
To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: 2013 Annual Report

Ref: YORK#5339613

Recommendation

It is recommended that:

1. The draft 2013 Annual Report be received and approved.
2. The final 2013 Annual Report be presented by the Chief Executive Officer and President to York Region Council annually.

Purpose

This report provides the Board with the draft 2013 Annual Report, showcasing YRRTC's strong brand presence with highlights of its strategic purpose, milestones achieved in 2013 and future direction.

Background

YRRTC issues an annual business plan update and quarterly progress reports on an ongoing basis to the Board

- On an annual basis, YRRTC provides to the Board a public update of its business plan that highlights the year's accomplishments, identifies goals for the next year and outlines its long-term goals for future years.

- YRRTC provides a public quarterly progress report to the Board following each quarter of the calendar year. This report provides financial information, progress updates and construction highlights of the vivaNext projects.

Annual Reports fulfill a dual purpose by combining corporate governance and marketing functions

- As prescribed in the Rapid Transit Agreement between The Regional Municipality of York and York Region Rapid Transit Corporation, Section 5.1 Reporting and Approvals, YRRTC may from time to time confirm in an Annual Report to Regional Council that business plan goals and objectives are on track and are in line with approved funding.
- The Annual Report is a comprehensive marketing and reporting tool that packages the organization's structure, culture, brand, business successes, financial management and growth plans.

Analysis

The Annual Report is the fourth pillar in YRRTC's foundation

- Based on YRRTC's mandate and organizational framework, YRRTC has four foundational corporate documents:
 - Mission Statement;
 - Business Plan;
 - Quarterly Reports; and
 - Annual Report.

The Annual Report models best practices of publicly traded corporations and was developed in-house

- Key practices are:
 - State clearly the organization's mission and relate the activities back to the mission throughout the report;
 - Give a clear statement of performance objectives and targets and describe how they link to the mission;
 - Tell the reader how the organization governs itself and how that governance structure reflects the mission of the organization;
 - Have management's remarks reflect the organization's mission, vision and values, and link that discussion to present operations, risks and future plans.

- YRRTC's Annual Report contains seven main sections:
 1. Message from the Chief Executive Officer;
 2. Message from the President;
 3. Corporate Governance;
 4. Connecting Transit and Growth;
 5. What is the vivaNext Plan – a seamless transit network;
 6. Year in Review – Operational and Financial Highlights; and
 7. Social Responsibility.

The main distribution channel is online, supported by periodic 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 Annual Report will also be posted on The Regional Municipality of York's website.
- The YRRTC Annual Report and YRRTC Business Plan will be available in first quarter of every year.

The Annual Report provides an excellent framework to support requests for further investment in rapid transit in York Region

- The Annual Report will be provided to senior levels of government and other elected officials as a source of information about the corporation's core business and its result-driven bottom line.
- The Annual Report will also serve as a marketing tool to showcase our corporate communication style and our accomplishments.
- The Annual Report will consolidate our communication strategies, our accomplishments and our medium to long-term plans in order to build and maintain successful long-term relationships with our stakeholders.
- The Annual Report will highlight that while over \$3.0 billion has been invested in rapid transit projects since 2004, there is need for a further investment of up to \$18.0 billion for the following key projects:

▪ Yonge Street North Subway Extension to the Langstaff/Richmond Hill Gateway	\$3.4 billion
▪ Balance of the initial Bus Rapid Transit plan on Yonge Street and Highway 7	\$1.8 billion
▪ Implementation of the next phase of Bus Rapid Transit programs identified in the Regional Transportation Plan	\$12.8 billion

Conclusion

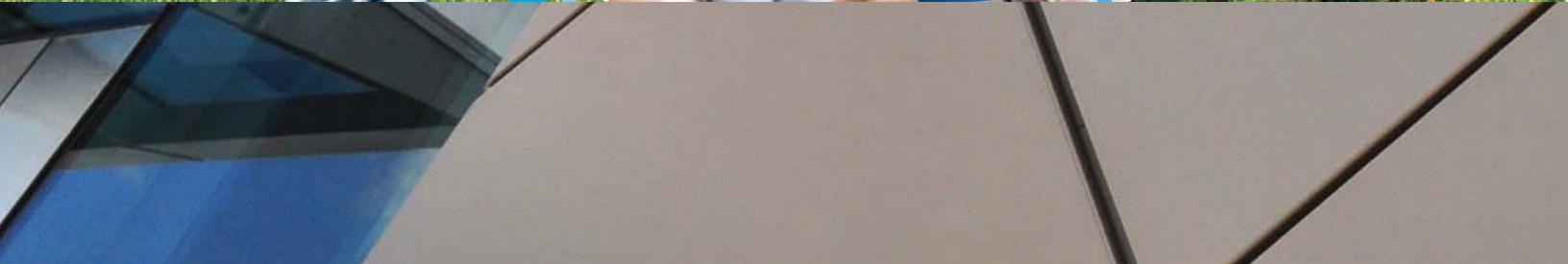
- YRRTC's Annual Report is a comprehensive document that clearly conveys its mandate, markets its expertise and successes in project management, and makes the case for further investments in its rapid transit plan.
- Following the incorporation of comments received from the Board, YRRTC will proceed to distribute the final 2013 Annual Report.

For more information on this report, please contact Dale Albers, Chief Communications Officer, York Region Rapid Transit Corporation at 905-886-6767, Ext. 1020.

Mary-Frances Turner
President

February 4, 2014

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Valleymede Station opened August 18, 2013



message from the ceo
and chair of the board



Nearly 70% of residents support the vivaNext rapid transit plan, which is a key component of the Region's Centres and Corridors Plan.

As the fastest growing Region in Ontario, it is important that The Regional Municipality of York hold true to its plans to ensure growth brings opportunities and options for how people can get around. York Region currently has more than one million residents and is expecting to reach 1.5 million by 2031. As well as a relatively young population, a highly educated and trained workforce, great work opportunities and proximity to the rest of the Greater Toronto and Hamilton Area (GTHA), York Region is a desirable place to live and work.

Nearly 70%* of residents support the vivaNext rapid transit plan, which is a key component of the Region's Centres and Corridors Plan – a long-term plan that helps guide transit investment with future development to better manage growth in York Region and help ease traffic congestion. It supports the vision outlined by *Ontario's Places to Grow Act*, which aims to manage growth in a sustainable and environmentally-friendly way that enriches communities – communities that are developed around great transit and include shops, public spaces and compact, pedestrian-friendly neighbourhoods.



We are delivering on our promise to improve mobility and manage growth. With a total value of \$3.2 billion, the currently funded projects will see the completion of 35 km of bus rapidways with 38 stations, an 8.6 km subway extension with six stations, an operations facility, two bus terminals and multiple park 'n ride facilities over the next five years in York Region. Combined with more mixed-use development along our major corridors, this effort will go a long way to make our community an even more inviting and welcoming place for generations to come, and will help to support population and economic growth.

And these benefits extend well beyond York Region. For example, the rapidways will also play an important role in a seamless transit system across the GTHA, help reduce traffic congestion, increase productivity and provide sustainable alternatives to car use which help reduce environmental impacts. Also, a major connector in the overall GTHA transit network, there is the yet-to-be funded Yonge Street Subway Extension to Highway 7.

With the environmental assessment approved, the conceptual design study completed and its identification as a priority project by Metrolinx in their next wave of funding projects, this project is truly in a state of readiness for funding and provides the critical missing link to the GTHA transit network. Whether from a plane, from the ground or underground on the subway, it is easy to see that Yonge Street is the spine-of-life in the GTHA – and has been for generations. That is why it is vital to move this project forward in synchronization with other proposed transit projects, steadily improving the network. And by connecting bus rapid transit, subways and regional transit services, people throughout the GTHA will have a more viable option to get from A to B.

That's what made the opening of the first median rapidway on Highway 7 in the Town of Richmond Hill historic, as it marked the beginning of a transformation that puts the rapid into rapid transit, connects intensified urban growth centres and will reduce people's reliance on the car to get around.

Bill Fisch
Chief Executive Officer and Board Chair



message from
the president

We are excited to bring the future of transit to York Region, and deliver on our commitment to help support growth and combat traffic congestion in the area.

With the Province's commitment of \$1.4 billion[2009], we are making great strides in taking Viva to the next phase of rapid transit service for York Region. Dedicated rapidways throughout York Region will allow Viva vehicles to avoid traffic congestion and provide faster, more convenient service and more reliable travel times for our transit customers. With time savings of over 30%, as well as greater convenience connecting to other transit services, we hope more people will be motivated to try public transit.

This was a pivotal year for vivaNext with the commissioning and opening of the first median rapidway and dedicated bike lanes along Highway 7 (from Bayview Avenue to Highway 404) in the Town of Richmond Hill and City of Markham, demonstrating true momentum.



The transformational elements of the rapidway are very visible, including the bike lanes, sidewalks, wide boulevards and planting of trees and shrubs. As proud as we are of the opening of the Highway 7 east segment, this is just the beginning of many kilometres of rapidway that are under construction or coming soon.

We are excited to bring the future of transit to York Region, and deliver on our commitment to help support growth and combat traffic congestion in the area. And with the support of 79%* of residents for a more connected transit network in the GTHA, we are continuing our efforts to make the network better for all.

To bring the plan of a complete transit system to York Region, we are actively working with our funding partners, including Metrolinx and the Government of Canada, to secure funding for the remaining segments. This also includes our top priority – the Yonge North Subway Extension – which will provide a critical link in the GTHA transit network for all those who work, visit and/or live in York Region.

Engaging with our funding partners at both senior levels of government, and building on our proven success of the past, York Region Rapid Transit Corporation is delivering on its commitment to deliver a comprehensive transit system that will stand the test of time.

Mary-Frances Turner
President

* Research conducted by Environics, November 2013



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.

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vision

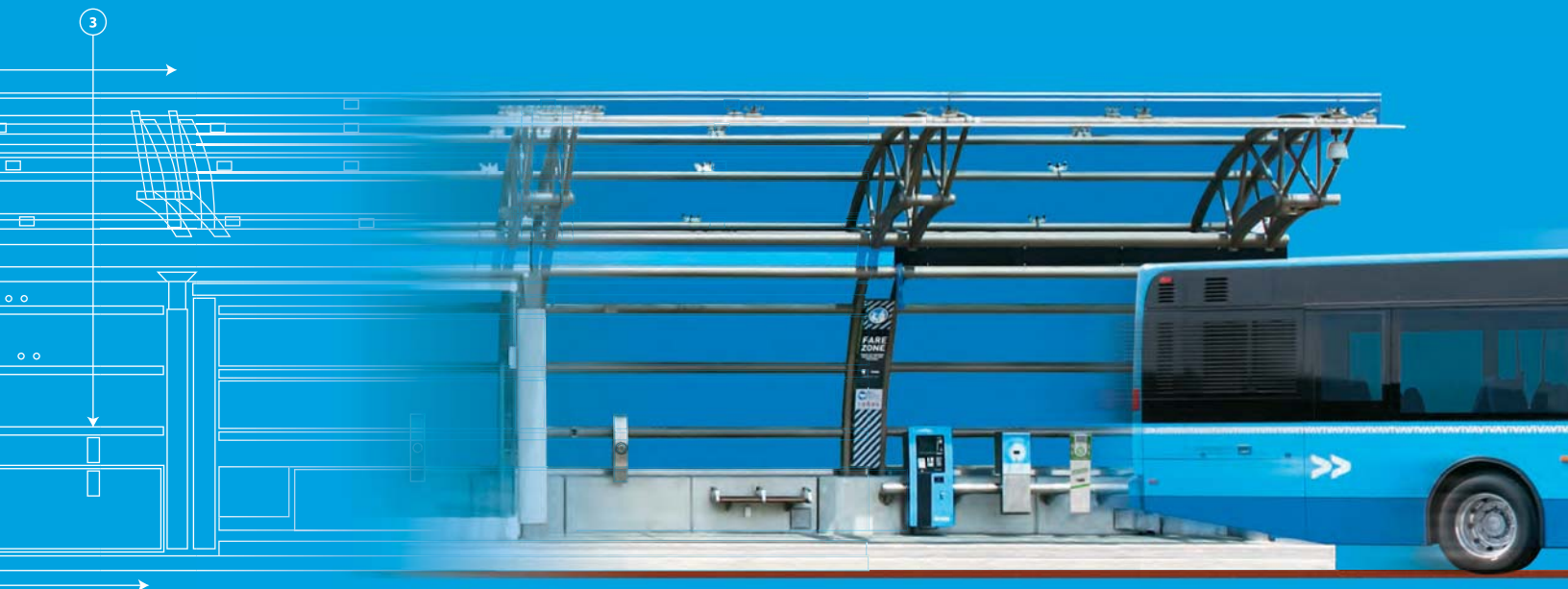
Our mission supports our vision where:

- 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







>> 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; for pursuit of joint development opportunities; and for 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. We also contract with design-build firms to develop the final design and carry out construction.

governance

YRRTC is a wholly-owned subsidiary and share capital corporation of The Regional Municipality of York. Its Board of Directors comprises the York Region Chairman & CEO [Chief Executive Officer and Chair of the Board] and four directors who are the Mayors of the Towns of Richmond Hill and Newmarket and Cities of Markham and Vaughan. There is no private sector or other public sector representation on the YRRTC Board of Directors.



CEO & Board Chair
Bill Fisch,
Chairman and CEO,
The Regional
Municipality of York



Director
Mayor Dave Barrow,
Richmond Hill



Director
Mayor Tony Van Bynen,
Newmarket



Director
Mayor Frank Scarpitti,
Markham



Director
Mayor Maurizio Bevilacqua,
Vaughan

executive management team and reporting

The Executive Management Team reports to the Board of Directors and to the 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
Michael Cheong



Chief Engineer
Paul May



**Design Chief,
Infrastructure and
Development**
David Clark



**Chief
Communications
Officer**
Dale Albers



**Senior Legal
Counsel**
Janis Ingram

>> corporate governance

track record of success

Innovation

Viva stands apart.

Since the first phase of Viva service was launched in 2005 introducing enhanced features that made transit more comfortable and convenient, YRRTC has been a champion for the planning, design and construction of rapid transit that puts the customer first. This award-winning project has seen overall transit ridership levels increase steadily to over 30 million boardings in 2012, changing the way people in York Region view transit. Today, 70%* of residents believe it is important to keep expanding the rapid transit system.

Our commitment to innovation extends throughout every aspect of how we design and implement our rapid transit and infrastructure projects. Working with internationally renowned design, engineering and construction firms, we are able to learn from the best and apply their knowledge of innovations from around the world to our projects here in York Region. From the cutting edge design of our new vivastations to the use of Bluetooth technology to provide real-time travel times to drivers, we are committed to delivering a leading-edge rapid transit system with the minimum amount of disruption to our community during construction.

Partnerships

YRRTC has a wealth of experience in working with different partnership models.

We leverage our partnership among multiple levels of government, bringing together funding and the tools to deliver a comprehensive rapid transit system and infrastructure. Reflecting the rapid transit vision and priorities articulated in York Region's Transportation Master Plan, projects totaling \$3.2 billion, have been funded to date. Of the total \$3.2 billion, \$1.4 billion is shared among the three levels of government, with an

awards & recognition

- 2008 - **Delcan**
Global Excellence Award
- 2007 - **Newmarket Chamber of Commerce**
The Bell Technology Award
- 2007 - **Canadian Institute of Planners**
Award for Planning Excellence Transportation and Infrastructure
- 2006 - **The Design Build Institute of America**
Transportation Over \$50 Million - Design-Build Excellence Award
- 2006 - **Association of Municipalities of Ontario**
Peter J. Marshall Municipal Innovation Award
- 2006 - **American Public Transportation Association Award**
Innovation Award
- 2006 - **Canadian Project of Excellence**
Environmental Impact Award
- 2005 - **Transportation Association of Canada**
Sustainable Urban Transportation Award



additional \$1.8 billion fully funded by the Province of Ontario through its transportation agency, Metrolinx. Funds have been provided through the following sources:

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

YRRTC is continuing to work with its funding partners to confirm funding sources for the remaining \$18.0 billion rapid transit priorities identified in York Region’s Transportation Master Plan.

Project management & experience-to-date

YRRTC is an experienced project manager, guiding the planning, design and implementation of various rapid transit projects, including bus rapid transit [rapidways], subways, terminals and operational facilities.

The first phase of Viva was designed and implemented in 2005, with the introduction of our Viva “QuickStart” service along two of York Region’s major corridors – Highway 7 and Yonge Street. This innovative rapid transit

introduction provided York Region transit users with a comfortable and convenient new service, incorporating transit signal priority measures, distinctive vivastations, automated fare equipment and real-time passenger information.

With stations at key locations along the service routes, and service provided by Viva’s advanced rapid transit vehicles, riders benefited from a level of reliability, convenience and comfort not available on a typical transit service. The QuickStart design and service model resulted in immediate improvements in convenience, mobility, service frequency and travel times.

York Region commuters have historically been car-dependent. However, as borne out by Viva’s own ridership statistics, York Region commuters have demonstrated a willingness to switch mode when convenient rapid transit is available. With its focus on providing a quality customer experience, QuickStart was

enthusiastically received by new and existing customers and was a key driver to positively change people’s attitudes towards transit in York Region.

With our experience in successful project management and emphasis on innovation, YRRTC has demonstrated that we can be trusted to bring significant infrastructure projects from planning to design to reality.

This summer marked the opening of vivaNext bus rapid transit project in the Town of Richmond Hill and the City of Markham, which comprises 2.5 kilometres of rapidway along Hwy 7 from Bayview Avenue to Highway 404. This segment of rapidway included the construction of 6 stations (12 platforms) at key intersections together with the design and implementation of related infrastructure and facilities including intelligent transportation systems. The two platforms at Bayview Station are curbside and include buildings with stairs and elevators connecting Highway 7 to Bayview Avenue.





>> connecting transit and growth.....

managing growth

Curbing costly sprawl for a sustainable future

As the fastest growing Region in Ontario, it has been critically important that York Region hold true to its plans to ensure growth brings opportunities and options for people to get around. By 2031, York Region will grow by 400,000 residents. As most people want to live close to our communities' amenities – schools, stores, entertainment – the majority of development tends to be clustered at the heart of our existing urban centres in Markham, Newmarket, Richmond Hill and Vaughan.

Further pressure comes from the fact that 69% of York Region's landmass is protected against significant development under the Province's *Green Belt Act* and *Oak Ridges Moraine Act*.

Fortunately York Region's early commitment to creating and implementing a long-term growth management strategy means we have the right land use policies in place, and are ensuring that growth is managed and supported with effective public transit.

Communities that are developed around great transit are more likely to include compact, pedestrian-friendly neighbourhoods. Mixed-use developments and shorter distances between live, work and play destinations make it easier for people to get around without a car. And because more compact developments make it easier to situate transit near more people, it is more likely that people will be willing to walk to transit.

For people who continue to drive, their trips may be shorter due to the more compact, mixed-use developments that have been built around transit.





connecting transit and growth



- Provide more housing options
- Curb sprawl and protect farmland and green spaces
- Manage traffic congestion by improving access to a greater range of transportation options

Centres and corridors

York Region has implemented its *Centres and Corridors* strategy, which concentrates growth and development in key areas, and strengthens downtowns in Markham, Newmarket, Richmond Hill and Vaughan. By building more intensively in these areas, there will be less pressure for growth in existing neighbourhoods and a reduction in traffic congestion.

These urban centres will be connected by transportation “corridors” that will make it easier for people to get around the region. With the vivaNext plan, we are building rapidways along the corridors, providing connections across York Region and into the rest of the GTHA.

The centres will emphasize Transit-Oriented Development [TOD], which aims to create a complete community within walking distance of transit – including to and from work, home, shopping, recreation and services. York Region planners have linked the plans for vivaNext’s rapidways to land use policies that will result

Places to Grow and York Region’s Official Plan

Since the 2005 passage of Ontario’s *Places to Grow Act*, Ontario municipalities must plan for sustainable, more intensive land use, adopting Provincially mandated growth targets and densities for their communities. York Region has welcomed this planning framework and has developed its Official Plan to use the *Places to Grow* principles:

- Revitalize downtowns to become vibrant and convenient centres
- Create complete communities that offer more options for living, working, learning, shopping and playing

in more TOD along viva routes. These policies will likely mean that much of the new development built around vivastations will be compact and mixed-use, providing housing, employment, retail, dining, services and recreation, all within a walkable distance of rapid transit. Developments will also include more welcoming public spaces, attractive landscaping, and other amenities that will contribute to the centres becoming more dynamic destinations.

Responding to the needs of York Region now and for future generations

Most of the housing to be built in the centres will be multi-unit, higher density apartments and condominiums. Residents recognize its importance as well, as 67% believe new development areas should be designed to provide a better mix of residential and commercial uses to reduce the need for driving. Elsewhere, other neighbourhoods will be kept predominantly single-family housing. With so much of the planned growth and new housing being built along the corridors and in the centres along the rapidways, there will be less pressure on other areas to become more densely built up, allowing them to remain

unchanged. The ultimate goal is to preserve the balance around the region, offering more choice and more flexibility for people – a key measure of the quality of life offered in York Region.

Listening to our community

YRRTC is committed to engaging the public. From the initial planning and environmental assessment stages through to the development of construction staging plans and schedules, at every step of the way we are committed to working closely with residents, key employers, small business owners, local organizations and others who are interested in or affected by the projects.





a seamless transit network

the vivaNext plan

The vivaNext plan includes bus rapid transit [BRT], light rail transit [LRT], subways, facilities and terminals, operation centres, new vehicles and related infrastructure, including intelligent transportation systems technology.

>> a seamless transit network

York Region's Transportation Master Plan

The vivaNext plan is grounded in York Region's *Transportation Master Plan*, which set out recommendations to achieve York Region's vision of a sustainable transportation system, while at the same time:

- Preserving the environment;
- Enhancing the economic viability;
- Seamlessly integrating with new and existing developments; and
- Offering more reliable travel choices residents and employees.

A key component of the *Transportation Master Plan* focused on the development of rapid transit corridors, to move people faster and more efficiently from place to place. From this strategy, vivaNext was developed as York Region's roadmap for a rapid transit network.

A secondary component of this plan is the *Pedestrian and Cycling Master Plan*, which is a report that will guide York Region as it creates a broad cycling and pedestrian network. The network will include bike lanes, signed cycling routes, bike racks, lockers, sidewalks, off-road walking/cycling paths and multi-use trails. A key highlight of the *Pedestrian and Cycling Master Plan* is the construction of the Lake-to-Lake Cycling and Walking Trail that will go from Lake Simcoe to Lake Ontario.



Highway 7 West
Helen Street to Yonge Street



Toronto-York Spadina
Subway Extension



Highway 7 East
Yonge Street to Warden Avenue



Davis Drive
Yonge Street to Highway 404



Yonge Street
Highway 7 to 19th Avenue / Gamble Road



- Open Rapidway
- Rapidway (2011-2015)*
- Rapidway (2014-2018)*
- Rapidway (2015-2019)*
- Future Rapid Transit
- ⋯ Spadina Subway Extension (2011-2016)*
- ⋯ Proposed Yonge Subway Extension
- Terminals
- GO Transit Rail Lines
- P Park n' Ride
- OMSF

* Subject to change
Map not to scale

>> a seamless transit network.....

Choosing the right technology for existing and future needs

VivaNext was not developed with an emphasis on one particular transportation technology - for the simple reason that the technology will vary as circumstances and needs evolve. Instead, the overarching goal for vivaNext is to provide York Region with the right technology to meet current, medium and long-term needs.

BRT technology

BRT is increasingly being chosen worldwide for low to medium-volume passenger routes, as governments look for rapid transit solutions that are effective in moving people quickly as well as being cost-efficient.

The advantages BRT offers for the vivaNext rapidways are:

- It requires a significantly lower capital outlay to build compared to subways and LRT;
- It can be implemented much more quickly; and
- It can be installed in areas of highest congestion, with buses running in mixed traffic beyond the rapidways where traffic volumes are lighter.

Subway and LRT technology

Subways are the necessary rapid transit technology for high-volume routes where existing ridership

and surrounding population densities warrant a subway's capacity. The vivaNext plan includes both the Toronto-York Spadina Subway Extension [TYSSE], and the Yonge North Subway Extension, both of which meet the threshold for suitability for subway technology.

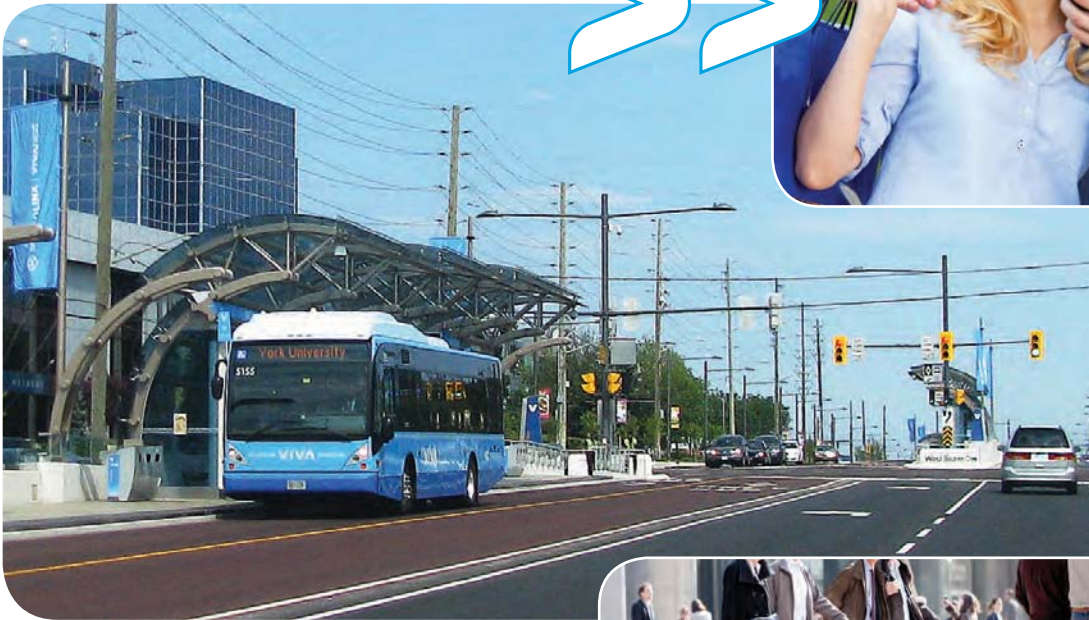
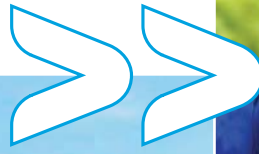
LRT provides a mid-range alternative for routes that require higher capacity than that provided by BRT but do not have the ridership potential required by a subway. YRRTC has designed vivaNext BRT rapidways to be upgraded to LRT in the future, once future population density and ridership levels significantly increase.

BRT rapidway routes

VivaNext rapidways, which will run in dedicated lanes, are planned for York Region's major corridors, including:

- Highway 7 from Pine Valley Drive to Yonge Street, and Highway 7 east of Yonge Street to Warden Avenue;
- Highway 7 at Vaughan Metropolitan Centre [VMC] with link to the TYSSE;
- Yonge Street north from the Richmond Hill Centre to 19th Avenue/Gamble Road, and north of Mulock Drive to Davis Drive; and
- Davis Drive from Yonge Street to Highway 404.





Segments are being built in order of priority to address existing traffic congestion and their contribution to creating a seamless regional transit network. When the vivaNext plan is fully built, riders will be able to make smooth, convenient connections from the vivaNext system to TTC subway and LRT routes. VivaNext will also provide direct connections to the 407 Transitway and GO buses and trains, creating linkages to destinations all across the GTHA as envisioned in Metrolinx's *Big Move* Plan.

Subway routes

YRRTC is collaborating with the City of Toronto in the construction of the station and infrastructure,

including the Viva concourse and Spadina Subway Vaughan Metropolitan Centre terminal, as part of the TYSSE, with service operation expected to begin Fall of 2016.

Metrolinx and the Province of Ontario have identified the Yonge North Subway Extension as one of the Top 15 priorities in the proposed Metrolinx next wave of GTHA transit projects. However, until this project's funding is confirmed, it will remain the critical missing link in the GTHA-Regional transit network.

>> a seamless transit network



Intelligent transportation systems

VivaNext incorporates Intelligent Transportation Systems [ITS], which are among the most involved aspects of planning a BRT service and will have a fundamental impact on the performance of the vivaNext system. ITS includes all the components which will provide information to the traffic signals when rapid transit vehicle are approaching intersections, ensuring that transit vehicles are able to stay on schedule.

Facilities

>> Operations, Maintenance and Storage Facility

VivaNext is constructing a state-of-the-art, LEED certified Operations, Maintenance and Storage Facility in the Town of Richmond Hill. This 9-acre building will provide a common location for overnight storage and maintenance for the Viva fleet.

>> Vaughan Metropolitan Centre [VMC] Bus Terminal

The VMC bus terminal will be part of the transit hub being established at the VMC in Vaughan. This hub will provide passengers with connections between YRT\Viva, the TTC, and other transit services including GO Transit and Brampton Transit.

>> Cornell Bus Terminal

This facility will enable connections for transit passengers in eastern York Region between YRT\Viva, Durham Transit and GO Transit.

>> Black Creek Pioneer Village Station Bus Terminal

This station will enable transit passengers to transfer between the Spadina Subway and surface transit services, such as YRT and TTC routes.

» **Highway 407 Station Bus Terminal**

This station will enable transit passengers to transfer between the Spadina Subway and surface transit services, such as YRT, GO Transit and Brampton Transit routes.

Streetscape and design

VivaNext is helping to transform York Region’s major corridors through the urban design concept known as “the complete street,” the long-standing philosophy behind European urban design. The complete street reflects a belief that streets should anticipate and accommodate the needs of all users – pedestrians, cyclists,

transit and drivers. It means that streetscapes should be designed to provide a welcoming, functional and safe environment for everyone.

The vivaNext streetscape design emphasizes the importance of having an attractive public realm and encourages people to spend time in these newly developed public spaces.





unfunded projects

Funding is still to be confirmed for a significant portion of the overall vivaNext program. Until these components are funded, the full benefits of the vivaNext system will not be realized. The top priority projects for funding include:

- The Yonge North Subway Extension that will provide a critical link for passengers transferring between Viva and the TTC;
- Completion of the Yonge Street rapidway, from 19th Avenue to south of Mulock Drive;
- The Major Mackenzie Drive rapid transit route that will serve as another major transit artery, with connections to the TYSSE, GO Transit lines and the Viva Highway 7 rapidway.





2013

operational highlights



bus rapidways and stations

- Highway 7 east rapidway
- Highway 7 west rapidway
- Davis Drive rapidway
- Yonge Street rapidway

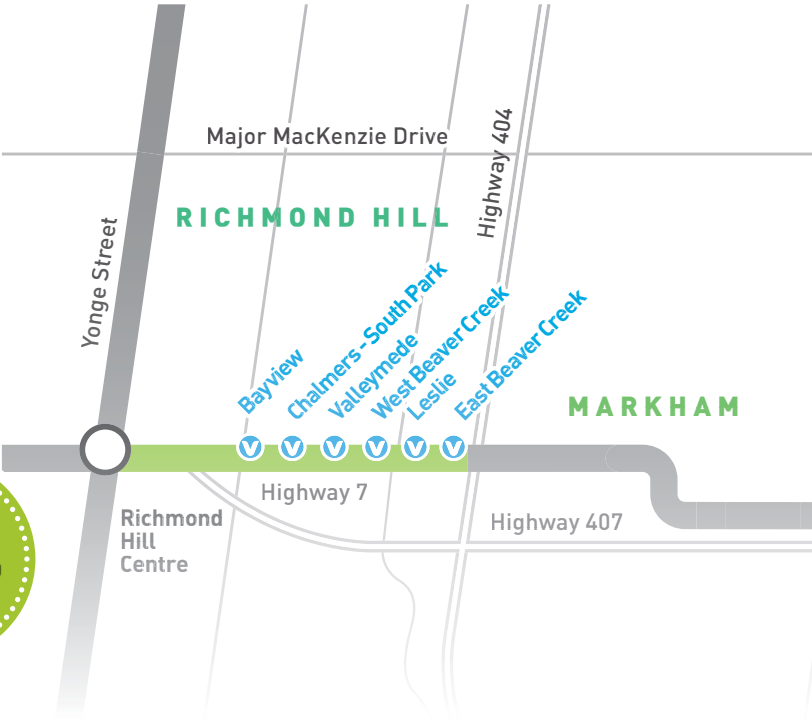


>> highway 7 east rapidway open

Bayview Avenue to Highway 404



open
aug 18,
2013



“The Greater Toronto and Hamilton Area is facing a gridlock crisis that is costing our economy an estimated \$6 billion a year and is compromising the quality of life for residents,” said Glen Murray, Ontario Minister of Transportation and Minister of Infrastructure. “If not addressed, this problem will continue to grow as our population increases and further burdens our economy. The Ontario government is taking action by moving forward with the largest transit investment in a generation to get the region moving.”



“Opening this segment four months ahead of schedule surpasses our goal and provides an immediate advantage to our growing number of transit customers,” said York Region Chairman and CEO Bill Fisch. “We will continue to work hard to complete the remainder of the rapid transit project over the next five years, bringing over 37 kilometres of rapidways to York Region.”



“York Region has been a wonderful partner as we work together to improve transit, reduce congestion and improve the environment,” said Robert Prichard, Chair of Metrolinx. “This project shows clear progress as we continue to invest in *The Big Move* and get the Greater Toronto and Hamilton Area (GTHA) moving to alleviate the congestion on our roadways.”





open
aug 18,
2013





highway 7 east rapidway

richmond hill / markham - east and west segments



project status
under construction

60%

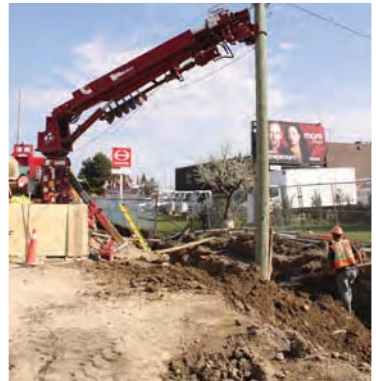
completed



expected completion
2014

- Bayview Avenue to Highway 404 opened ahead of schedule in August 2013
- East of Highway 404, construction continued to make good progress:
 - » installed new traffic control signals at Courtyard Lane
 - » Apple Creek bridge 95% completed
 - » vivastations 80% completed
 - » Rouge River bridge 60% completed
 - » paving and road widening 50% completed; and
 - » Utility work substantially complete





- phase 1 - rapidway construction [2012-2016]
- phase 2 - rapidway construction [2015-2019]





highway 7 west rapidway

vaughan



phase 1 - Interchange Way - east of Bowes Road

- Detailed design work 90% completed
- Utility relocation 30% completed
- 19 trees transplanted to Southview Park
- Surveying completed
- CN Bridge work design completed

phase 2 - Helen Street - Yonge Street via Bathurst/Centre

- Preliminary design completed
- Advanced studies and constructability reviews underway
- Request For Qualification issued for Design-Build contract

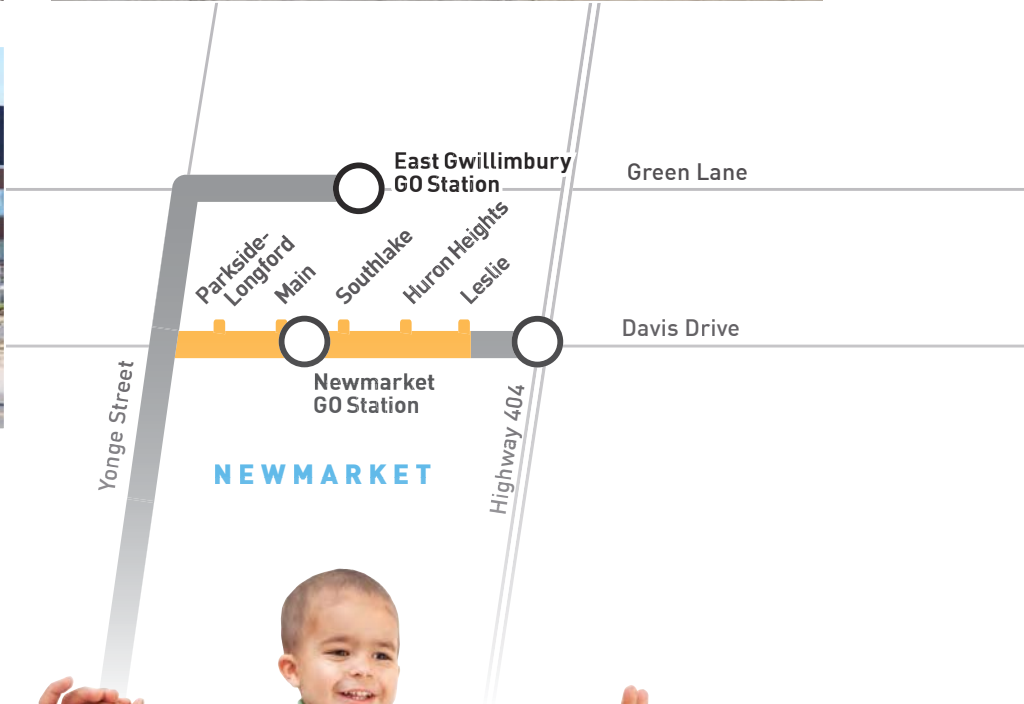
phase 1
under construction

5%

completed



expected completion
2016 / 2019





davis drive rapidway

newmarket



project status
under construction

40%

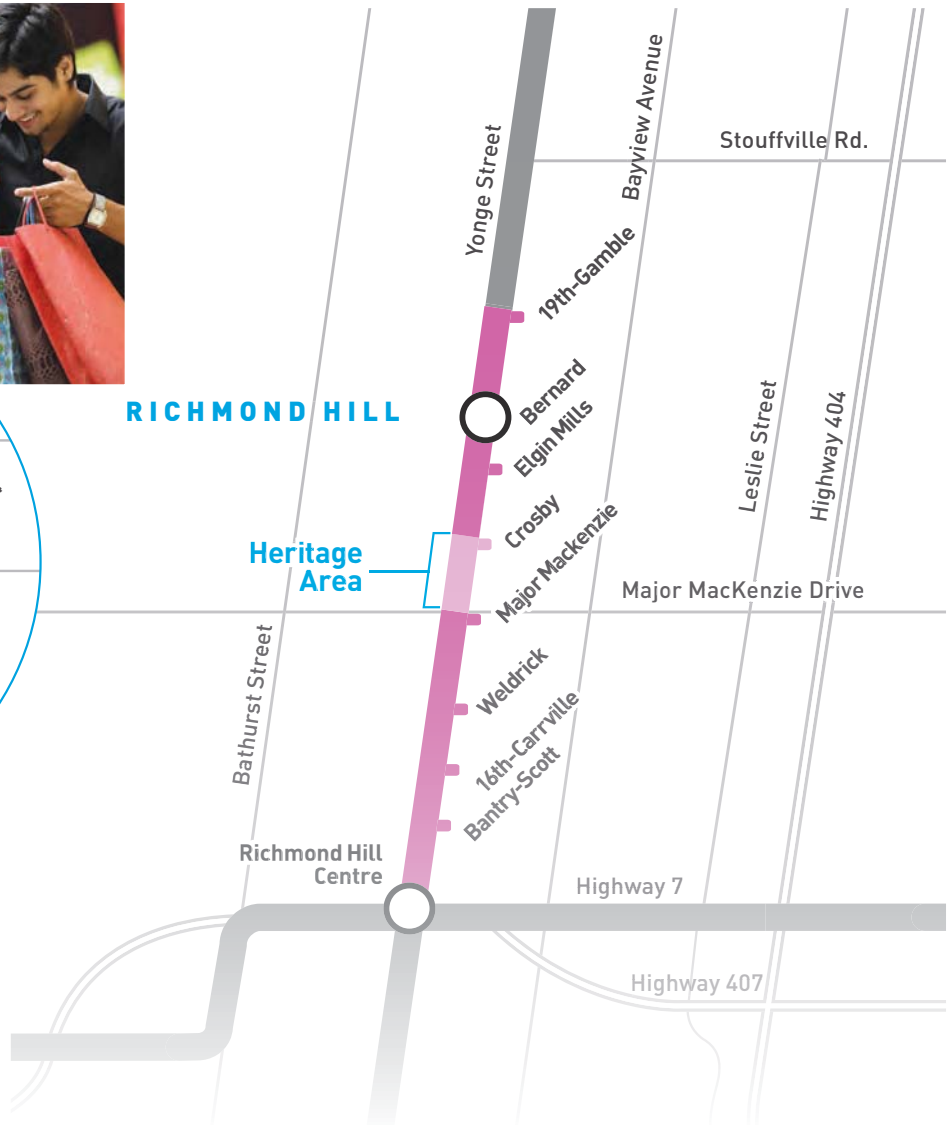
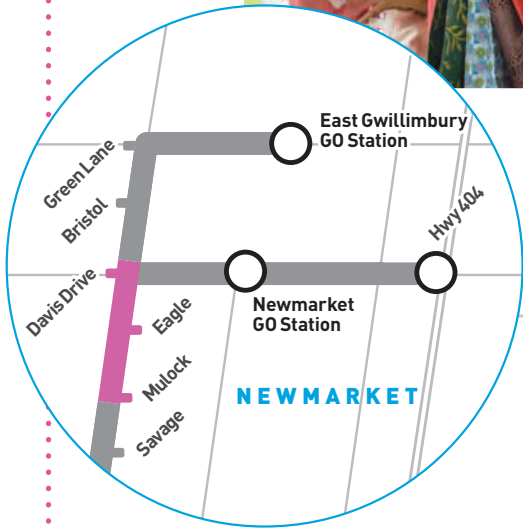
completed



expected completion
2014

- Parkside Drive re-aligned with Longford Drive
- Retaining walls 95% completed
- Watermain relocation/installation 75% completed
- Utility relocation 70% completed
- Keith Bridge 65% completed
- Storm, sewer relocation/installation 35% completed
- Ductbank [telecommunications] relocation/installation 30% completed
- Road widening and preliminary paving commenced







yonge street rapidway

newmarket and richmond hill



- Advanced studies completed
- Request For Qualification completed
- Request For Proposal issued for Design-Build contract

project status
procuring contract

0%

completed

expected completion
2018





2013

operational highlights



subways

- Toronto-York Spadina Subway Extension - TYSSE
- Yonge North Subway Extension





toronto-york spadina subway extension

TYSSE



project status
under construction

50%

completed



expected completion
2016

- Tunnel boring completed for the project
- Construction underway at Vaughan Metropolitan Centre, including station and concourse connecting YRT\Viva to Toronto-York Spadina Subway Extension [TYSSE]
- Construction progressing at all stations







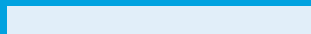
yonge north subway extension



project status
awaiting funding

0%

completed



- Tail Track TPAP Addendum completed
- Land uplift capture study due diligence completed
- Yonge North Subway Extension Benefits Case released by Metrolinx





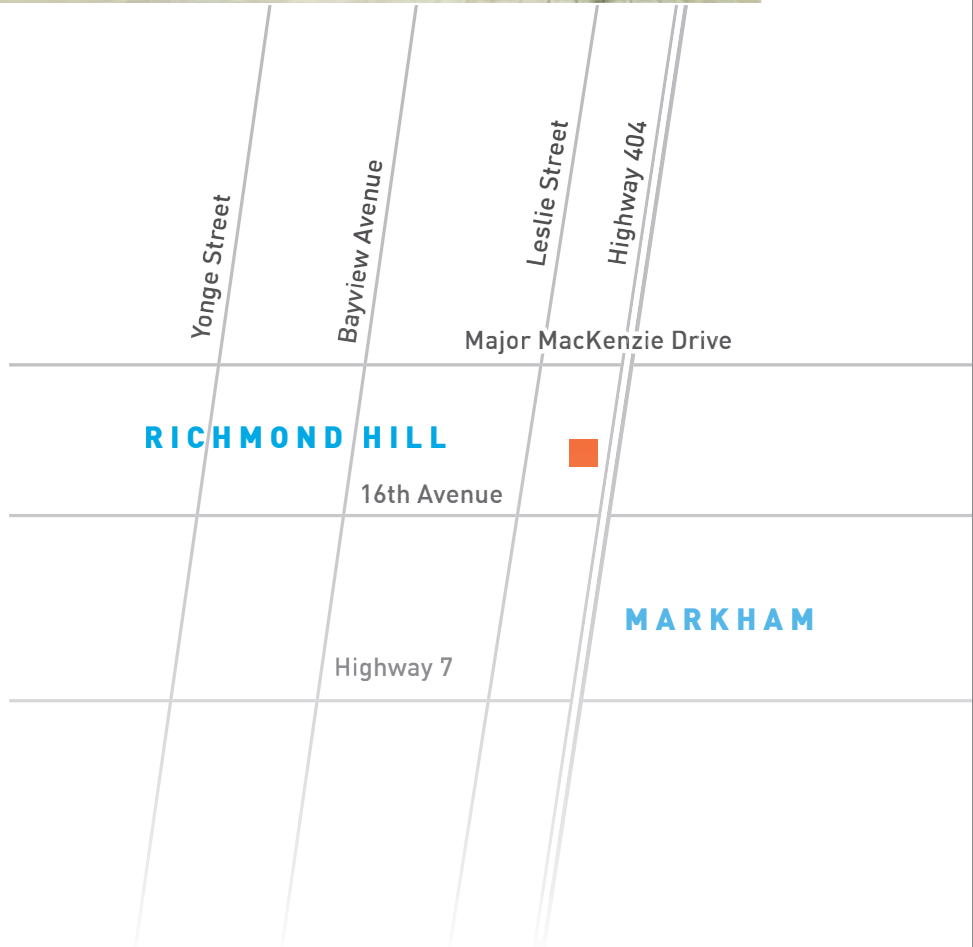
2013

operational highlights



facilities and terminals

- Operations, Maintenance and Storage Facility - OMSF
- Vaughan Metropolitan Centre bus terminal





operations, maintenance and storage facility

OMSF



project status
under construction

30%

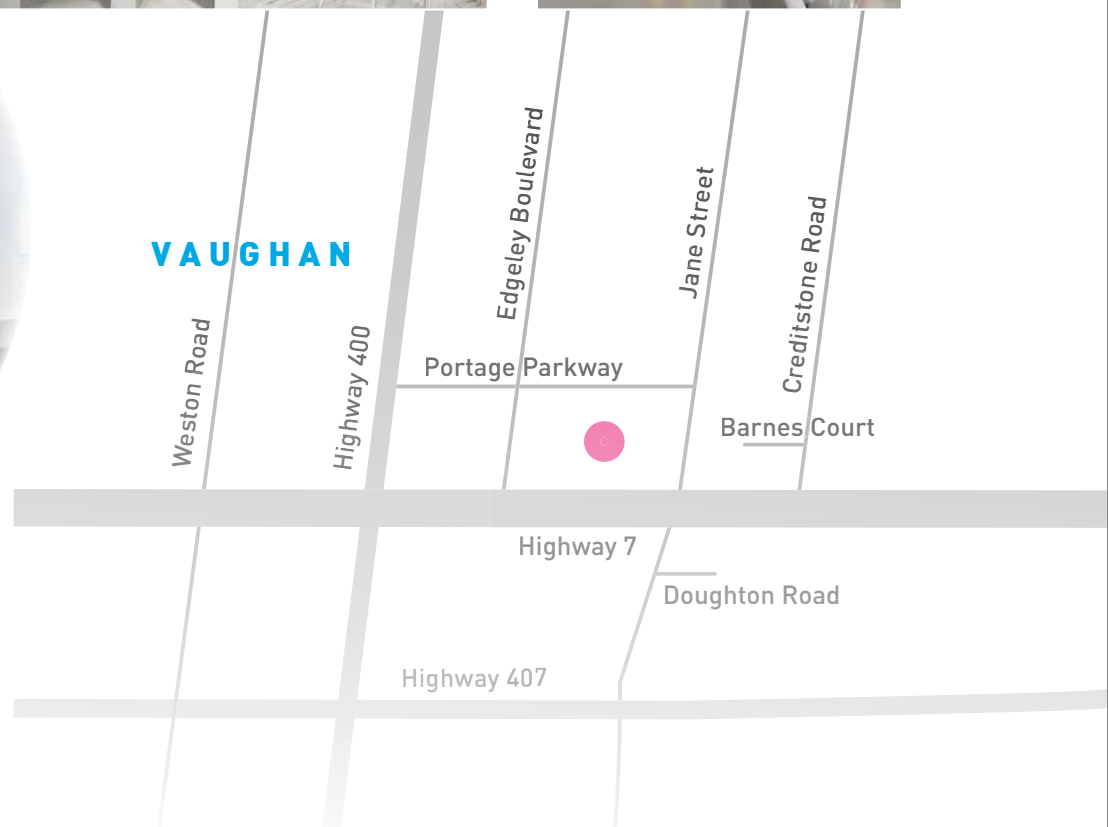
completed



expected completion
2015

- Site plan approved by the Town of Richmond Hill
- Construction is 30% complete







vaughan metropolitan centre bus terminal



project status
under construction

0%

completed

expected completion
2017

- Architect's Agreement between Smart!Centres & YRRTC with DSAI





2013

operational highlights



viva vehicle fleet





viva vehicle fleet



- Viva fleet consist of 123 buses [40 forty-foot buses and 83 sixty-foot buses]
- Bike rack designed and approved for the Viva fleet
- Green light sensor systems with GPS system allows central dispatch to update arrival times on the variable message boards at each station along the route with corresponding ITS systems updated on the vehicles in 2013





2013

**financial and
procurement highlights**



rapid transit plan versus funded projects

total Rapid Transit Plan [\$21.2 billion]

- BRT / LRT program = \$17.1 billion
- Subways program = \$3.7 billion
- Facilities and terminals program = \$0.2 billion
- Viva vehicle fleet and strategic initiatives program = \$0.2 billion

funded Rapid Transit Plan [\$3.2 billion]

- BRT / LRT program = \$1.8 billion
- Subways program = \$1.1 billion
- Facilities and terminals program = \$0.2 billion
- Viva vehicle fleet and strategic initiatives program = \$0.1 billion



>> 2013 financial and procurement highlights....

funded projects

– Capital expenditures summary table at end of 2013



	Project expenditures year to date	Project expenditures inception to date	Total project budget	Project budget remaining	% remaining
BRT Rapidways and Stations	200.4	518.2	1,783.2	1,265.0	71%
Facilities & Terminals	27.1	52.3	195.9	143.6	74%
Vehicle - viva Buses	24.6	48.5	48.6	0.0	0%
Toronto-York Spadina Subway Extension	160.3	578.6	1,098.8	520.2	47%
Yonge-North Subway Extension	0.4	3.7	4.3	0.6	95%
YR & YRRTC Strategic Initiatives	0.6	1.4	3.2	1.8	56%
Total	\$413.3	\$1,202.6	\$3,133.9	\$1,931.3	63%

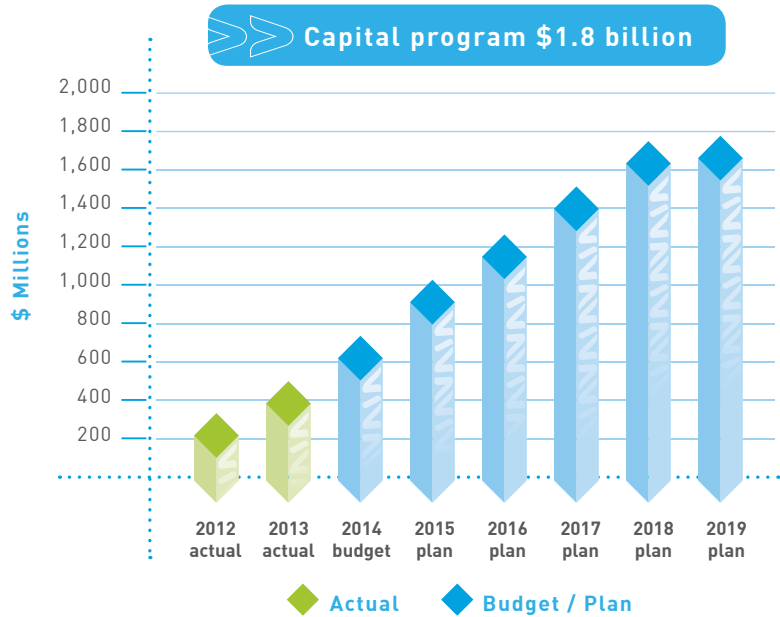
funded projects

- Active projects under construction and forecasted completion timelines

>> Bus Rapidways and Stations

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

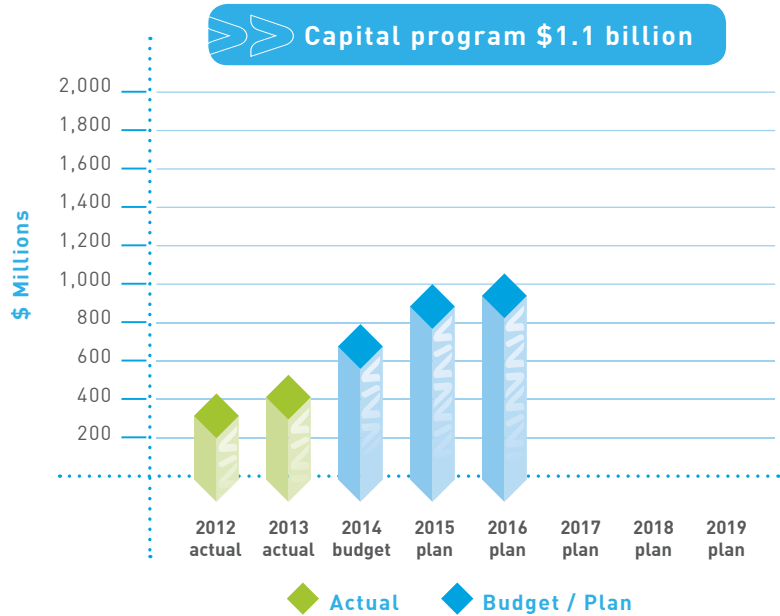
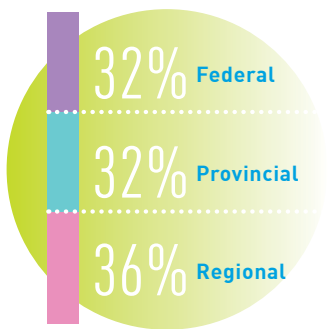
funding source



>> Subways

- Toronto-York Spadina Subway Extension

funding source



* Regional funding sources:
Region of York and City of Toronto

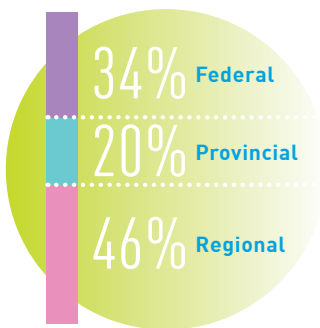


2013 financial and procurement highlights ...

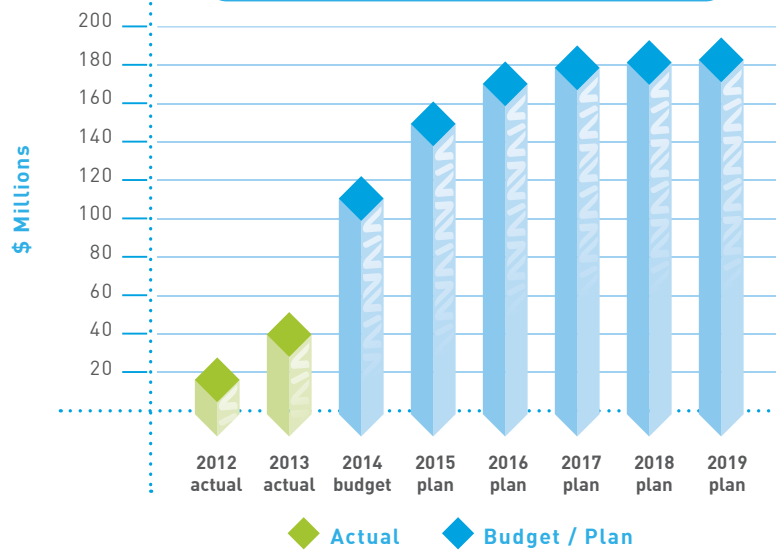
>> Facilities and Terminals

- Operations, Maintenance and Storage Facility
- Vaughan Metropolitan Centre Terminal
- Cornell Terminal
- Park 'n Ride Facilities

funding source



Capital program \$0.2 billion



procurement

58 contracts with a total value of \$29 million were awarded. Of significance:

- >> \$12.4 million for the construction of the viva BRT connection to the subway at Vaughan Metropolitan Centre Station to the Toronto Transit Commission
- >> Viva Concourse Construction Contract to TTC [TYSSE-Subway] - \$12.4 million
- >> Utility Relocation Contract to Powerstream [Bus Rapidways] - \$6.4 million
- >> Utility Relocation Contract to Enbridge [Bus Rapidways] - \$6.0 million
- >> Relocation of Union Hotel on Davis Drive [Bus Rapidways] - \$1.0 million
- >> Procurement activities geared toward Yonge Street and Infrastructure Ontario projects in preparation for the issuance of the RFP and RFQ
- >> 27 existing contracts for a total net increase of \$3.8 million or 0.3% were amended



>> social responsibility

YRRTC has demonstrated its commitment to engaging and listening to the public, and to taking great care to minimize the impacts of construction on residents, business owners and commuters as much as possible.

YRRTC launched its *Pledge* campaign in 2011, which publicly promised to design and build the most efficient, most environmentally responsible and most beautiful rapid transit system possible for the benefit of the people who live and work in York Region.

Accessibility

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."

We are an active participant in creating an Accessible York Region, which is mandatory training that explores how York Region is creating accessible communities and meeting the Province's legislated accessibility requirements under the Integrated Accessibility Standards Regulation (IASR). It also identifies how the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario's Human Rights Code work together to create accessible and inclusive communities.

Mitigating environmental impacts

The vivaNext projects are founded on the investigations, analysis and commitments made during the

our pledge

We promise that our design will reflect state-of-the-art technology and transit planning and that it will incorporate detailed urban design elements for beautiful and welcoming streetscapes.

We also promise that our construction project will be carefully planned and implemented so as to minimize the disruption as much as possible, and to keep the noise and delays timed to reduce inconvenience for commuters and residents whenever possible.

We are committed to being careful stewards of the natural environment while we work, to ensure we cause no harm to fish or wildlife through the construction project.

And last but not least, we promise that we will be transparent and open in providing all the information people need while construction is underway. We will be available to anyone who has a question, comment or concern.



Provincial and Federal Environmental Assessment [EA] stages. These formalized processes are followed and documented to confirm that projects that are being built in a community will have minimal negative effects on the natural, social or structural environment. Equally important within the EA process is the idea that the community – including all members of the public – will have the opportunity to understand the planned project, including what impacts it is likely to have and to provide comments before the project is approved.

The EA process also looks at how a proposed project fits into a community's own plans for its future and to ensure it will enhance the community's vision for itself. Whether a project needs to go through the provincial process, the federal process, or both, depends on the type of project and the effects it will have.

The full EAs carried out for the vivaNext projects can be found online at vivanext.com.

The commitments made in an EA are tracked and progress is monitored throughout the design and construction process to ensure that all commitments have been met or exceeded.



Mitigating construction impacts

Construction of major infrastructure projects inevitably causes a measure of inconvenience. Roadworks on some of the most congested stretches of road in the GTHA are bound to be disruptive to the local community and to everyone who relies on those roads to get around.

For this reason, YRRTC has paid close attention to how our Design-Builders plan to carry out construction on all vivaNext projects. By the careful use of "construction staging," meaning doing the work in specific phases or steps to manage within the available space, impacts on Highway 7 have been mitigated to the greatest extent possible, minimizing disruption to local businesses, transit users and drivers.

YRRTC continues to work closely with business owners, property owners and local communities to ensure they are aware of construction activities and to develop specific approaches to help them deal with temporary diversions and closures.

Engaging and informing the community

YRRTC uses a team of Community Liaison Specialists to keep the local community and property owners aware of upcoming construction activities, and to work with individuals, businesses and others to work out special arrangements when possible. Community Liaisons also meet with larger groups in the community to ensure they are aware of the objectives for the vivaNext project, and to provide information.

>> corporate directory



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Paul May

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February 2014

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