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To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: **2016 – 2026 YRRTC Business Plan: 2016 Annual Update**

Ref: YORK- #6481163

#### Recommendation

It is recommended that:

1. The attached 2016 – 2026 York Region Rapid Transit Corporation Business Plan: 2016 Annual Update be received for review and comment.
2. Staff bring this report and attachment forward to the June 16, 2016 York Region Rapid Transit Corporation Board of Directors meeting for approval.

#### Purpose

The 2016 – 2026 York Region Rapid Transit Corporation (YRRTC) Business Plan highlights the key goals, objectives and initiatives of the Corporation as well as:

- Achievements of the previous year
- Current capital project goals for the next two years
- A five-year summary of goals/objectives for funded projects
- Future strategic opportunities for development and goals/objectives updated for unfunded rapid transit projects on the 10-year horizon

## Background

***YRRTC is responsible for the planning, design and construction of the rapid transit network and related infrastructure; for the pursuit of joint development opportunities; and for the strategic oversight of Viva operations to deliver on the transit priorities set out in the York Region Transportation Master Plan***

- To achieve this mandate, YRRTC is staffed by a team of experts in capital planning and delivery, design, engineering and project management. YRRTC works in collaboration with York Region and also contracts with design-build firms to develop the final design and carry out capital construction, with a current funded capital project portfolio of \$3.2B
- YRRTC works closely with York Region to secure funding for engineering and capital construction dollars related to the rapid transit priorities outlined in the Region's Transportation Master Plan

***YRRTC's initial 10-year business plan was approved by the Board in January 2010***

- In January 2010, the YRRTC Board of Directors approved the initial 2010-2020 business plan to guide the execution of the vivaNext Rapid Transit Plan
- On an annual basis, the business plan is updated to maintain a 10-year outlook
- This updated business plan is organized into Current and Future capital projects, Development Opportunities and Strategic Opportunities for the corporation. The plan also provides short and long-term goals and objectives associated with each of the above

***The 2016 – 2026 Business Plan is a blueprint to guide the major activities of York Region Rapid Transit Corporation***

- The 10-year update business plan is refreshed on an annual basis and supplemented by our regular project status quarterly reports and annual report

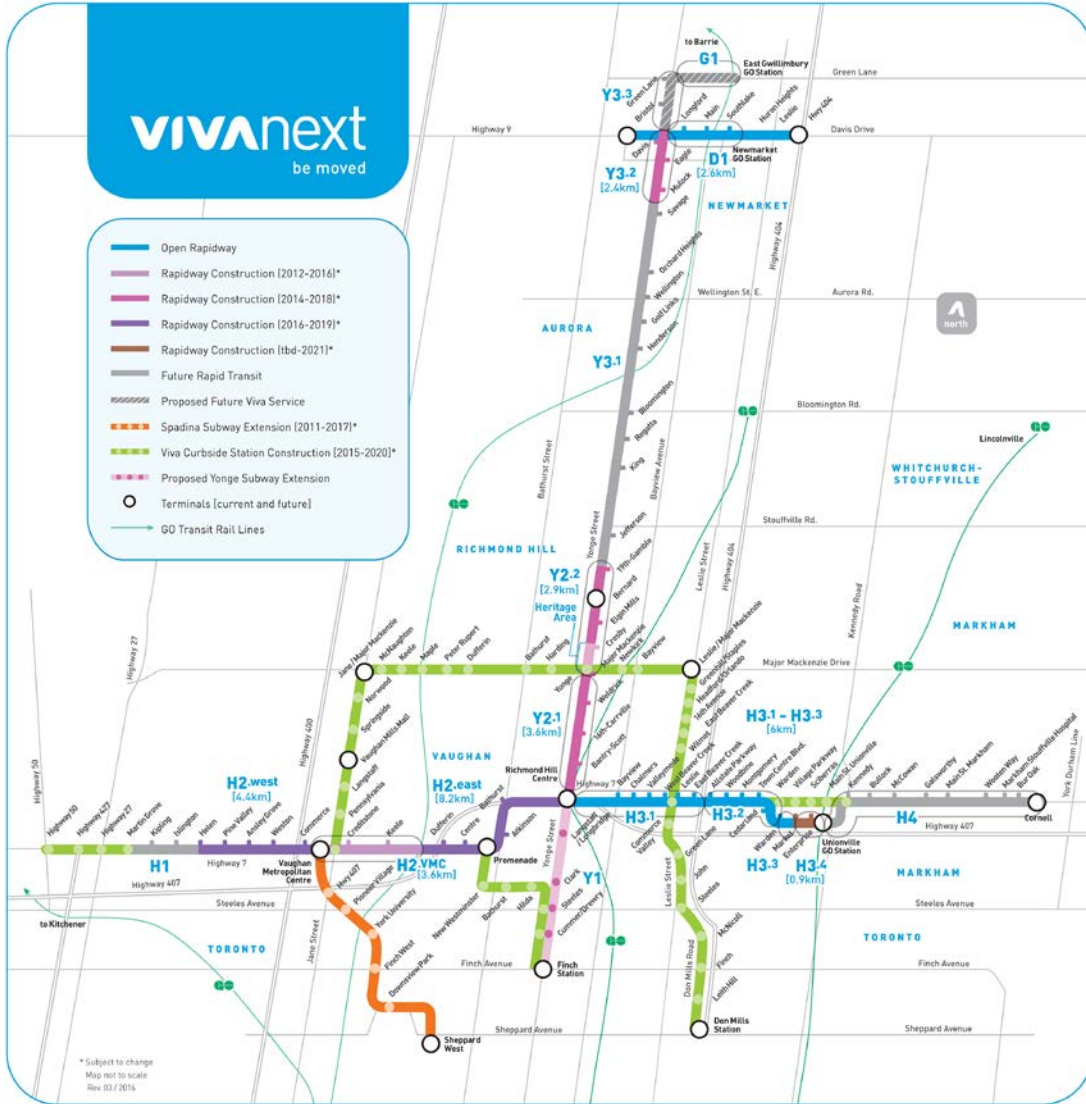
## Analysis

***The 2016-2026 vivaNext Rapid Transit Network connects York Region's Centres and Corridors***

- Working in partnership with York Region, Metrolinx, area municipalities and other key community stakeholders, vivaNext is designing and building rapidways along the main transit arteries within the Region's key Centres and Corridors to serve

the public for generations to come. The transit segments included in the network are outlined on the map below:

**VivaNext Rapid Transit System Network: 2016 – 2026**



Segment	Project Code	Location
Highway 7 East	H3.1, H3.2, H3.3, H3.4, H4	Town of Richmond Hill and City of Markham
Davis Drive	D1	Town of Newmarket
Highway 7 West	H1, H2-West, H2-VMC, H2-East, H2-West	City of Vaughan
Yonge Street	Y1, Y2.1, Y2.2, Y3.2, Y3.3	Towns of Richmond Hill and Newmarket
Green Lane	G1	Town of Newmarket and Town of East Gwillimbury
Subways: [Toronto-York Spadina Subway Extension & Yonge North Subway Extension]	TYSSE	City of Vaughan and City of Toronto
	YNSE	Town of Richmond Hill, City of Markham and City of Toronto

***YRRTC was successful in achieving the business objectives for the Metrolinx funded BRT projects in the as outlined in the current capital program of the 2015 business plan***

- Highway 7 East in the City of Markham met “substantial completion” with the completion of construction, final boulevard work and paving
- Davis Drive rapidway in Town of Newmarket was opened for revenue service in November
- Utility relocations and the majority of road widening work was completed on the Highway 7 West, Phase 1 rapidway (Edgeley Boulevard/Interchange Way to Jane Street) in the Vaughan Metropolitan Centre (VMC)
- The procurement was finalized for the Highway 7 West, Phase 2 rapidway (Helen Street to Yonge Street via Bathurst/Centre) in the City of Vaughan, and the rapidway construction contract was awarded to EDCO
- Yonge Street rapidway in the Town of Newmarket and Town of Richmond Hill commenced pre-construction activities and progressed detail design to 90%
- Maintained community and business support as construction progressed for the entire program

***YRRTC accomplished its 2015 goals and objectives in the Facilities, Terminals, Vehicles and Subways Program***

- Operations, Maintenance and Storage Facility (OMSF), located in the Town of Richmond Hill was commissioned and opened for operations in June
- Station design and engineering was completed for the VMC-Spadina Subway BRT Station, located on Highway 7, west of Jane Street and fabrication of the superstructure continues
- The Architects Agreement was executed for the SmartREIT VMC Terminal located at Applemill Road and Millway Avenue and staff commenced the preliminary design process for this transit terminal
- The contract for design, architectural and engineering services was procured for the Cornell Bus Terminal Project, an 11-bay bus terminal located in the City of Markham at Highway 7 and Ninth Line
- Work on the Toronto-York Spadina Subway Extension (TYSSE) project advanced with the excavation of stations and the majority of track installation and special track work completed

***In the 2016 Annual Update of the Business Plan, YRRTC has outlined business objectives for the currently funded projects in both the Metrolinx and Regional capital construction program***

- YRRTC remains focused on achieving the following 2016 business objectives as outlined in the business plan:

### **Metrolinx Funded Rapidway Program**

- Davis Drive: finalize the remaining plantings and finishing touches along the rapidway by mid-year
- Highway 7 West, Phase 1: complete road and boulevard construction and continue coordination for handover of the station with TTC and commence construction. Open segment
- Highway 7 West, Phase 2: complete pre-construction activities such as storm sewer, geotechnical and field investigation work
- Yonge Street: Design completed and extensive utility work underway. Pre-construction activities also underway, including potholing, surveys and retaining wall work
- Viva Network Expansion Plan: Continue to work with York region Transportation Services to support the 2017 implementation of new Viva routes with curbside vivastations
- Continue to further advance the Region's transit network and ensure construction activities are coordinated between all transit projects

### **Regionally Funded Facilities and Terminals Program**

- SmartREIT Vaughan Metropolitan Centre Terminal: Finalize cost estimates, continue Senior Management Meetings with key stakeholders to coordinate design and construction tenders, file site plan for approval and award construction contract
- Cornell Terminal: Finalize preliminary design and site plan approvals with City of Markham and issue contract and award tender for construction

### **Regionally Funded Subways Program**

- TYSSE: Continued coordination with TYSSE Project Manager, TTC, for subway stations at Highway 407, Pioneer Village and VMC, and coordinate handover of vivastation on Highway 7 at VMC

### ***YRRTC continues to advocate for long-term funding commitments from both the Government of Canada and the Government of Ontario for construction of future rapid transit priority projects***

- The Yonge North Subway Extension (YNSE) remains the number one transit priority in York Region and is critical to unlock the growth projected for the Richmond Hill/Langstaff Urban Growth Centre
  - In 2015, staff continued to work with Metrolinx, TTC and City of Toronto to maintain readiness and complete the Yonge Relief Network Study (YRNS) to improve capacity on the Yonge Street corridor

- As a result of the YRNS, Metrolinx approved the advancement of the YNSE project to 15% preliminary design and engineering
- Staff continue to advocate for full capital funding of \$4B (2015 dollars) for this project
- YRRTC continues to pursue a funding commitment from senior levels of government for the remaining 34.2 kilometres of dedicated, centre-lane bus rapidways and 26 vivastations along Highway 7, Yonge Street and Green Lane in some of the Region's most rapidly growing municipalities, Markham, Vaughan, Richmond Hill, Aurora, Newmarket and East Gwillimbury
  - Investment in these transit corridors is consistent with York Region's Transportation Master Plan as it will further improve mobility within the Region, intermodal connectivity and integrates with Province's Regional Express Rail Program by connecting to major anchor hubs in Markham, Richmond Hill and Newmarket

***YRRTC has identified strategic opportunities to further explore land use and development as they relate to the rapid transit program***

- There are a number of identified opportunities to bring forward and unlock the development potential of lands owned by the Region and adjacent to the rapid transit corridors. In addition, significant Master Planning of Regional and Metrolinx mobility hubs will be undertaken by YRRTC and York Region staff through the Transportation Master Plan Update
- The Rapid transit Agreement between York Region and YRRTC intended to enable YRRTC to have the legal capacity and authority to undertake development opportunities as contemplated in the Business Plan
- Staff will continue their work to position Regional and Metrolinx land assets on rapid transit corridors for highest and best use. Regional lands in the development portfolio include: Warden/Enterprise, residual lands from rapidway program, optimization of the lands along the YNSE corridor, and the mobility hubs identified at Richmond Hill/Langstaff, Unionville and Newmarket
- At the current time, YRRTC's Articles prohibits YRRTC from owning an existing transit system or the lands or facilities of that system. As a result, YRRTC does not have the legal ability at this time to develop sites pertaining to the Region's transit systems
- Given the limitations and restrictions contained in the Articles of YRRTC, it may be necessary or desirable to amend the Articles to enable it to fully implement a program of land and property development opportunities
  - YRRTC may require Regional Council's prior approval in respect of future initiatives or development projects – this authority will be the subject of a future report

***YRRTC continues to work with Transportation Services to further collaborate and integrate the advancement of mobility and technology as they relate to the rapid transit program***

- Work with Transportation Services to finalize locations and implement the Park and Ride Strategy across York Region, including the location at Warden Avenue and Enterprise Drive
- Work with Transportation Services to finalize the York Region Transportation Master Plan Update prioritizing rapid transit projects to the year 2041 with an emphasis on integrating York Region’s transit priorities with the Metrolinx Regional Express Rail program
- In order to keep up with the changing world of mobility and rapid transit and technological advancements, YRRTC will initiate further research and develop proposals to integrate the advances and changes in placemaking, mobility, technology and sustainability with current work at the Region

***YRRTC reviews its Annual Business Plans in detail with York Region to ensure both the current and future mandates for the corporation are consistent with the Region’s vision, goals and objectives***

- In collaboration with York Region, including the Transportation Services and Corporate Services Commissions, YRRTC continues to review its 2016-2026 Business Plan to ensure the current objectives are captured under appropriate authorities and that any amendments to authorities are made to accommodate future strategies and goals

## Financial

- Implementation of the rapid transit plan and other strategic activities are either currently funded under the Metrolinx and Regional capital program or will require financial investment in order to be realized (i.e. YNSE preliminary engineering and capital funding, unfunded BRT preliminary engineering and capital funding etc.)
- A fiscal strategy to enable the 5 and 10-year goals and objectives outlined in the business plan under “Future Projects” and “Strategic Opportunities” is currently under development and will be reviewed in greater detail with Financial Services staff

## Conclusion

- The YRRTC 2016-2026 Business Plan reflects the Provincial capital budget allocation to the rapid transit system
- The \$1.8B Metrolinx capital program is moving forward and on target to meet project goals and timelines
- Future projects will continue to be advanced for funding where possible to maintain readiness
- YRRTC is on target to achieve the 2016 business objectives as outlined in the business plan
- YRRTC will continue to work with internal and external stakeholders to ensure critical project timelines are met and that coordination of various intersecting projects as these project segments continue to advance

For more information on this report, please contact Mary-Frances Turner, President, York Region Rapid Transit Corporation, at 905-886-6767, Ext. 71010

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Mary-Frances Turner  
President

May 12, 2016

Attachment: (1)



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# 2016 – 2026 YRRTC Business Plan

2016 annual update





## 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.**

## 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



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## Business Plan Overview

The York Region Rapid Transit [YRRTC] 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.

This document highlights the key goals, objectives and initiatives of the Corporation and reports on the past year's accomplishments. The plan also includes a 1, 5 and 10 year look ahead. The Business Plan is actioned through detailed reports to the Board and receives any required authorities from Council. A fiscal strategy to enable the 5 and 10-year goals and objectives is currently under development.

To be concise, segments are assigned project codes. [See map to reference geographic areas.] In summary:

- Highway 7 East in the Town of Richmond Hill and City of Markham: H3.1, H3.2, H3.3, H3.4 and H4
- Davis Drive in the Town of Newmarket: D1
- Highway 7 West in the City of Vaughan: H1, H2-West, H2-VMC and H2-East
- In the Towns of Richmond Hill and Newmarket: Yonge Street, north from Finch Avenue to Mulock Drive: Y1, Y2.1, Y2.2, Y3.1, Y3.2, Y3.3
- Green Lane in the Town of East Gwillimbury: G1
- Subways include: Toronto-York Spadina Subway Extension [TYSSE] and Yonge North Subway Extension [YNSE]



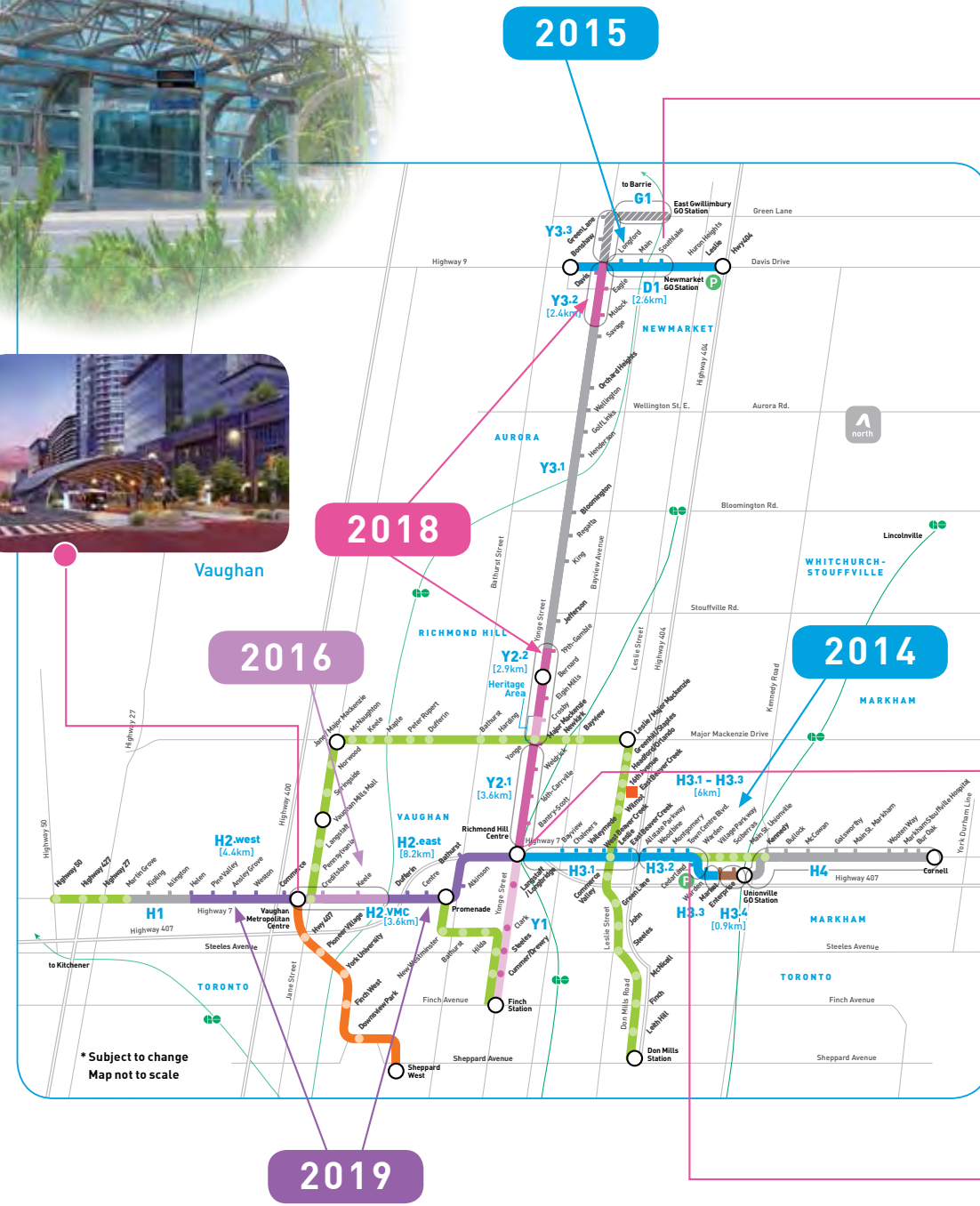
Newmarket



Richmond Hill



Markham



\* Subject to change  
Map not to scale

For more detailed reports and information, please visit [www.vivanext.com](http://www.vivanext.com)



# current capital projects



## Summary of Currently Funded Capital Projects to 2021

Summary: Project Descriptions	Highway 7 – Markham, Richmond Hill and Vaughan Davis Drive - Newmarket [H3.1, H3.2, H3.3, D1 and H2-VMC] 2010-2017	Yonge Street [Y2.1, Y2.2, Y3.2] 2014-2018	Highway 7 West - Vaughan West of Commerce, Bathurst & Centre H2-West and H2-East [Phase 2] 2015-2020	Highway 7 East-Markham Centre [H3.4] 2016-2020	Facilities & Terminals 2012-2021
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- Metrolinx</li> <li>- York Region and local municipalities</li> <li>- Kiewit-EllisDon</li> <li>- YRRTC/YC2002 – 10 year partnership</li> </ul>	<ul style="list-style-type: none"> <li>- Metrolinx</li> <li>- York Region and local municipalities</li> <li>- RapidLINK Constructors</li> </ul>	<ul style="list-style-type: none"> <li>- Metrolinx</li> <li>- York Region and local municipalities</li> <li>- Infrastructure Ontario</li> <li>- EDCO</li> </ul>	<ul style="list-style-type: none"> <li>- Metrolinx</li> <li>- York Region and local municipalities</li> <li>- Contract award to third party - TBD</li> </ul>	<ul style="list-style-type: none"> <li>- Federal Government</li> <li>- York Region and local municipalities</li> <li>- TYSSSE</li> <li>- Individual contracts per facility – PCL, SmartREIT and TBD</li> </ul>
<b>Procurement / Legal Arrangements</b>	<ul style="list-style-type: none"> <li>- Design Build Contract</li> <li>- Metrolinx Master Agreement</li> <li>- Project Charters</li> <li>- Rapid Transit Agreement with York Region</li> <li>- York Region Access and Operating Agreement with Metrolinx</li> <li>- Project Implementation Plan</li> </ul>	<ul style="list-style-type: none"> <li>- Public procurement</li> <li>- Design Build Contract</li> <li>- Metrolinx Master Agreement</li> <li>- Project Charter</li> <li>- Rapid Transit Agreement with York Region</li> <li>- York Region Operating Agreement with Metrolinx</li> <li>- Project Implementation Plan</li> </ul>	<ul style="list-style-type: none"> <li>- Public Procurement / Alternative Finance Procurement [AFP]</li> <li>- Metrolinx Master Agreement</li> <li>- Project Charter</li> <li>- Project Agreement</li> <li>- Rapid Transit Agreement with York Region</li> <li>- Project Implementation Plan</li> <li>- York Region Operating Agreement with Metrolinx</li> </ul>	<ul style="list-style-type: none"> <li>- Public procurement</li> <li>- Contract arrangements tbd</li> <li>- York Region Operating Agreement with Metrolinx</li> </ul>	<ul style="list-style-type: none"> <li>- CSIC - Federal Contribution Agreement[s]</li> <li>- Design Build/ Bid Build Agreements - TBD</li> <li>- Provincial Quick Wins</li> <li>- Tri-party Access and Service Agreements</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- YRRTC Board/Metrolinx Board</li> <li>- Metrolinx Program Executive Group/Senior Staff Working Group</li> <li>- Joint coordination meetings with contractor and project management teams</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC Board/Metrolinx Board</li> <li>- Metrolinx Program Executive Group/Senior Staff Working Group</li> <li>- Joint coordination meeting with contractor and project management team</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC Board/Metrolinx Board</li> <li>- Metrolinx Program Executive Group/Senior Staff Working Group</li> <li>- Joint Project Committee</li> <li>- Project Management Team</li> <li>- Works Committee - meetings with contractor and project management teams</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC Board/Metrolinx Board</li> <li>- Metrolinx Program Executive Group/Senior Staff Working Group</li> <li>- Unionville mobility hub working group</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC Board</li> <li>- York Region</li> <li>- Federal Management Committee</li> <li>- TYSSSE</li> </ul>
<b>Delivery Agent</b>	<ul style="list-style-type: none"> <li>- YRRTC</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC</li> </ul>	<ul style="list-style-type: none"> <li>- Infrastructure Ontario: Procurement Advisor</li> <li>- YRRTC</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC</li> </ul>
<b>Project Completion</b>	<ul style="list-style-type: none"> <li>- Construction complete 2017</li> <li>- Project and program close out</li> </ul>	<ul style="list-style-type: none"> <li>- Construction complete 2018</li> <li>- Project and program close out</li> </ul>	<ul style="list-style-type: none"> <li>- Construction complete 2019</li> <li>- Project and program close out</li> </ul>	<ul style="list-style-type: none"> <li>- Construction complete 2020</li> <li>- Project and program close out</li> </ul>	<ul style="list-style-type: none"> <li>- Construction complete 2021</li> <li>- Project and program closeout</li> </ul>

Metrolinx Funded BRT Projects	Highway 7 East and Davis Drive		
<b>Project Description</b>	<ul style="list-style-type: none"> <li>&gt; <b>H3.3</b> – Enterprise Boulevard in the City of Markham includes the first station constructed.</li> <li>&gt; <b>H3</b> – Along Highway 7 East in the City of Markham and Town of Richmond Hill is approximately 6 kilometres of rapidway from Bayview Avenue to Warden Avenue at Enterprise Boulevard, via South Town Centre Boulevard and Cedarland Drive. There is one curb-side station and 10 centre-lane vivastations in this segment.</li> <li>&gt; <b>D1</b> – In the Town of Newmarket, the Davis Drive rapidway segment stretches 2.6 kilometres from Yonge Street to Roxborough Road/Patterson Street. Viva service continues along Davis in mixed traffic to a park and ride station at Highway 404. There are three centre-lane vivastations and two curb-side stations included in this project.</li> </ul>		
	<b>2015 Accomplishments/Updates</b>	<b>2016 Goals</b>	<b>2017 Goals</b>
<b>Summary</b>	<ul style="list-style-type: none"> <li>- H3 – Total Budget \$308.3M – fully funded by the Province. The first rapidway in York Region completed and all segments in service as of January 2015</li> <li>- D1 – Total Budget \$267.7M – fully funded by the Province</li> <li>- Rapidway in service as of November 2015</li> </ul>	<ul style="list-style-type: none"> <li>- H3.3 – Enterprise station upgrades to be completed</li> <li>- D1 – Finishing touches and plantings completed</li> </ul>	<ul style="list-style-type: none"> <li>- Both segments in-service and under warranty</li> </ul>
<b>Property and Property Related Matters</b>	<ul style="list-style-type: none"> <li>- H3 – Outstanding property settlements in progress</li> <li>- D1 – Outstanding property settlements in progress</li> </ul>	<ul style="list-style-type: none"> <li>- H3 – Continue to negotiate remaining property settlements</li> <li>- D1 – Continue to negotiate remaining property settlements and assess for final risk assessment</li> </ul>	<ul style="list-style-type: none"> <li>- H3 – Continue to negotiate remaining property settlements</li> <li>- D1 – Continue to negotiate remaining property settlements and finalize risk assessment</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- H3.1, H3.2, and H3.3 – rapidway opened and in service</li> <li>- H3.2 - completed remaining roadway paving, boulevard works and streetscaping to Warden Avenue for final handover on August 14, 2015 and rapidway in two-year warranty period</li> <li>- D1 - major construction completed and rapidway open for revenue service [Yonge St. to Hwy 404] and handed over on November 17, with Substantial Performance on December 17, 2015. Two year warranty period commences</li> </ul>	<ul style="list-style-type: none"> <li>- H3 – rapidway in first-year warranty period and final asphalt work completed</li> <li>- D1 – finalize remaining boulevard and landscaping work</li> </ul>	<ul style="list-style-type: none"> <li>- H3 - sections of rapidway in final year of two-year warranty period and contract closed out</li> <li>- D1 - rapidway in two-year warranty period and contract closed out</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Communications plans used to mitigate construction impacts, public concerns and maintain public awareness</li> <li>- Attended over 60 community events to provide updates</li> <li>- Communications plans executed to celebrate openings</li> <li>- VivaNext projects have maintained support throughout construction and continue to maintain social media connections:               <ul style="list-style-type: none"> <li>- H3 has 1,296 online subscribers and D1 has 1,568</li> <li>- H3 communications program closed out</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- D1 closeout and community ‘thank you’ events</li> <li>- D1 wrap up of project communications</li> <li>- Increase overall community awareness, understanding and support for the rapid transit investment</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Communications continues to highlight the benefits of rapidways that support urban growth and intensification through general communications and outreach</li> </ul>



Metrolinx Funded BRT Project	Vaughan Metropolitan Centre [Phase 1]		
<b>Project Description</b>	<b>H2-VMC [Phase 1]</b> - In the City of Vaughan, the first phase of rapidways are being built on Highway 7 in the Vaughan Metropolitan Centre [VMC]. This phase includes rapidways east of Jane Street to Edgeley Boulevard/Interchange Way and west of Jane Street to Bowes Road/Baldwin Avenue. The segment stretches approximately 3.6 kilometres, includes three centre-lane vivastations and connects to the intermodal VMC-Spadina Subway Station [additional details on page 13].		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Summary</b>	<ul style="list-style-type: none"> <li>- Total Budget \$210.7M – fully funded by the Province. Rapidway at approximately 60% completion by end of 2015</li> </ul>	<ul style="list-style-type: none"> <li>- Segment east of Jane St. available for service by Fall 2016</li> </ul>	<ul style="list-style-type: none"> <li>- Segment west of Jane St. to be in service by end of 2017, in sync with the opening of TYSSE</li> </ul>
<b>Property and Property Related Matters</b>	<ul style="list-style-type: none"> <li>- Outstanding property settlements in progress</li> </ul>	<ul style="list-style-type: none"> <li>- Continue to negotiate remaining property settlements</li> <li>- Commence corridor environmental risk assessment</li> </ul>	<ul style="list-style-type: none"> <li>- Continue to negotiate remaining property settlements</li> <li>- Complete corridor environmental risk assessment</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- H2-VMC segment west of Jane:               <ul style="list-style-type: none"> <li>- Generally completed road widening</li> <li>- Completed utility relocations outside TYSSE work zone</li> <li>- TYSSE road sections handed over</li> <li>- Completed Highway 7 road widening north and south of subway box. Traffic split north and south of box in November 2015</li> <li>- TYSSE VMC connection handover outstanding</li> </ul> </li> <li>- H2 VMC segment east of Jane:               <ul style="list-style-type: none"> <li>- Utility relocation 90% completed, ongoing road widening and paving; CN Bridge widening 90% completed</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Complete road and boulevard construction east and west of Jane Street</li> <li>- Rapidway completed east of Jane Street</li> </ul>	<ul style="list-style-type: none"> <li>- Rapidway open east of Jane Street</li> <li>- Rapidway in 2-year warranty period [excluding VMC-Spadina Subway Station area]</li> <li>- VMC-Spadina Subway Station and associated area construction complete</li> <li>- VMC-Spadina Subway Station and rapidway west of Jane Street to open in coordination with TYSSE in 2017</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Communications outreach continued to mitigate construction impacts and public concerns</li> <li>- H2-VMC has 1,307 online subscribers</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Develop communications plan for H2-VMC opening</li> <li>- Increase overall community awareness, understanding and support for the rapid transit investment</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- H2-VMC wrap-up of project communications</li> </ul>


Metrolinx Funded BRT Project	Highway 7 West / Bathurst and Centre [Phase 2]		
<b>Project Description</b>	<p><b>Highway 7 West [Phase 2]</b> - In the City of Vaughan and in the Town of Richmond Hill, the second phase of rapidways are being constructed in two sections:</p> <ul style="list-style-type: none"> <li>➤ <b>H2-West [Highway 7]:</b> Approximately 4.5 kilometres of rapidway and five vivastations along Highway 7, from Bruce Street to Edgeley Boulevard/Interchange Way</li> <li>➤ <b>H2-East [Bathurst and Centre]:</b> Approximately 8.1 kilometres of rapidway and five vivastations along Highway 7, east of Dufferin Street to Centre Street, across Centre Street to Bathurst Street, along Bathurst to north of Worth Blvd./Flamingo Rd.; and along Highway 7 via the Bathurst/Highway 7 Connector Road to Yonge Street.</li> <li>➤ Rapidway handover is scheduled to be completed by December 2019, with final completion in 2020.</li> </ul>		
	<b>2015 Accomplishments/Updates</b>	<b>2016 Goals</b>	<b>2017 Goals</b>
<b>Summary</b>	<ul style="list-style-type: none"> <li>- Total Budget: \$462.9M</li> <li>- RFP completed Commercial and Financial Close September 18, 2015</li> <li>- Contract awarded to EDCO</li> </ul>	<ul style="list-style-type: none"> <li>- Work commenced</li> </ul>	<ul style="list-style-type: none"> <li>- Construction underway</li> </ul>
<b>Property and Property Related Matters</b>	<ul style="list-style-type: none"> <li>- Completed property acquisition in a portion of the H2- West segment</li> <li>- Environmental investigations of roadway and Phase 1, 2 on private property complete</li> </ul>	<ul style="list-style-type: none"> <li>- Complete remaining property acquisition in the H2-West segment and property acquisition in the H2-East segment               <ul style="list-style-type: none"> <li>- Property settlements underway</li> <li>- Secure access rights and property as required</li> </ul> </li> <li>- Continue Monitoring Program and undergo any clean-ups</li> </ul>	<ul style="list-style-type: none"> <li>- Continue to negotiate property settlements</li> <li>- Close-off Monitoring Program and undergo any clean-up</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- Field investigations by EDCO well underway and nearing completion</li> <li>- Storm Sewer and geotechnical investigations completed</li> <li>- Subsurface Utility Engineering completed</li> </ul>	<ul style="list-style-type: none"> <li>- Early works to support utility relocations underway</li> <li>- Bathurst Street Watermain Phase Completion</li> </ul>	<ul style="list-style-type: none"> <li>- Early works to support utility relocations continue</li> <li>- Centre Street Watermain Phase Completion in August</li> <li>- Road widening and bridge structure works underway</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Communications outreach included a corridor walk to over 900 businesses and mailing distribution to 28,000 which launched the business support awareness campaign and the semi-annual Shop 7 campaign</li> <li>- Established commitment with Chamber regarding Business Support Program</li> <li>- Social media channels continue to be a good outreach method: H2- West has 1,261 online subscribers and H2- East has 216 subscribers</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue to build public awareness and engagement</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Continue the Business Support Program for local businesses and the semi-annual campaign – Shop7 and introduced Shop Bathurst &amp; Centre</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Increase community awareness, understanding and support for the rapid transit investment</li> <li>- Continued outreach to businesses and the community, supported by the Business Support Program</li> </ul>


Metrolinx Funded BRT Project	Markham Centre		
<b>Project Description</b>	H3.4 – Markham Centre: Approximately 1 kilometre of rapidway to be built in Markham Centre between Warden Avenue and Kennedy Road, connected through the Unionville mobility hub, in the City of Markham.		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Summary</b>	<ul style="list-style-type: none"> <li>- Total Budget: \$48.0M – funded by the Province</li> <li>- Design put on hold due to alignment conflicts with the York Durham Sanitary Sewer</li> <li>- Continued consultation with the City of Markham and Metrolinx</li> <li>- Transportation, development and mobility hub studies commenced</li> </ul>	<ul style="list-style-type: none"> <li>- Work with Metrolinx and the City of Markham on the Mobility Hub Study</li> </ul>	<ul style="list-style-type: none"> <li>- Award contract for and complete Preliminary Engineering Design</li> <li>- Publicly procure services for detail design and construction</li> </ul>
<b>Property and Property Related Matters</b>	- N/A	- Property requirements to be determined pending finalization of rapidway alignment	- Property secured
<b>Construction</b>	- N/A	- N/A	- Pre-construction activities and detailed design underway
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Build public awareness and engagement through our corporate campaigns</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Presentations and outreach to key stakeholders and residents as required</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Increase community awareness, understanding and support for the rapid transit investment</li> </ul>

Metrolinx Funded BRT Project	Yonge Street – Richmond Hill and Newmarket		
<b>Project Description</b>	<ul style="list-style-type: none"> <li>➤ <b>Y2.1</b> - The Yonge Street rapidway in the Town of Richmond Hill will extend approximately 3.6 kilometres and includes four centre-lane vivastations from Richmond Hill Centre at Highway 7 to Major Mackenzie Drive.</li> <li>➤ <b>Y2.2</b> - The Yonge Street rapidway north of the historical district in Richmond Hill extends 2.9 kilometres and includes three vivastations from Levendale Road to 19<sup>th</sup> Avenue/Gamble Road.</li> <li>➤ <b>Y3.2</b> - Located in the Town of Newmarket, the Yonge Street rapidway will extend approximately 2.4 kilometres and three vivastations from south of Mulock Drive to Davis Drive.</li> </ul>		
	<b>2015 Accomplishments/Updates</b>	<b>2016 Goals</b>	<b>2017 Goals</b>
<b>Summary</b>	<ul style="list-style-type: none"> <li>- Total Budget: \$430.1M</li> <li>- Yonge Street project commenced construction in 2015</li> <li>- 8% completed by December 31, 2015</li> </ul>	<ul style="list-style-type: none"> <li>- Design completed and utility work underway in three segments</li> </ul>	<ul style="list-style-type: none"> <li>- Construction and utility work continues</li> </ul>
<b>Property and Property Related Matters</b>	<ul style="list-style-type: none"> <li>- Y2.1 - Land requirements secured</li> <li>- Y2.2 - Land requirements secured</li> <li>- Y3.2 – Negotiations for property settlements commenced</li> <li>- Y2.1 - Environmental investigations completed</li> <li>- Y2.2 - Environmental investigations completed</li> </ul>	<ul style="list-style-type: none"> <li>- Y2.1, Y2.2, Y3.2 - all property-related matters underway and continue to negotiate property settlements</li> <li>- Continue environmental monitoring program and undergo any clean-up</li> </ul>	<ul style="list-style-type: none"> <li>- Continue to negotiate property settlements</li> <li>- Continue environmental monitoring program and any clean up</li> </ul>
<b>Design and Construction</b>	<ul style="list-style-type: none"> <li>- Design advanced to 100% - December 2015</li> <li>- Regular design meetings and workshops conducted with contractor and stakeholders</li> <li>- Enhanced utility designs submitted for each corridor through 2015 and utilities commenced design work</li> <li>- Completed tree removal in all 3 segments</li> <li>- Pre construction activities such as potholing and surveys continued.</li> <li>- Y3.2:               <ul style="list-style-type: none"> <li>- Enbridge relocation work underway with 50% completion</li> <li>- Bell mainline relocations commenced</li> <li>- Commenced property removals and relocations [signs/transformer]</li> <li>- Retaining wall construction commenced</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Design advanced to “issue for construction”</li> <li>- All utility companies complete detailed design</li> <li>- Contractor continues with property relocations (signs, light standards and transformers) in all segments</li> <li>- Retaining wall work to commence where possible</li> <li>- Y3.2 – Enbridge relocations completed and Bell, Newmarket Hydro relocation work commences</li> <li>- Y2.1/ Y2.2 utility relocation work commences by Powerstream, Bell and Enbridge</li> <li>- Municipal watermain work</li> </ul>	<ul style="list-style-type: none"> <li>- Final utility relocations completed</li> <li>- Major construction commences with median removals, storm sewer works, road widening, boulevard and station work</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Communications outreach continued</li> <li>- Completed corridor walk to over 1,000 businesses in Richmond Hill and Newmarket, issued a direct mail piece to all businesses along the corridor, and held over 17 community engagement events</li> <li>- Launched the Business Support Program directly to local businesses and the bi-annual campaign – ‘ShopYonge’</li> <li>- Social media outreach includes 3,240 online subscribers</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Presentations and updates to key stakeholder groups with ongoing emphasis on community engagement</li> <li>- Ongoing Business Support and semi-annual ‘ShopYonge’ campaigns</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> <li>- Targeted Business Support efforts in major construction areas, and semi-annual ‘ShopYonge’ campaigns</li> </ul>

# facilities and terminals • viva vehicles • subways




Metrolinx Funded Project	Vaughan Metropolitan Centre - Spadina Subway Station		
<b>Project Description</b>	<b>Vaughan Metropolitan Centre [VMC] – Spadina Subway Station:</b> The construction of this unique bus rapid transit [BRT] station on Highway 7, west of Jane Street in the heart of the Vaughan Metropolitan Centre, is coordinated with the TYSSE project construction timelines. The station will include an underground concourse and connections directly to the Viva rapidway, TYSSE and VMC SmartREIT Terminal		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Summary</b> 	<ul style="list-style-type: none"> <li>- Project budget included in the H2-VMC rapidway project</li> </ul>	<ul style="list-style-type: none"> <li>- Project budget included in the H2-VMC rapidway project</li> <li>- Project completion timed with the opening of TYSSE in 2017 [subject to handover of concourse box by April 2016]</li> </ul>	<ul style="list-style-type: none"> <li>- Project budget included in the H2-VMC rapidway project</li> <li>- Project completion timed with the opening of TYSSE in 2017</li> </ul>
<b>Design &amp; Construction</b>	<ul style="list-style-type: none"> <li>- Completed station design and engineering</li> <li>- Fabrication of superstructure well underway</li> <li>- Coordinated design with internal and external stakeholders- TYSSE, York Region and City of Vaughan</li> </ul>	<ul style="list-style-type: none"> <li>- H2-VMC Station box area handover from TYSSE needed by in April 2016</li> <li>- Heavy construction to begin on VMC Station, and continue to end of year</li> <li>- Finalize Operations and Maintenance Agreements with internal and external stakeholders</li> <li>- Finalize Access Agreement with TYSSE</li> <li>- Finalize Site Plan Approval and Building Permit</li> </ul>	<ul style="list-style-type: none"> <li>- Project completion timed with the opening of TYSSE in 2017; subject to handover by 2016</li> <li>- Commissioning and opening</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Maintained general awareness of the project through corporate newsletters</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications program for subway opening</li> </ul>	<ul style="list-style-type: none"> <li>- Commissioning communications and opening coordinated with TYSSE, which includes a full communications and education plan</li> </ul>

Federal / Provincial / Regional Funded Project	SmartREIT Vaughan Metropolitan Centre Terminal		
<b>Project Description</b>	<b>The SmartREIT VMC Terminal</b> - A transit terminal located on the northwest corner of Apple Mill Road and Millway Avenue in the City of Vaughan. The terminal will include a convenient passenger pick-up/drop off area, nine bus bays and will allow passengers to transfer between YRT, Viva, Züm and the TTC. The terminal will provide fully accessible, enclosed heated waiting areas and washrooms, and include direct access to the underground pedestrian concourse that links to the subway station and vivaNext rapidway on Highway 7.		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Summary</b> 	<ul style="list-style-type: none"> <li>- Total Budget: \$31.1M</li> <li>- Funded by York Region, TYSSE and SmartREIT</li> <li>- Concept Design by Diamond Schmitt Architects Incorporated [DSAI] completed and Preliminary Design and Engineering completed</li> <li>- Established Technical Working Group with YRRTC, TYSSE and YR Property Services</li> </ul>	<ul style="list-style-type: none"> <li>- Coordination of design and engineering for Millway Avenue underway</li> <li>- Construction to commence in Q4</li> <li>- RFPQ for construction issued</li> <li>- Completed cost estimate at start of concept design</li> <li>- Value engineering exercises as required</li> </ul>	<ul style="list-style-type: none"> <li>- Funded by York Region, TYSSE, SmartREIT, City of Vaughan, York Region Transportation</li> <li>- Millway Ave. road works funded by City of Vaughan</li> <li>- Phase 1 completed by end of 2017, timed with the opening of TYSSE</li> </ul>
<b>Property and Property Related Matters</b>	<ul style="list-style-type: none"> <li>- Land requirements finalized for construction</li> </ul>	<ul style="list-style-type: none"> <li>- Access to bus terminal lands are required to mobilize to start construction, no later than Q2</li> <li>- Finalize Millway Ave. alignment and scope of work with City of Vaughan</li> </ul>	<ul style="list-style-type: none"> <li>- Finalize all property transfers between YR, SmartREIT and City of Vaughan</li> </ul>
<b>Design &amp; Construction</b>	<ul style="list-style-type: none"> <li>- Executed Architect's Agreement</li> <li>- Established internal task force with external stakeholders [YRRTC, TYSSE, SmartREIT and City of Vaughan]</li> <li>- Commenced preliminary design process</li> <li>- Presented Schematic Design to City of Vaughan Design Review Panel Committee</li> <li>- Presented design to the City of Vaughan VMC Sub-Committee</li> </ul>	<ul style="list-style-type: none"> <li>- Complete 100% design with cost estimates for bus terminal</li> <li>- Party to design and engineering of Millway Avenue - TBD</li> <li>- Secure site plan approval for bus terminal with City of Vaughan</li> <li>- Prepare and issue RFPQ; followed by tender for construction of the bus terminal</li> <li>- Award and commence construction</li> </ul>	<ul style="list-style-type: none"> <li>- Project completed for subway opening in Q4 2017</li> <li>- Phase II construction of bus terminal post 2017</li> <li>- Millway Ave. construction tied to subway opening</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Maintained community outreach for general awareness of the project through corporate newsletter</li> </ul>	<ul style="list-style-type: none"> <li>- Continue collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Continue communications outreach to mitigate construction impacts</li> </ul>	<ul style="list-style-type: none"> <li>- Commissioning and opening communications plans executed.</li> <li>- Stage opening ceremonies</li> </ul>

Federal/ Provincial/ Regional Funded Project	Cornell Bus Terminal		
<b>Project Description</b>	<b>The Cornell Terminal</b> – A planned 11-bay bus terminal located in the City of Markham at Highway 7 East and Ninth Line. The terminal will connect Viva service with the Markham local YRT transit routes, as well as future connections with Durham Transit, GO Transit and 407 bus services. YRRTC is the project manager and works with all parties/stakeholders to ensure collaboration, including commissioning and handover to YRT/Viva for operation.		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Project Summary</b>	<ul style="list-style-type: none"> <li>- Total Budget: \$31.3M</li> <li>- Design, Architectural and Engineering services procured</li> <li>- Technical and Financial evaluation completed</li> <li>- Award recommendation approved by Board</li> <li>- Contract awarded</li> </ul>	<ul style="list-style-type: none"> <li>- Execute design, engineering and construction contracts</li> <li>- Commence design process with external stakeholders [YRRTC, Design Consultant, City of Markham, Developer Community]</li> </ul>	<ul style="list-style-type: none"> <li>- Construction completion by end of year</li> </ul>
<b>Property Matters</b>	<ul style="list-style-type: none"> <li>- Land in Regional ownership</li> </ul>	<ul style="list-style-type: none"> <li>- Secure Site Plan Approval with City</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Design &amp; Construction</b>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>	<ul style="list-style-type: none"> <li>- Complete design and engineering for the bus terminal</li> <li>- Confirm project and program requirements with internal stakeholders and complete design workshops</li> <li>- Collaborate with hospital on design and construction of turning circle works at the end of Rustle Woods</li> <li>- Commence and finalize design process with external stakeholders</li> <li>- Secure site plan and issuance of building permits</li> <li>- Prepare and issue tender for construction</li> <li>- Award contract</li> <li>- Construction underway for both the bus terminal and turning circle works at the end of Rustle Woods Ave</li> </ul>	<ul style="list-style-type: none"> <li>- Construction complete</li> <li>- Commissioning and handover</li> <li>- Commence warranty period</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>	<ul style="list-style-type: none"> <li>- Collaboration with Municipal and Regional stakeholders, and funding partners</li> <li>- Develop communications program</li> <li>- Install funding signage</li> <li>- Launch communications plan and community outreach</li> </ul>	<ul style="list-style-type: none"> <li>- Educational communications outreach for commissioning and opening</li> <li>- Press release and opening ceremonies</li> </ul>



Federal / Provincial / Regional Funded Project	Operations, Maintenance and Storage Facility [OMSF]		
<b>Project Description</b>	<b>Operations, Maintenance &amp; Storage Facilities[OMSF]</b> - The operations, maintenance and storage facility is a new 481,679 square foot targeted LEED silver facility built in the Headford Business Park in the Town of Richmond Hill that operates and maintains up to 196 articulated Viva Transit buses. Construction of this facility began in the summer of 2012 and substantial completion was achieved in 2015. The facility was handed over to YRT/Viva in June 2015 to operate.		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Summary</b>	<ul style="list-style-type: none"> <li>- Construction 100% completed</li> <li>- Total Budget of \$136.5M</li> <li>- In Service March 2015 with occupancy in June 2015 by the Transit Service Contractor and York Region Transit</li> </ul>	<ul style="list-style-type: none"> <li>- In full operation</li> <li>- First year of 2 year warranty period to March 2017</li> </ul>	<ul style="list-style-type: none"> <li>- Warranty complete</li> <li>- Contract closed out</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- Substantial completion met at the end of March 2015.</li> <li>- Commissioning and training programs completed with Region and Bus Service Provider</li> <li>- Finalized all operational and maintenance manuals / requirements for equipment</li> <li>- Facilities opened for operations in June</li> </ul>	<ul style="list-style-type: none"> <li>- Best practices and lessons' learned workshops complete</li> </ul>	
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Organized media release and opening event in July for the facilities opening</li> <li>- Brochure created featuring facility's environmental aspects for LEED Silver certification</li> <li>- Highlighted new video and images of completed project through social media</li> </ul>	<ul style="list-style-type: none"> <li>- Submit completed project for industry awards</li> <li>- LEED Silver certification</li> </ul>	

Federal / Provincial Funded Project	Viva Vehicles	
	<b>2015 Accomplishments/Updates</b>	
<b>Viva Vehicles/Buses</b>	<ul style="list-style-type: none"> <li>- Delivery of 53 articulated buses completed</li> <li>- Current YRT/Viva rapid transit fleet at 123 vehicles [83 – sixty footers, 40 – four footers]</li> </ul>	
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Funded by Canada Strategic Infrastructure Fund [CSIF] and cost shared 50/50 with Transport Canada and York Region [39 buses]</li> <li>- Funded by QuickWins Funding Agreement [14 buses]</li> </ul>	
<b>Governance</b>	<ul style="list-style-type: none"> <li>- CSIF Agreement</li> <li>- QuickWins Agreement</li> </ul>	
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Celebrated the new Nova Buses by featuring it in our collaterals and at public events</li> </ul>	



Federal / Provincial / Regional Funded Project	Spadina Subway [TYSSE]		
<b>Project Description</b>	<p>The <b>Spadina Subway</b> project is an 8.6 km subway extension from the existing Downsview Station to Vaughan Metropolitan Centre (VMC). The project includes 6 stations of which 3 are located in York Region – Pioneer Village Station, Highway 407 Station and VMC Station. The subway extension is scheduled to open in late 2017.</p>		
	<p align="center"><b>2015 Accomplishments/Updates</b></p>	<p align="center"><b>2016 Goals</b></p>	<p align="center"><b>2017 Goals</b></p>
<b>Project Summary</b>	<ul style="list-style-type: none"> <li>- Total Budget of \$2.8B of which \$1.2B is to be spent in York Region</li> <li>- Additional budget of \$150M was approved at Council in March 2015</li> </ul>	<ul style="list-style-type: none"> <li>- In January 2016 the budget was reset to cover claim settlements, changes to scope and contingency</li> <li>- New budget \$3.184B</li> <li>- The increase was \$400M of which \$240M will be covered by Toronto and \$160M by York Region</li> <li>- Tunnel construction in York Region</li> </ul>	<ul style="list-style-type: none"> <li>- Completion by end of 2017</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Provincial, Federal and Regional [York Region &amp; City of Toronto] Funding</li> </ul>	<ul style="list-style-type: none"> <li>- Provincial, Federal and Regional [York Region &amp; City of Toronto] Funding</li> </ul>	<ul style="list-style-type: none"> <li>- Provincial, Federal and Regional [York Region &amp; City of Toronto] Funding</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- Tunnel construction including track installation</li> <li>- Construction of stations in York Region</li> <li>- Finalized Pioneer Village Station YRT Bus Terminal design and tender Phase 2 works</li> <li>- Excavation of stations completed</li> <li>- Structure for YRT waiting area, washrooms, electrical/mechanical rooms at Pioneer Village Station erected</li> <li>- Highway 407 Station Bus Terminal structure Started</li> <li>- VMC Station tail tracks backfilled to grade</li> </ul>	<ul style="list-style-type: none"> <li>- Award Pioneer Village Station</li> <li>- Begin construction of Pioneer Village Phase 2</li> <li>- Finalize coordination with BRT on Highway 7 structure for YRT waiting area, washrooms, electrical/mechanical rooms at Pioneer Village Station completed, outfitting to be done in Phase 2</li> <li>- Highway 407 Station bus terminal structure erected</li> <li>- VMC Station subway box completed across Highway 7; BRT connection under construction</li> <li>- Handover Highway 7 to BRT contractor</li> </ul>	<ul style="list-style-type: none"> <li>- Construction completion and commissioning</li> <li>- Project open</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- Actively participated in all ETF/TCWG meetings</li> <li>- Actively participated in construction meetings</li> </ul>	<ul style="list-style-type: none"> <li>- Actively participate in ETF/Technical Coordinating Working Group</li> <li>- Status reports to YRRTC board</li> </ul>	<ul style="list-style-type: none"> <li>- Continue reporting out</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Assisted with communications in collaboration with funding partners and TTC</li> <li>- Supported the planning and execution of events</li> </ul>	<ul style="list-style-type: none"> <li>- Continue to assist with communications in collaboration with funding partners and TTC</li> <li>- Announce major milestones</li> </ul>	<ul style="list-style-type: none"> <li>- Continue communications efforts to maintain awareness</li> <li>- Coordinate events with TYSSE</li> <li>- Announce major milestones</li> </ul>



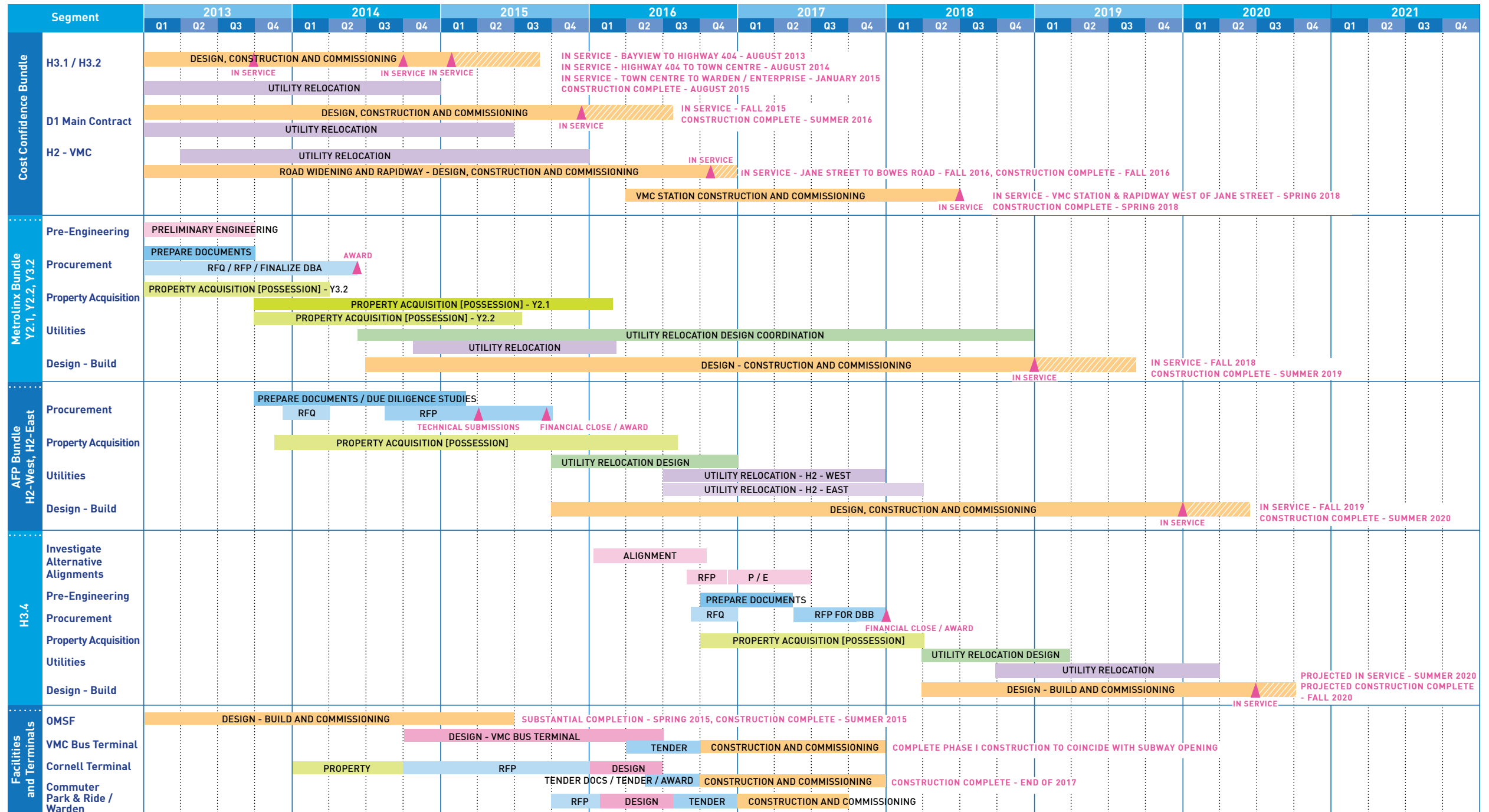
Vaughan Metropolitan Centre subway entrance rendering

Pioneer Village subway entrance rendering



Highway 407 subway entrance rendering

# Projects Schedule 2016 – 2021





# future projects



Future Capital Project [2016-2026]	Yonge North Subway Extension [YNSE]		
<b>Project Description</b>	<p><b>Yonge North Subway Extension (YNSE)</b> – A planned 7.4 kilometre extension of the Yonge Subway north from Finch Station to the Richmond Hill/Langstaff Gateway Urban Growth Centre at Highway 7. The project includes 5 stations, 2 intermodal terminals and 2,000 commuter parking spaces. The Environmental Assessment was approved in 2009, the Conceptual Design Study was approved in 2012 and the Train Storage Addendum to the Environmental Project Report was approved in 2014.</p>		
	2015 Accomplishments/Updates	2016 Goals	2017 Goals
<b>Objectives &amp; Accomplishments</b>	<ul style="list-style-type: none"> <li>- Maintained readiness and continued to work with Metrolinx, TTC and the City of Toronto on a regional relief strategy to improve capacity on the Yonge Street corridor and secure funding</li> <li>- Metrolinx’s approved Yonge Relief Network Study (YRNS) found that significant relief to the Yonge Subway line will be achieved through committed transit improvements and the YNSE can be built and the Yonge Subway will still be under capacity in 2031</li> <li>- A result of the YRNS, Metrolinx Board approved the advancement of the Yonge Subway project to 15% preliminary design and engineering</li> <li>- Received Board authorization to work with Metrolinx develop a Memorandum of Agreement and work program for Preliminary Engineering</li> </ul>	<ul style="list-style-type: none"> <li>- Advocate and file business case for capital funding</li> <li>- Establish working groups and begin Preliminary Engineering</li> </ul>	<ul style="list-style-type: none"> <li>- PE advanced</li> <li>- Secure capital funding</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- Federal government, Provincial government [MTO, Metrolinx], YRRTC/YR, TTC, City of Toronto, Local municipalities</li> </ul>	<ul style="list-style-type: none"> <li>- Federal government, Provincial government [MTO, Metrolinx], YRRTC/YR, TTC, City of Toronto, Local municipalities</li> </ul>	<ul style="list-style-type: none"> <li>- Federal government, Provincial government [MTO, Metrolinx], YRRTC/YR, TTC, City of Toronto, Local municipalities</li> </ul>
<b>Legal Agreements</b>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>	<ul style="list-style-type: none"> <li>- Draft and execute Memorandum of Agreement with Metrolinx</li> </ul>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Worked to finalize funding committed to 15% engineering</li> <li>- Continued to advocate for capital funding</li> </ul>	<ul style="list-style-type: none"> <li>- Preliminary engineering design funding finalized</li> <li>- Continue to advocate for capital funding</li> </ul>	<ul style="list-style-type: none"> <li>- Finalize funding arrangements with Federal and Provincial partners</li> </ul>
<b>Property/Construction</b>	<ul style="list-style-type: none"> <li>- Developed preliminary engineering cash flows that complement funding availability and network requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Develop full construction project schedules that complement funding availability and identify key property requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Update project schedule based on funding availability and subway timing requirements</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>	<ul style="list-style-type: none"> <li>- Establish working groups, protocols and governance model</li> </ul>	<ul style="list-style-type: none"> <li>- Governance model and procedures finalized</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Advocated for funding; communicated project needs</li> </ul>	<ul style="list-style-type: none"> <li>- Advance advocacy campaign to secure capital funding for project</li> <li>- Continue to convey the need for Yonge Subway extension as the critical missing link to the GTHA transit network</li> </ul>	<ul style="list-style-type: none"> <li>- Commence public engagement as design evolves</li> </ul>

Future Capital Project [2016-2026]	Yonge North Subway Extension [YNSE] 5 and 10 Year Goals and Objectives	
<b>Project Description</b>	<b>Yonge North Subway Extension [YNSE]</b> – A planned 7.4 kilometre extension of the Yonge Subway north from Finch Station to the Richmond Hill/Langstaff Gateway Urban Growth Centre at Highway 7. The project includes 5 stations, 2 intermodal terminals and 2,000 commuter parking spaces. The Environmental Assessment was approved in 2009, the Conceptual Design Study was approved in 2012 and the Train Storage Addendum to the Environmental Project Report was approved in 2014.	
	5-Year goals and objectives [2016 – 2021]	10-Year goals and objectives [2021 – 2031]
<b>Objectives</b>	<ul style="list-style-type: none"> <li>- Preliminary Engineering completed</li> <li>- Procurement model selected</li> <li>- Complete procurement for PE Services and award contract for construction</li> </ul>	<ul style="list-style-type: none"> <li>- Construction starts and is nearing completion</li> <li>- Commissioning underway</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- Federal government, Provincial government [MTO, Metrolinx], YRRTC/YR, TTC, City of Toronto, Local municipalities</li> </ul>	<ul style="list-style-type: none"> <li>- Federal government, Provincial government [MTO, Metrolinx], YRRTC/YR, TTC, City of Toronto, Local municipalities</li> </ul>
<b>Legal Agreements</b>	- TBD	- TBD
<b>Funding</b>	- Funding commitment in place	- Project recoverables underway
<b>Property Matters/ Construction</b>	- Establish land requirements and commence negotiations	- Property settlements being finalized
<b>Governance</b>	- All governance arrangements are in place	- All governance arrangements, procedures and protocols are in place and working well
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Develop communications protocols and establish working committee</li> <li>- Public engagement program underway</li> </ul>	<ul style="list-style-type: none"> <li>- Communications protocols and working committee is running smoothly</li> <li>- Public support has been maintained</li> </ul>



2016-2026 Business Plan	VivaNext Rapid Transit Network 10 Year Outlook [2016 – 2026]
<b>Project Description</b>	<p align="center"><b>Viva Bus Rapid Transit (BRT) Projects – Remaining Segments Y3, H1, H4 and New Rapidway Expansion Initiatives</b></p> <p>The Viva BRT project is the completion and conversion of the of the balance of Viva network into dedicated rapidways is an additional 34.2 kilometres of dedicated, centre-lane bus rapidways and 26 vivastations along Highway 7, Yonge Street and Green Lane in some of the Region’s most rapidly growing municipalities, Markham, Vaughan, Richmond Hill, Aurora, Newmarket and East Gwillimbury. The draft Regional Transportation Master Plan identifies new initiatives under the Viva Network Expansion Plan (VNEP) which includes curbside rapid transit services and infrastructure elements planned for implementation from 2017 through 2020. During this 10 year period, YRRTC will advance the Environmental Assessments and Preliminary Engineering for the rapidways in the VNEP.</p>
<b>Objectives</b>	<p><u>2016</u></p> <ul style="list-style-type: none"> <li>- Collaborate with York Region Transportation Services on the identification and timing of the 2041 Rapid Transit Network which will be approved as part of the Transportation Master Plan</li> <li>- Confirm funding requirements and sources for new rapidways</li> <li>- Advance studies on next generation of York Region Rapid Transit Network in context of Transportation Master Plan and RER and advance work, coordination and integration of projects</li> </ul> <p><u>2017-2026</u></p> <ul style="list-style-type: none"> <li>- Finalize timing of Regional Rapid Transit Network to 2041 and secure funding for preliminary engineering, capital funding for 2041 network and vehicles</li> <li>- Work with YR/YRT to develop early implementation opportunities</li> <li>- Seek funding source for additional new vehicles to support the rapid transit network expansion identified in the next 10 years (2016-2026)</li> <li>- Maintain oversight of Viva network expansion, brand integrity and system decisions, including design</li> <li>- Initiate Environmental Assessment Studies and Preliminary Engineering for future projects</li> <li>- Procure Design Builders for future projects as funding becomes available</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- MTO, Metrolinx, YRRTC/YR, Federal Government, local municipalities</li> </ul>
<b>Legal Agreements</b>	<ul style="list-style-type: none"> <li>- Update Rapid Transit Agreement with York Region</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Develop and communicate our proposed funding scenario to potential funding partners</li> <li>- Advocate for additional funding requirements to senior levels of government and continue to advance projects and Viva expansion</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- Develop project schedules that complement funding availability and network requirements.</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Advocate for funding; communicate need for unfunded segments.</li> </ul>



# development

During the next 10 years, there will be opportunities for YRRTC to bring forward and unlock the development potential of lands owned by the Region and adjacent to the rapid transit corridors. In addition, significant Master Planning of Regional and Metrolinx mobility hubs will be undertaken. This section of the business plan describes the work of YRRTC in collaboration with York Region as it is contemplated in the Articles of the Corporation with some amendments if necessary.



Unfunded Future Capital Projects 2016-2026	Development 10-Year Outlook	
Project Description	BRT Residual Lands Surplus lands owned by York Region	Steeles West, Jane/Steeles, Warden/Enterprise Lands Significant Regional lands were acquired for the construction of the rapid transit project in conjunction with the subway expansion and they will be Master Planned for long term development
Goals and Objectives	<ul style="list-style-type: none"> <li>- Confirm lands acquired for Davis Drive and other rapid transit corridors are no longer required for construction of the project</li> <li>- Review planning framework for these residual lands</li> <li>- Undertake market sounding</li> <li>- Identify planning amendments required to achieve optimized highest and best use</li> <li>- Make application for amendments where recommended and warranted</li> <li>- Finalize recommendations</li> <li>- Finalize work programme and deliver</li> </ul>	<ul style="list-style-type: none"> <li>- Review planning framework</li> <li>- Undertake market sounding</li> <li>- Identify planning amendments required to achieve optimized highest and best use</li> <li>- Make application for amendments where recommended and warranted</li> <li>- Finalize recommendations and bring forward to the Board</li> <li>- Finalize work programme and deliver</li> </ul>
Key Partners	<ul style="list-style-type: none"> <li>- York Region and local Municipalities</li> <li>- YRRTC</li> <li>- Metrolinx</li> </ul>	<ul style="list-style-type: none"> <li>- York Region and local Municipalities</li> <li>- YRRTC</li> </ul>
Legal & Policy Framework	<ul style="list-style-type: none"> <li>- York Region Land protocols and Disposition</li> <li>- Metrolinx Land protocols</li> <li>- Municipal Planning instruments</li> <li>- Third party agreements</li> </ul>	<ul style="list-style-type: none"> <li>- York Region Land Protocol and Disposition</li> <li>- Development Agreements</li> <li>- Municipal Planning instruments</li> <li>- Third party agreements</li> </ul>
Funding	<ul style="list-style-type: none"> <li>- Metrolinx</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC/YR</li> </ul>
Governance	<ul style="list-style-type: none"> <li>- Metrolinx Master Agreement</li> <li>- Rapid Transit Agreement</li> <li>- YRRTC Board</li> <li>- York Region Council</li> </ul>	<ul style="list-style-type: none"> <li>- Rapid Transit Agreement</li> <li>- YRRTC Board</li> <li>- York Region Council</li> </ul>
Communications	<ul style="list-style-type: none"> <li>Assess public support for planning amendments</li> <li>- Develop communications plan as identified and required</li> <li>- Assess public support for implementation recommendations in 2017</li> </ul>	<ul style="list-style-type: none"> <li>Assess public support for planning amendments</li> <li>- Develop communications plans as identified and required</li> </ul>

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Unfunded Future Capital Project 2016-2026	Development 10-Year Outlook	
<b>Project Description</b>	<p align="center"><b>Yonge North Subway Extension Land Development Optimization</b></p> <p>As preliminary engineering activities unfold along the subway corridor, identification and acquisition of lands for subway construction and facilities will be determined.</p>	<p align="center"><b>Richmond Hill/Langstaff Mobility Hub</b></p> <p>The Richmond Hill Centre/Langstaff Gateway Urban Growth Centre is one of the most important new high-density and mixed-use development nodes emerging in the Greater Toronto Area. Poised to be the Union Station of the North, this provincially-recognized anchor hub is centrally located within York Region. YRRTC, as Project Manager, will Master Plan transportation facilities and identify development opportunities at this mobility hub.</p>
<b>Goals and Objectives</b>	<ul style="list-style-type: none"> <li>- Finalize consultant scope of work to include:               <ul style="list-style-type: none"> <li>- Review of planning framework along the corridor</li> <li>- Identification of opportunities to intensify land-use at station locations</li> <li>- Identification of opportunities to leverage subway land acquisitions and facilities through partnerships with adjacent landowners</li> <li>- Orientation of subway facilities to optimize land development</li> <li>- Identification of potential land acquisition to consolidate development opportunity</li> <li>- Identification of special land optimization opportunities at bus terminal interfaces at Steeles and Clark</li> </ul> </li> <li>- Determination if land value capture business structure is feasible</li> <li>- Issue RFP and retain consultant team</li> <li>- Finalization of land use work programme with consultant team</li> <li>- Implementation of land use work programme</li> <li>- Undertake market sounding</li> <li>- Application of planning amendments where recommended and warranted</li> </ul>	<ul style="list-style-type: none"> <li>- Finalize consultant scope of work to include:               <ul style="list-style-type: none"> <li>- Review of Planning framework within mobility hub precinct</li> <li>- Determine transportation facilities layout to best optimize development opportunities</li> <li>- Coordinate optimum layout to leverage public land holdings</li> <li>- Identification of potential partnerships with adjacent land owners to optimize development opportunities</li> <li>- Identification of opportunities for further intensification within mobility precinct</li> <li>- Coordination of scope with land value capture findings and recommendations</li> <li>- Issue RFP and retain consultant team</li> </ul> </li> <li>- Finalization of land use work programme with consultant team</li> <li>- Implementation of land use work programme</li> <li>- Identification of partnership business principles and structure for 2017 and onward</li> <li>- Application for planning amendments where recommended and warranted.</li> <li>- Finalization of a development partnership structure with adjacent landowners</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- YRRTC/York Region/ Metrolinx</li> <li>- Municipalities – Markham, Vaughan, City of Toronto</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC/York Region/ Town of Richmond Hill/ Metrolinx/GO/ MTO</li> <li>- Adjacent landowner</li> </ul>
<b>Legal Agreements</b>	<ul style="list-style-type: none"> <li>- Regional and Municipal planning instruments</li> <li>- Metrolinx land value capture recommendations</li> </ul>	<ul style="list-style-type: none"> <li>- Regional and Municipal planning instruments</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Yonge Subway preliminary engineering funding</li> </ul>	<ul style="list-style-type: none"> <li>- Yonge Subway preliminary engineering funding</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- Rapid Transit Agreement, YRRTC Board and York Regional Council</li> </ul>	<ul style="list-style-type: none"> <li>- Metrolinx Master Agreement</li> <li>- Rapid Transit Agreement, YRRTC Board and York Region Council</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Support subway funding requests</li> </ul>	<ul style="list-style-type: none"> <li>- Support subway funding requests</li> </ul>

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Unfunded Future Capital Project 2016-2026	Development 10-Year Outlook	
<b>Project Description</b>	<p align="center"><b>Unionville Mobility Hub</b></p> <p>The Unionville Mobility hub is located within Markham Centre, a Provincial Urban Growth Centre in York Region with an emerging high density, mixed-use downtown served by an interconnected transit network. The planned intensification in this area includes 20,000 residential units, 41,000 people and 39,000 jobs. YRRTC will work with York Region, Metrolinx and the local municipality to participate in the anchor hub and BRT alignment studies in this area.</p>	<p align="center"><b>Newmarket Mobility Hub</b></p> <p>The Newmarket Mobility Hub will be planned as an integrated, compact, complete and vibrant centre with a diverse mix of residential, commercial, employment and institutional uses. The planned intensification in this area includes 21,000 people and 20,000 jobs. YRRTC will represent Metrolinx's land interests at rapid transit cross-section of Davis Drive and Main Street in the anchor hub study.</p>
<b>Goals and Objectives</b>	<ul style="list-style-type: none"> <li>- Identification of BRT: alignment, land requirements, opportunities to intensify land use within the mobility precinct, leverage transit lands and facilities through partnerships with adjacent landowners and potential land consolidation to optimize development</li> <li>- Orientation of transportation/transit facilities to optimize development</li> </ul>	<ul style="list-style-type: none"> <li>- Identification of opportunities to: intensify land use within the mobility hub precinct, leverage transit lands and facilities through partnerships with adjacent landowners, potential land consolidations to optimize development opportunities</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- YRRTC/York Region</li> <li>- Metrolinx/GO</li> <li>- MTO</li> <li>- City of Markham</li> <li>- Adjacent landowner</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC/York Region</li> <li>- Metrolinx/GO</li> <li>- Town of Newmarket</li> <li>- MTO</li> <li>- Adjacent landowner</li> </ul>
<b>Legal Agreements</b>	<ul style="list-style-type: none"> <li>- Regional planning instruments</li> <li>- Municipal planning instruments</li> <li>- Metrolinx land value capture recommendations</li> </ul>	<ul style="list-style-type: none"> <li>- Regional planning instruments</li> <li>- Municipal planning instruments</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Mobility Hub funding partnership</li> </ul>	<ul style="list-style-type: none"> <li>- Mobility hub funding partnerships</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- Rapid Transit Agreement</li> <li>- YRRTC Board</li> <li>- York Regional Council</li> </ul>	<ul style="list-style-type: none"> <li>- Metrolinx Master Agreement</li> <li>- Rapid Transit Agreement</li> <li>- YRRTC Board</li> <li>- York Region Council</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Provide communications support as required</li> </ul>	<ul style="list-style-type: none"> <li>- Provide communications support as required</li> </ul>

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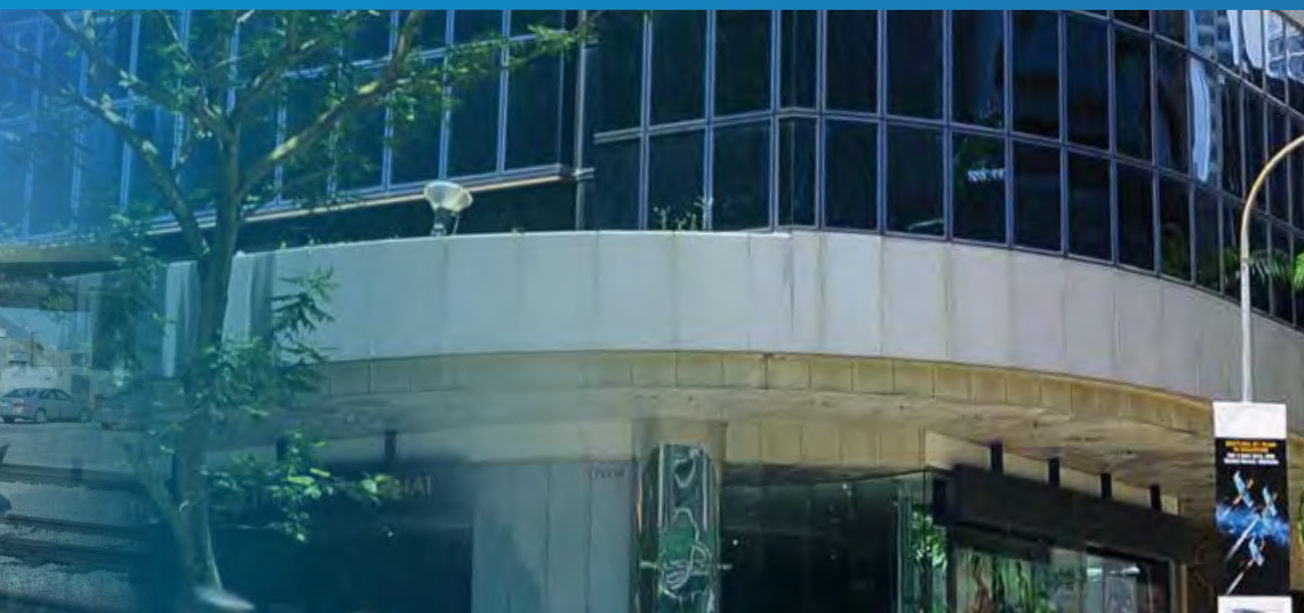
Unfunded Future Capital Project 2016-2026	Development 10-Year Outlook	
<b>Project Description</b>	<p align="center"><b>Rapid Transit Park and Ride</b></p> <p>As part of the overall draft Regional Transportation Master Plan Commuter Parking Strategy, YRRTC will take a lead role in working with York Region and local municipalities to create parking facilities in the rapid transit corridors to meet their future transportation, urban design and development objectives. Areas of study would focus on available land, parking supply and potential parking partnership opportunities within York Region's Rapid transit corridors.</p>	
	<b>5-Year goals and objectives [2016 – 2021]</b>	<b>10-Year goals and objectives [2021 – 2026]</b>
<b>Goals and Objectives</b>	<ul style="list-style-type: none"> <li>- Pilot the park and ride implementation at Warden/Enterprise location</li> <li>- Target site opportunities in new corridors to coincide with BRT delivery timetables</li> <li>- Open negotiations with targeted sites</li> <li>- Determine operational business model and monitor annually for effectiveness and improvement opportunities</li> <li>- Enter into appropriate business arrangements with targeted sites</li> </ul>	<ul style="list-style-type: none"> <li>- Coordinate the TMP initiatives with the rapid transit park and ride to ensure that there is alignment with new transit corridors coming on stream</li> <li>- Continue to review and monitor governance and business models</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- YRRTC/ York Region</li> <li>- Metrolinx/GO</li> <li>- MTO - 407 Rapidway</li> <li>- Municipalities</li> </ul>	<ul style="list-style-type: none"> <li>- YRRTC/ York Region</li> <li>- Metrolinx/GO</li> <li>- MTO - 407 Rapidway</li> <li>- Municipalities</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Funded by York Region</li> <li>- Establish appropriate business models for parking implementation</li> </ul>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>
<b>Legal Agreements &amp; External Arrangements</b>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>	<ul style="list-style-type: none"> <li>- TBD</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- Establish governance model and implement</li> </ul>	<ul style="list-style-type: none"> <li>- Review and monitor governance models for effectiveness and adjust to meet future business needs as they evolve</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Establish communication roll out strategy and plan for park and ride launch</li> <li>- Support individual initiatives as required</li> </ul>	<ul style="list-style-type: none"> <li>- Support initiatives as required</li> </ul>

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Unfunded Future Capital Project 2016-2026	Development 10-Year Outlook
<b>Project Description</b>	<b>Future Development Opportunities</b>
<b>Goals and Objectives</b>	<ul style="list-style-type: none"> <li>- Identify and target opportunities for demonstration development projects along existing and future rapid transit corridors</li> <li>- Determine need for amending or updating YRRTC’s development protocols and rights to take advantage of new opportunities</li> <li>- Pilot a development opportunity with a partner to deliver a sustainable development integrated with transit</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- YRRTC/ York Region</li> <li>- Institutional and private property owners</li> </ul>
<b>Funding</b>	- TBD
<b>Legal Agreements &amp; External Arrangements</b>	- TBD
<b>Governance</b>	- TBD
<b>Communications</b>	- Support initiatives as required

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# strategic opportunities





Unfunded Future Capital Project 2016-2026	Project Management 10-Year Outlook
<b>Project Description</b>	<p style="text-align: center;"><b>vivaNext – Project Management Coordination with Regional Express Rail [RER]</b></p> <p>The Province’s RER program will expand and enhance GO service across the Region over the next 10 years, providing more frequent all-day service in both directions, increasing transit choices and helping manage traffic congestion. The program includes 50 kilometres of new dedicated GO track, new bridges at some rail and road intersections and renovated stations. YRRTC will lead all Regional project activities where RER intersects with Rapid Transit corridors.</p>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>- YRRTC will lead York Region’s activities where rapid transit corridors cross/intersect with the RER program. This may include: Unionville, Concord, Newmarket, Richmond Hill/ Langstaff</li> <li>- Collaborate and support Metrolinx and YR Transportation Services on the details of the Regional Express Rail Program</li> <li>- Support implementation of the RER Program</li> <li>- Fully integrate RER and York Region Transit [YRT/Viva] networks for connectivity</li> <li>- Fully integrate transit initiatives with Regional and municipal land use policies</li> </ul>
<b>Key Partners</b>	<ul style="list-style-type: none"> <li>- MTO, Metrolinx, YRRTC, York Region</li> </ul>
<b>Legal Agreements</b>	<ul style="list-style-type: none"> <li>- Inter-Regional coordination taskforce.</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>- Metrolinx [RER]</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>- Coordinated with RER implementation programme and timing</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>- To be formalized inter-regionally at a senior management level</li> </ul>
<b>Communications</b>	<ul style="list-style-type: none"> <li>- Develop communications protocols and establish coordination</li> </ul>

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Unfunded Future Project 2016 – 2026	New Strategic and Innovative Opportunities to Enhance the Region’s Urban Landscape 10-Year Outlook
<b>Project Description</b>	<p style="text-align: center;"><b>Innovation in the New Urban Landscape</b></p> <p>In this emerging “sharing economy,” senior levels of government are increasing investments in innovation and public-private partnerships, businesses are generating disruptive technological innovations (i.e. autonomous vehicles, ride-sharing apps etc.) and demographic cohorts are creating demands for new amenities and services. When carving out the Region’s role and opportunities in this rapidly changing environment, it is important to initiate research and develop proposals to integrate the advances and changes in place making, mobility, technology and sustainability.</p> <p>Regional collaboration efforts and research is needed to identify how new technology, designs and policies can strengthen the partnership between residents and government. In addition, it is integral to continue to collaborate internally, build York Region’s partnerships between external stakeholders (CUTRIC, private sector, educational institutions and entrepreneurs), identify strategies and opportunities to innovate, and conduct pilot projects that address the changing needs of York Region residents, businesses, visitors and commuters.</p> <p>YRRTC’s role within this framework is being finalized. This is an important Corporate initiative where potentially YRRTC will take the lead in joint collaboration efforts that connect numerous innovative efforts within York Region and with key partners and stakeholders.</p>
<b>Goals and Objectives</b>	<ul style="list-style-type: none"> <li>- Source and research worldwide best practices and strategies related to civic innovation</li> <li>- Identify core strategies with relevance to York Region/GTHA context</li> <li>- Identify potential private and/or public sector partners</li> <li>- Identify and establish appropriate governance and operations business model</li> <li>- Establish increased public and private-sector partnerships to continue research and identify opportunities for innovation</li> <li>- Expand representation to include additional strategic partners to encompass wider opportunities</li> <li>- Identify legislative or legal instruments that will be required to enable opportunities to be developed and implemented</li> <li>- Target one or more pilot projects to deliver best case results</li> <li>- Implement pilot projects</li> </ul>
<b>Key Actors</b>	<ul style="list-style-type: none"> <li>- YR/ YRT/ YRRTC</li> <li>- Metrolinx/GO/MTO</li> <li>- Province</li> <li>- Private Sector and Educational Institutions</li> </ul>
<b>Funding</b>	TBD
<b>Legal Agreements &amp; External Arrangements</b>	TBD
<b>Governance</b>	- Identify framework for governance based on anticipated partnership/ownership/share of costs; share of revenue
<b>Communications</b>	- Establish communications protocols with stakeholders

Note: The Articles of York Region Rapid Transit Corporation contemplated and provide YRRTC with legal authority and capacity to undertake potential land and property development opportunities, including transit-oriented development, mobility hubs, park and ride opportunities and mobility as a service innovation. The Rapid Transit Agreement will need to be amended and approved by Council to reflect these authorities.

