
To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: York Region Rapid Transit Corporation 2012 Annual Report

Ref: YORK#4662772

Recommendation

It is recommended that:

1. The draft York Region Rapid Transit Corporation Annual Report 2012 be received and approved.
2. The York Region Rapid Transit Corporation Annual Report be presented by the Chief Executive Officer and President to York Region Council annually.

Purpose

This report provides the Board with the inaugural Annual Report, showcasing YRRTC's strong brand presence with highlights of its strategic purpose, milestones achieved in 2012 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 already developed three key corporate documents. The Annual Report will now complete that framework. The foundational corporate documents are:
 - 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:
 1. State clearly the organization's mission and relate the activities back to the mission throughout the report;
 2. Give a clear statement of performance objectives and targets and describe how they link to the mission;
 3. Tell the reader how the organization governs itself and how that governance structure reflects the mission of the organization;
 4. 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:
 - Message from the Chief Executive Officer;
 - Message from the President;
 - Corporate Governance;
 - Connecting Transit and Growth;
 - What is the vivaNext Plan – a seamless transit network;
 - Year in Review – Operational and Financial Highlights; and
 - Social Responsibility.

The main distribution channel will be online, supported by periodic hand-to-hand delivery when meeting with stakeholders

- In addition to being posted on The Regional Municipality of York's website, the YRRTC Annual Report will be posted on vivanext.com.
- The YRRTC Annual Report and YRRTC Business Plan will be available in Q1 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 (e.g. Major MacKenzie corridor) \$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 2012 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

June 4, 2013

Attachment: (1)



York Region Rapid Transit Corporation **annual report**

2012

DRAFT



way to go way to grow

convenience

transformation

changing

spring forward

shop work play

innovation

be moved

think green

evolution

growing



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message from the ceo and chair of the board

“

Public transit plays a central role in shaping York Region, and managing traffic congestion consistently rates high in importance among our residents.

”



Over a decade ago, The Regional Municipality of York made a commitment to manage future growth and promote an overall higher quality of life with its development of a strategic, visionary long-term growth plan. Since that time, we have continued to update our growth plans while remaining true to the overarching principles and vision.

York Region is the fastest growing community in the Greater Toronto and Hamilton Area [GTHA]. It has more than quadrupled from 166,060 people in 1971 to 978,600 in 2007 and is expected to reach 1.5 million by 2031.

We have a relatively young population, a highly educated and trained workforce, great work opportunities and proximity to the rest of the GTHA. And with our employment growth keeping pace with or even outstripping our population growth over the last 35 years, we know York Region will continue to be the place that people want to relocate to and employers want to invest in.

Public transit plays a central role in shaping York Region, and managing traffic congestion consistently rates high in importance among our residents. Through our efforts at York Region Rapid Transit Corporation to guide rapid transit initiatives, we are strengthening York Region as a great place to live, work, play and learn.

We value and appreciate working with our funding partners at both senior levels of government, and look forward to fully implementing York Region's vivaNext rapid transit plan and realize its many far-reaching benefits.

A handwritten signature in black ink that reads "Bill Fisch". The signature is written in a cursive, flowing style.

Bill Fisch

Chief Executive Officer and Board Chair



message from the president

“

I'm confident that we'll continue to make great progress in planning, designing and building the rapid transit network that will help shape our communities for future generations.

”



The vivaNext plan for a complete, well-connected rapid transit network is a key driver for York Region's exciting future – and it's starting to take shape.

Not only are the transformational elements of the rapid transit system already visible along Highway 7 and Davis Drive, but significant new investments are being made in transit-oriented development along all our major corridors in York Region.

2012 was a year that saw us achieve many major milestones, with progress being made on multiple projects in all our major business areas – Bus Rapid Transit, Subways and Facilities & Terminals.

Our currently funded projects, with a total program value of \$3.2 billion, will see us build 67 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. Even then, the rapid transit network will only be partially completed.

To complete the system, we are working closely with our funding partners, including Metrolinx [an agency of the Provincial Government] and the Government of Canada, to secure stable funding for the remaining segments, including our top priority – the Yonge North Subway Extension.

Working with our funding partners at both senior levels of government, and building on our proven successes of the past, York Region Rapid Transit Corporation has demonstrated competence, innovation and sensitivity to the needs of our community and stakeholders in its implementation of the vivaNext plan to date.

I'm confident that we'll continue to make great progress in planning, designing and building the rapid transit network that will help shape our communities for future generations.

Mary-Frances Turner
President



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





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

Director

Director

Director

Director

Bill Fisch

Mayor Dave Barrow, Richmond Hill

Mayor Tony Van Bynen, Newmarket

Mayor Frank Scarpitti, Markham

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

Chief Financial Officer

Chief Engineer

Design Chief, Infrastructure and Development

Chief Communications Officer

Senior Legal Counsel

Mary-Frances Turner

Michael Cheong

Paul May

David Clark

Dale Albers

Janis Ingram

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 ridership levels increase steadily to over 30 million boardings in 2012, changing the way people in York Region view transit.

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 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.

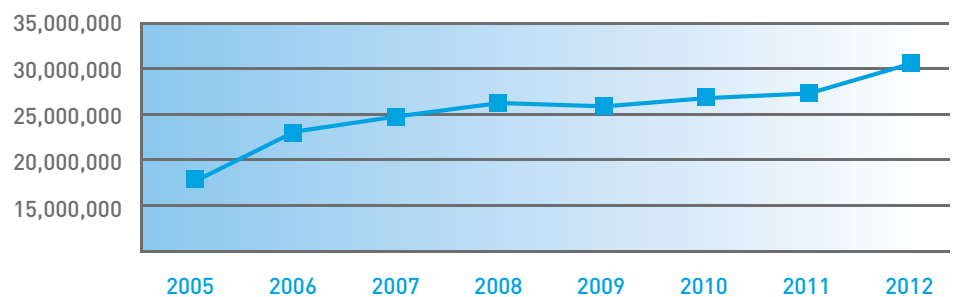
With its focus on providing a quality customer experience, QuickStart was enthusiastically received by new and existing customers and was a key driver to positively change people’s attitudes towards transit in York Region.

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.



Ridership increases

YRT+Viva Total Boardings





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.



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
- 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 in more TOD along viva routes.



.....connecting transit and growth >>



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. 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

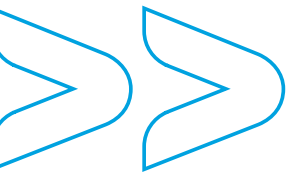




a seamless transit network

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.



Yonge Street
Highway 7 to 19th Avenue / Gamble Road



Highway 7 West
Helen Street to Yonge Street



Highway 7 East
Yonge Street to Warden Avenue



Toronto-York Spadina Subway Extension

Davis Drive
Yonge Street to Highway 404

Yonge Street
Mulock Drive to Davis Drive



* Subject to change
Map not to scale

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.



..... a seamless transit network >>

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.



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.



.....a seamless transit network >>



>> 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.



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:

unfunded projects

- 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.





year in review

2012 operational highlights



bus rapidways and stations

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



highway 7 east rapidway



markham - east and west segments



- Active construction including Bayview Towers, road widenings, median stations, streetscaping and boulevards – 60% of rapidway construction completed
- Commissioning and service to begin summer 2013 [west segment] and early 2014 [east segment]
 - » West segment – from Bayview Avenue to East Beaver Creek Road
 - » East segment – from East Beaver Creek Road to Warden Avenue





highway 7 west rapidway



vaughan

- Preliminary design work completed
- Land acquisition underway
- Construction at Vaughan Metropolitan Centre, including station and concourse connecting YRT\Viva to Toronto-York Spadina Subway Extension [TYSSE] underway in 2013 - commissioning and service to begin Fall of 2016
- Phase 2 construction, from Pine Valley Drive to Yonge Street, beginning 2016 with commissioning and service to begin Fall of 2018





davis drive rapidway



newmarket



- Detailed design work completed
- Preparatory construction activities completed
- Construction of new Keith Bridge commenced
- Commissioning and service to begin late 2014





yonge street rapidway



newmarket and richmond hill

- Preliminary design work completed
- Land acquisition underway
- Business arrangements and process framework for procurement design-build contract completed
- Commissioning and service to begin early 2018





2012 operational highlights



subways

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



toronto-york spadina >>
subway extension - TYSSE



- Tunnel boring in York Region underway – “Torkie” tunnelling south from the Highway 407 Station and headed towards Black Creek Pioneer Village Station [formerly Steeles West station]; “Yorkie” tunnelling southbound in the adjacent tunnel to “Torkie”
- Construction progressing at all 3 stations in York Region – Black Creek Pioneer Village, Highway 407 and Vaughan Metropolitan Centre
- Joint TYSSE / YRRTC project information office established and opened



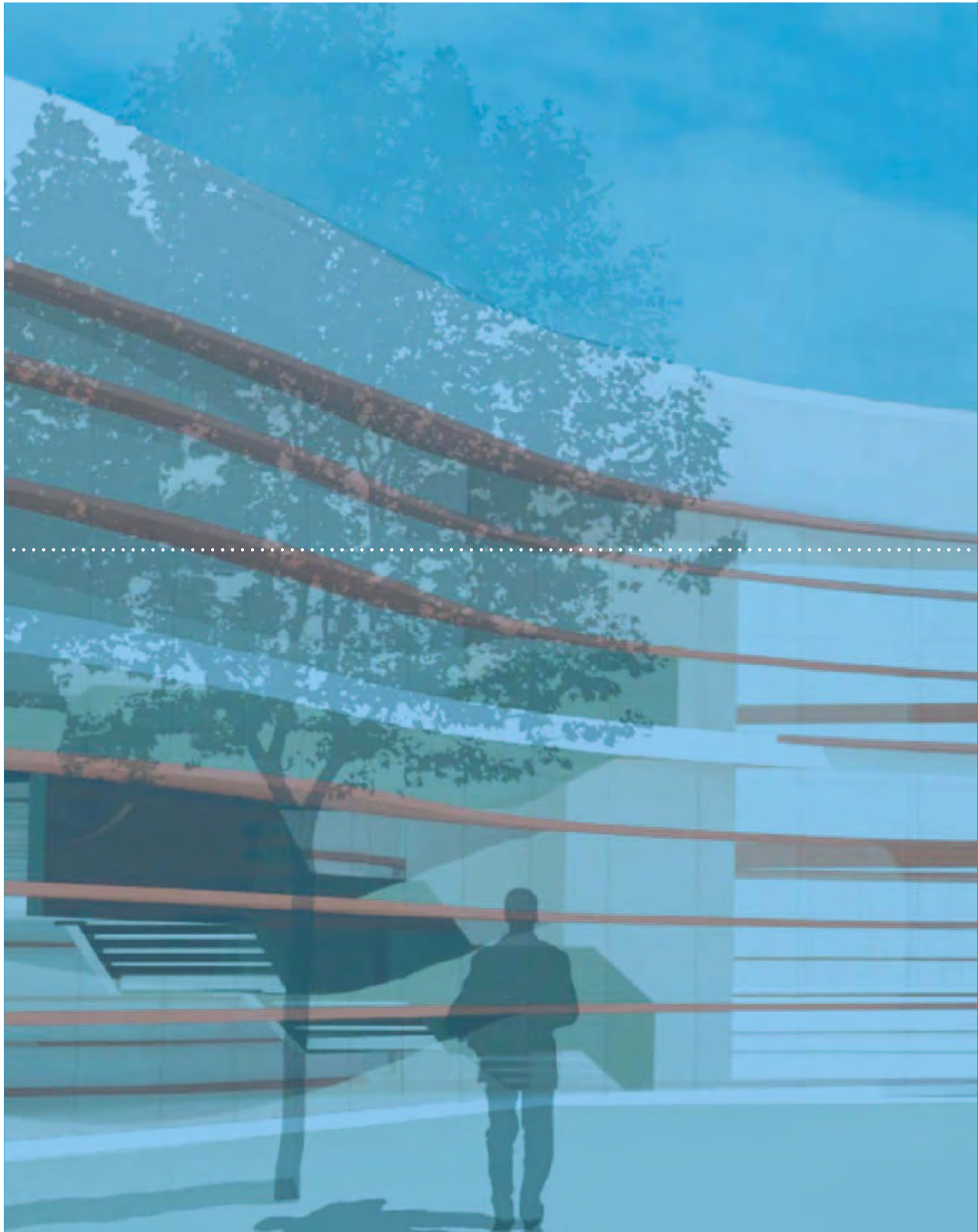


yonge north >>
subway extension



- Conceptual Design Study completed
- Location for subway train storage facility identified



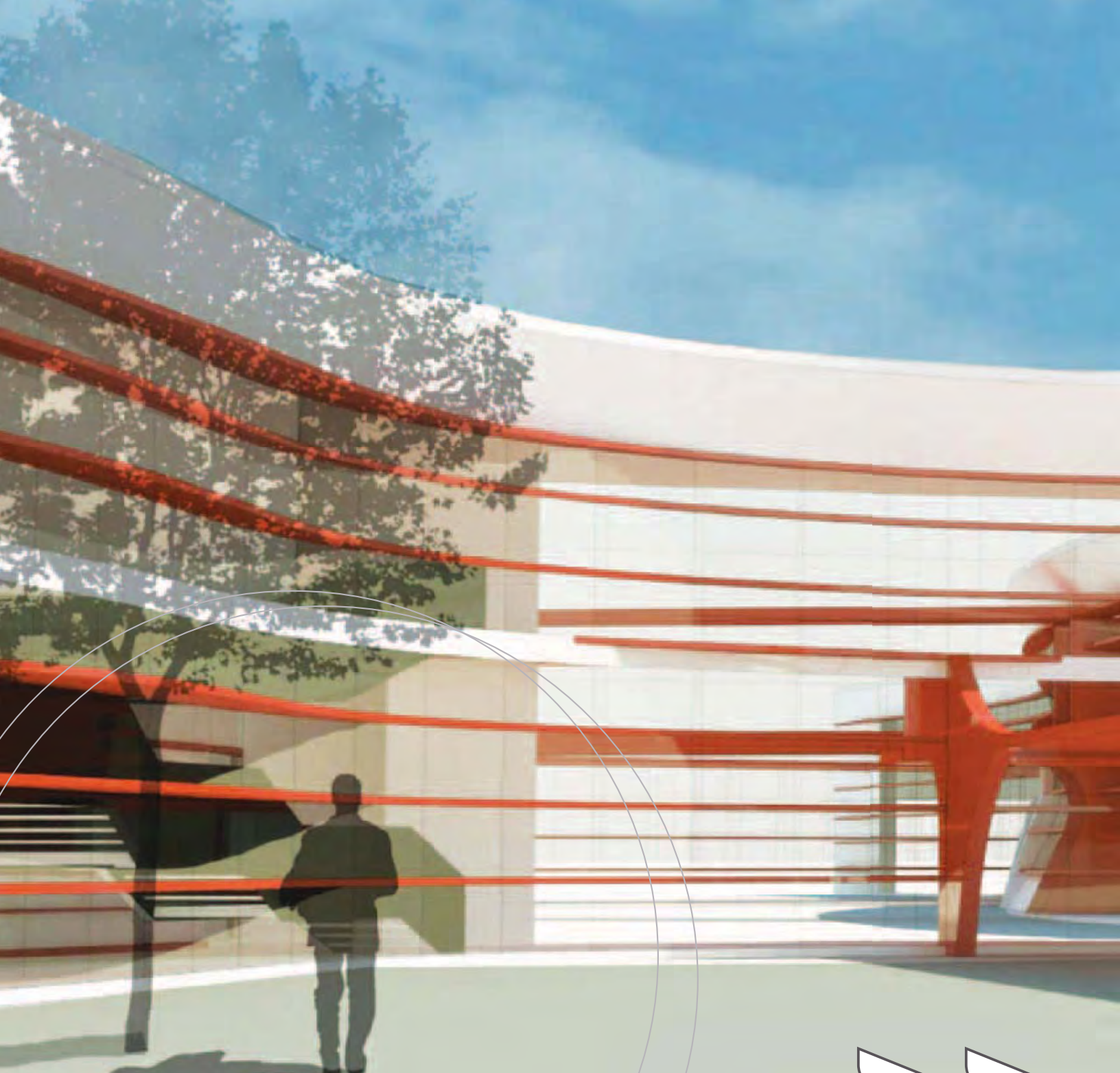


2012 operational highlights



facilities and terminals

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

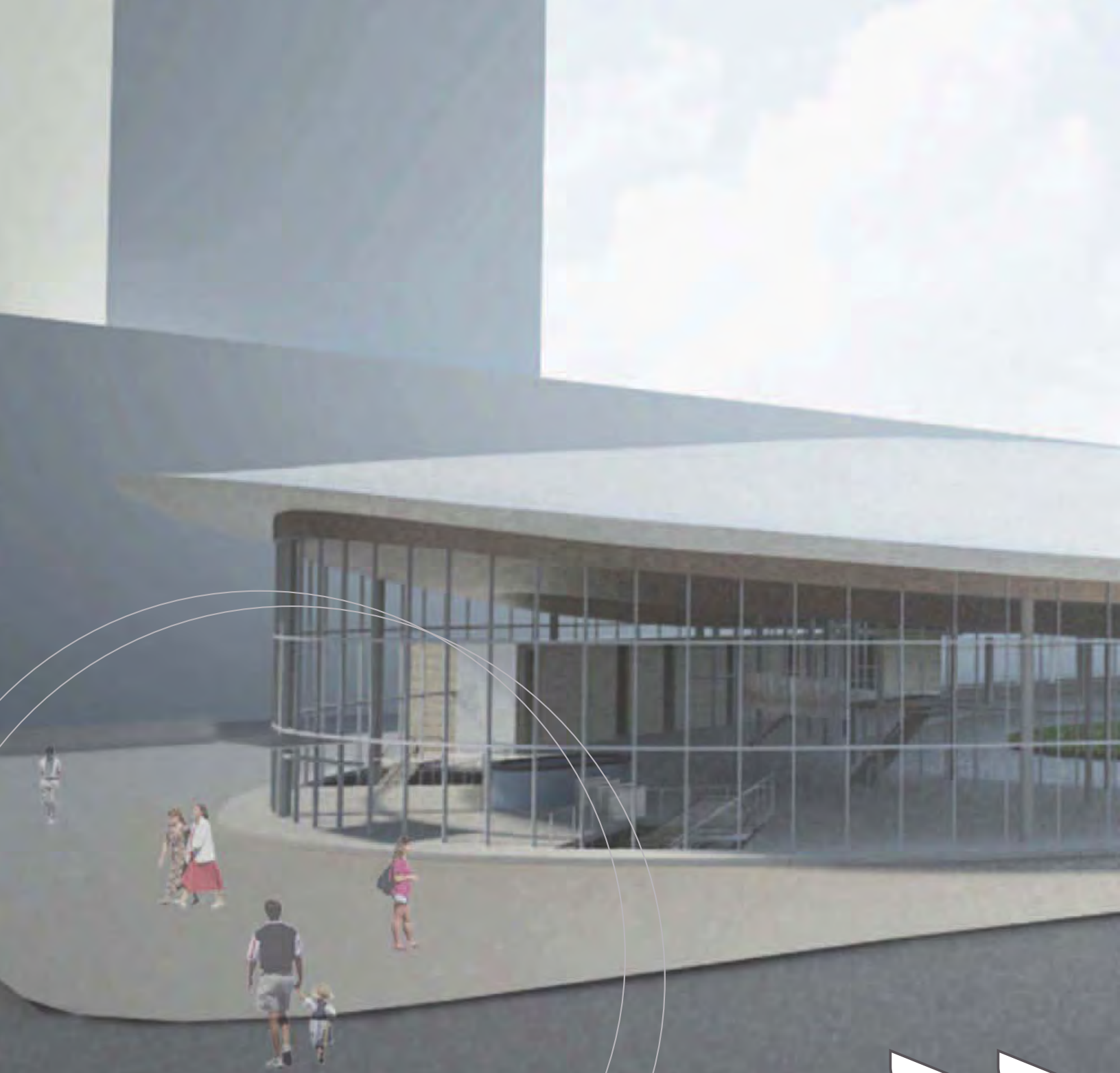


operations, maintenance
and storage facility - OMSF



- Design-build contract awarded
- Detailed design work completed
- Commissioning and service to begin mid-2015



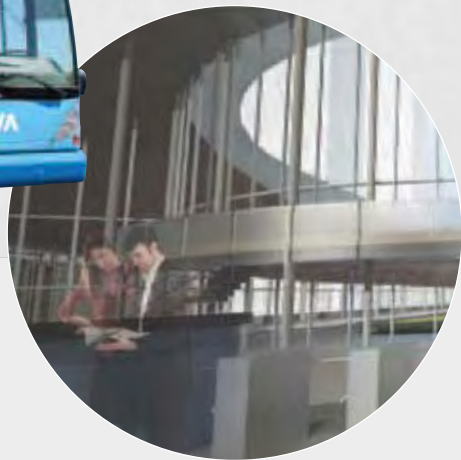


vaughan metropolitan centre bus terminal





- Finalized land requirements
- Conceptual design completed
- Commissioning and service - 2016 / 2017





2012 operational
highlights



viva vehicle fleet



viva vehicle fleet





- Additional 27 sixty-foot buses ordered
- Once received, Viva fleet will consist of 123 buses
[40 forty-foot buses and 83 sixty-foot buses]





**2012 financial and
procurement
highlights**



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

rapid transit plan versus funded projects

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



Funded projects

– Capital expenditures summary table at end of 2012

	Project expenditures year to date	Project expenditures inception to date	Total project budget	Project budget remaining	% remaining
BRT Rapidways and Stations	121.7	317.8	1,786.6	1,468.8	82%
Toronto-York Spadina Subway Extension	176.9	418.2	1,098.7	680.5	62%
Yonge-North Subway Extension	2.6	3.3	78.5	75.2	96%
Facilities & Terminals	6.5	25.2	195.3	170.1	87%
Viva Vehicle Fleet and Strategic Initiatives	0.8	24.8	52.2	27.4	53%
Total	\$308.50	\$789.30	\$3,211.30	\$2,422.00	75%



2012 financial and procurement highlights

Funded projects

- Active projects under construction and forecasted completion timelines

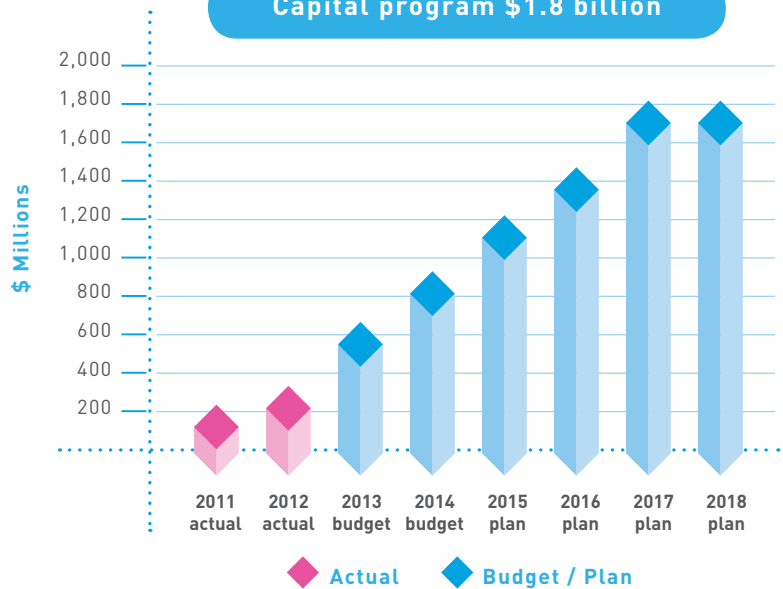
>> Bus Rapidways and Stations

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

funding source

Provincial 100%

Capital program \$1.8 billion



>> Subways

- Toronto-York Spadina Subway Extension

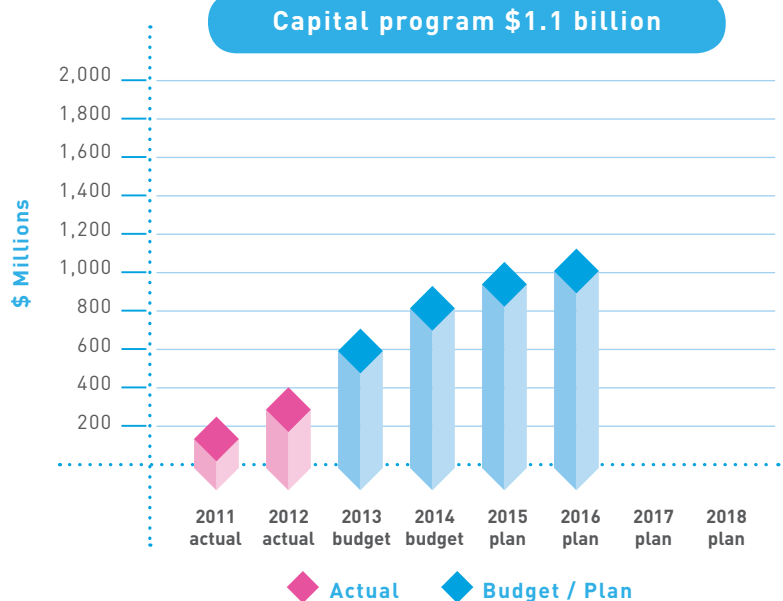
funding source

Federal 32%

Provincial 32%

Regional 36%

Capital program \$1.1 billion



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

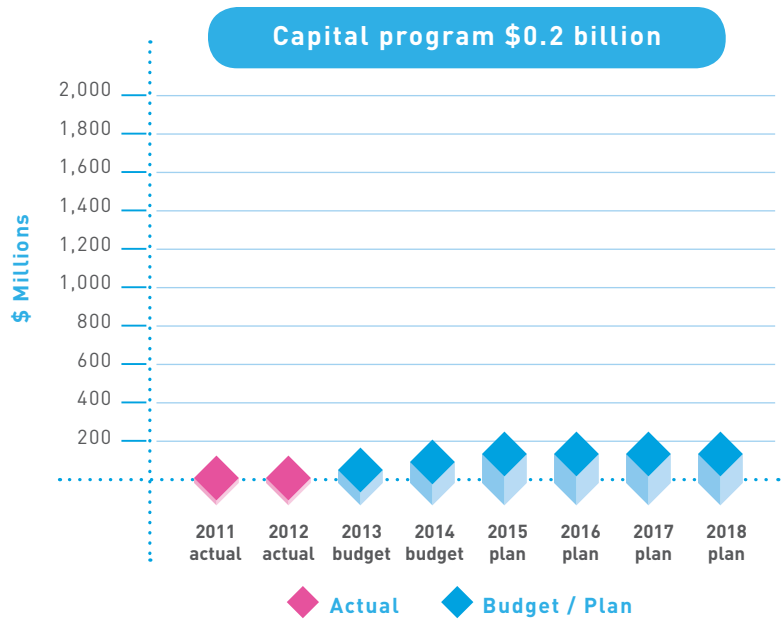
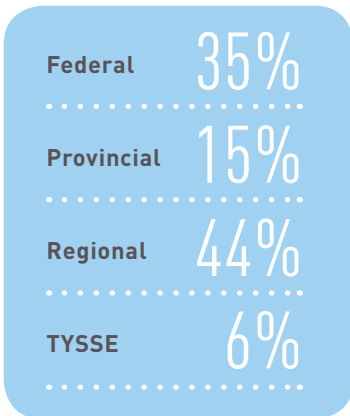


2012 financial and procurement highlights

» Facilities and Terminals

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

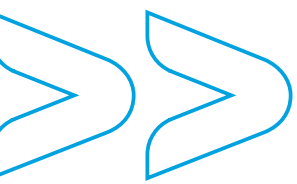
funding source



Procurement

In 2012, 59 contracts with a total value of \$339.4 million were awarded, including:

- » Design-build contract to Kiewit-EllisDon [KED] for \$158.0 million – Highway 7 West, Vaughan Metropolitan Centre bus rapidway and stations
- » Design-build contract to PCL Construction for \$103.8 million – Operations, Maintenance and Storage Facility in Headford Business Park, Richmond Hill
- » McCormick Rankin [MRC] for \$50.0 million – Owner’s Engineer Services, over a period of five years, with an option for five additional years
- » Nova Bus for \$24.1 million – purchase of 27 sixty-foot articulated vehicles



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.



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.

Mitigating environmental impacts

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



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