	46.6	0.0	completed
Toronto-York Spadina Subway Extension*	125.7	1048.0	1,329.2	281.2	21%
Yonge Subway Extension - Conceptual design	0.1	4.1	4.3	0.2	5%
Rapid Transit Initiatives	0.1	2.2	94.5	92.2	98%
Total	\$329.5	\$2,362.7	\$3,478.8	\$1,116.1	32%

*TYSSE budget includes Capacity Buy in, Viva BRT Concourse & Downsview

funded projects

Active projects under construction and forecasted completion timelines

funding source

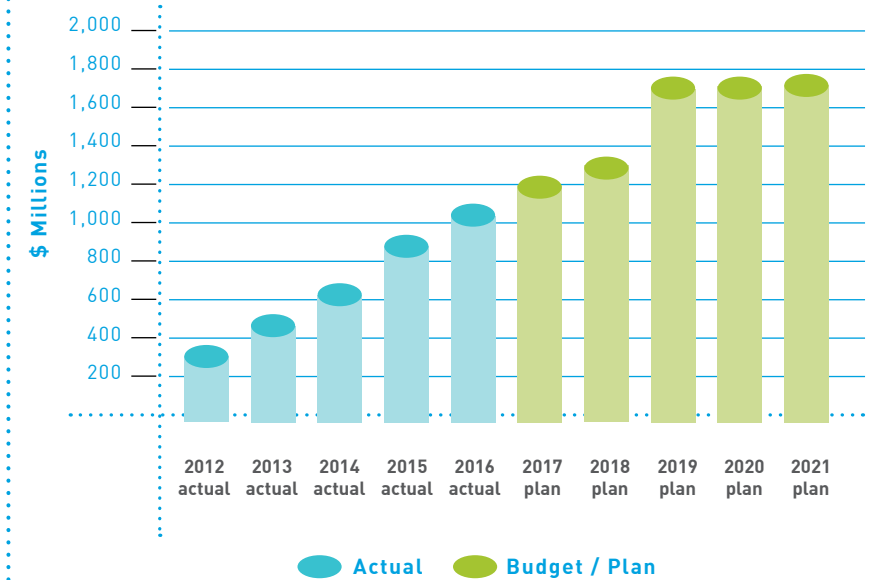
>> bus rapidways and stations

- Highway 7 East and West
- Davis Drive
- Yonge Street

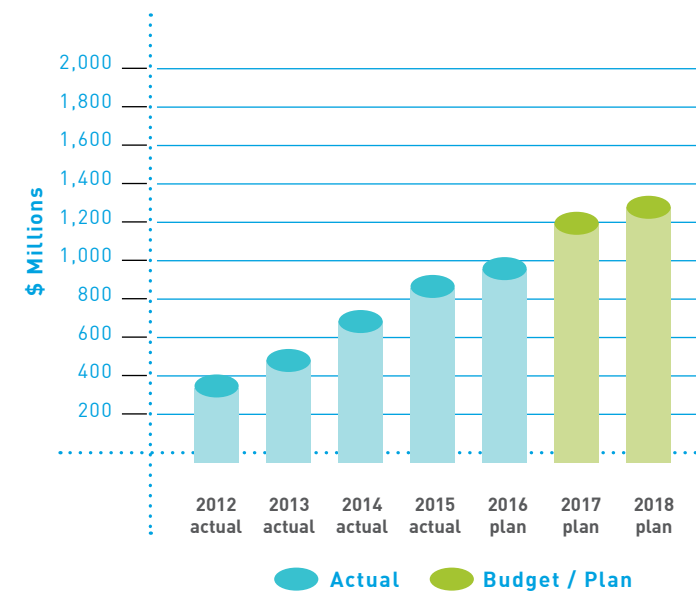
100%
Provincial



Metrolinx capital program \$1.8 billion



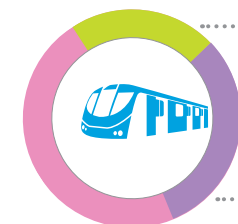
Regional capital program \$1.3 billion



funding source

>> subways

- Toronto-York Spadina Subway Extension [TYSSE]



22%
Federal

31%
Provincial

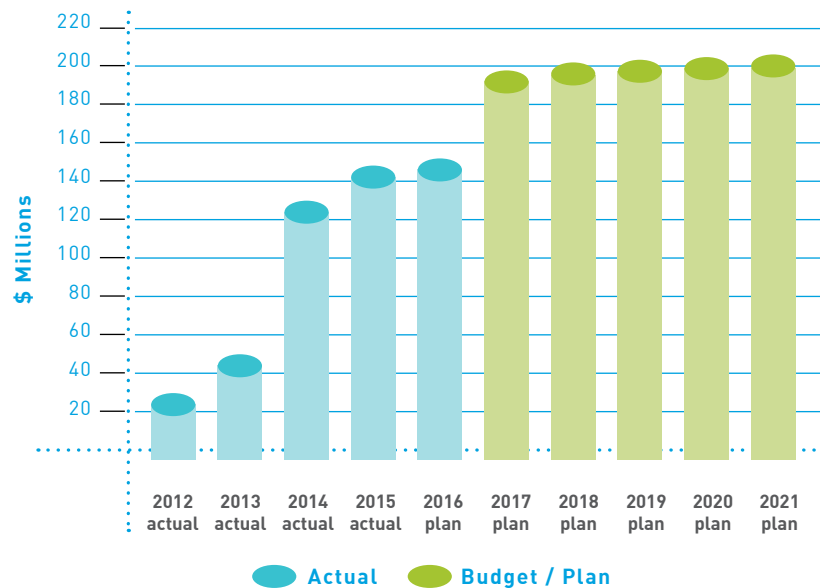
28%
City of Toronto

19%
York Region

Regional

2016 financial and procurement highlights

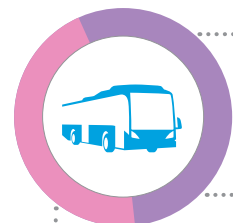
capital program **\$0.2 billion**



funding source

>> facilities and terminals

- Operations, Maintenance and Storage Facility
- SmartCentres Place Bus Terminal
- Cornell Terminal
- Park and Ride Facilities



32%

Federal

23%

Provincial

45%

Regional

procurement highlights

In 2016, 26 existing contracts received a total net increase of \$5.3 million, and 39 new contracts with a total value of \$31.6 million were awarded. Of significance [>\$500 thousand]:

- > Utility Relocations contracts for Yonge Street and Highway 7 West - \$13.1 million
- > Construction contract for SmartCentres Place Bus Terminal - \$16.5 million

94% of \$3.479 billion

At the end of 2016, 94% of the budget availability is committed.

6% of \$3.479 billion

Projects remaining:

- Cornell Terminal
- Park and Ride Facilities
- Enterprise Drive Bus Rapidway





2016

sustainability



Building financial, social
and environmental benefits.



financial, social and environmental benefits

YRRTC supports the triple bottom line business principle, which holds that business activities should result in financial, social and environmental benefits.

Beyond the transportation benefits offered by the vivaNext rapid transit plan, YRRTC is creating a range of socially significant and measurable benefits. Our mission statement reflects this commitment in stating our vision as one ...where development and public transit are planned together to shape communities, support a sustainable future and promote energy conservation.



more businesses, jobs and housing

Quality transit attracts sustainable, mixed-use development, including new businesses, jobs and a variety of housing options. With population growth to increase 64% to 1.6 million by 2031, planning for the future is paramount.

In areas zoned for intensification, new residents will have more choices in purchasing or renting higher density units, such as condominiums, and the convenience of having places to work, shop and dine nearby. Increased revenue from development charges and property taxes can contribute to each community's high quality of life by reinvesting in local infrastructure and services.



In 2016
356 new jobs on Davis Drive,
 from Yonge Street to Southlake
 Regional Health Centre

1,546 new jobs on Highway 7 East
 from Bayview Avenue to
 Town Centre Boulevard



vibrant, welcoming communities

York Region's changing demographics call for mobility infrastructure that supports flexibility and options for how people will want to travel now, and in the decades to come.

With the increased senior and young adult population, preferences in housing and transportation have already started to change. YRRTC's rapid transit plan is tailored to welcome people of all ages, incomes and abilities.

The new urban centres in York Region will provide more choices in places to live, and more choices in how to get around.



healthy environments

Rapid transit infrastructure leaves a lasting positive effect on each community, by encouraging less reliance on the car and more active transportation choices, and by reducing traffic congestion and greenhouse gas emissions.

Modal shift [from car-dependency to transit] happens over time as people make decisions in their lives. For some it's deciding not to invest in that first car, and for others it's reducing the household cars from two to one. The environmental benefits are clear; every busload can replace 70 cars and a subway replaces even more vehicles, along with their greenhouse gas emissions.

YRRTC's rapid transit projects include wide, tree-lined sidewalks and bike lanes where possible, encouraging active transportation such as walking and cycling. Having an active commute in attractive surroundings gives everyone an appreciation of the world around them and has health benefits including physical fitness and a sense of well-being.



community and business engagement

stop, shop + dine.

Now that construction is underway, continue to support our local shops and businesses along Yonge Street. If you haven't visited us lately, come check us out.

Businesses are open throughout construction, and we value your support. We have a variety of services and products, and want to help you find what you need. After all, we're your neighbours too. Shop Yonge!

ShepYonge
We're Open.

METROLINX | VIVANEXT
A Metro or VivaNext Project

put your business on the map!

Shep Bathurst & Centre
We're Open.



VIVANEXT
next stop... Yonge!

COLOURING CONTEST

3 \$100 prizes

support businesses during construction.

Shep ShepYonge Shep Bathurst & Centre



23,469 interactions on Twitter in 2016



business support

VivaNext has developed a Business Support Program to help local businesses during construction. We collaborate with local Chambers of Commerce, Boards of Trade and Municipal staff to create a program for businesses in the construction zone of each project. Businesses receive information, tools and resources for their continued success as they operate and market their products and/or services to the community throughout construction.

In 2016, there were two advertising campaigns encouraging people to shop in vivaNext construction areas. Outreach included using colouring contests, social media and support with Google My Business, as well as the opportunity to profile area businesses using vivanext.com and social media. Directional signs help drivers and pedestrians access businesses in construction zones, and this continues to be a helpful component of the Business Support Program.

VivaNext won a National Corporate Leadership Award in 2016 from the Canadian Urban Transportation Association [CUTA] for our 2015 business support communications campaign during construction along Davis Drive in Newmarket.

construction management

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.

Major infrastructure projects inevitably cause inconveniences, especially when construction is on major roads. YRRTC has paid close attention to the project management of our construction, ensuring our contractors carefully schedule and stage construction to reduce the likelihood of impacting local businesses, transit users, drivers and pedestrians. In many cases we need to strike a balance to stay on schedule and within budget, while minimizing impacts to local residents and commuters.

community outreach

YRRTC has a communications team dedicated to keeping the future vision in mind, and ensuring local community awareness of upcoming work. We use social media, blogs, videos, advertising, contests and events to help engage and inform the community.

88 outreach events to engage with the public and businesses in 2016

Our Community Liaisons work closely with business owners, property owners and local communities, and make extra effort to reduce impacts where possible. Liaisons also meet with local associations and resident groups to provide information and ensure awareness of the project vision and plans for construction.

407,372 reached on Facebook in 2016

social responsibility



accessibility

All vivaNext facilities are constructed to meet AODA guidelines, and vivaNext 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."

contributing to our community

In 2016, vivaNext staff continued to make a personal, positive impact in York Region's communities:

- 100% department participation in a variety of internal United Way fundraising activities
- Adopted a family through Big Brothers Big Sisters for the holidays
- Participated in Free Cycle and hosted book recycling
- Participated in Bike-to-Work Day in collaboration with SmartCommute
- Participated in Earth Hour and Earth Day community clean-ups in both Vaughan and Newmarket
- Donated to an annual toy drive supported by Markham's Fire and Emergency Services and the members of IAFF Local 2727
- Made charitable donations to support the Children's Centre at Markham Stouffville Hospital and the Salvation Army
- Moved donated landscape rocks from a business on Yonge Street to Belinda's Place in Newmarket – a women's shelter in York Region
- Transplanted 38 young trees from the boulevard in Vaughan to three Thornhill parks
- Staff from our Infrastructure and Development Department volunteered at the Newmarket Food Pantry



>> corporate directory

York Region Rapid Transit Corporation Senior Management

Mary-Frances Turner
President

Michael Cheong
Chief Financial Officer and Treasurer

Paul May
Chief Engineer

Carolyn Ryall
Design Chief, Infrastructure and Development

Dale Albers
Chief Communications Officer



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