







Highway 7, City of Markham

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>> message from the Chairman of the Board



“It’s important to continue strengthening mobility connections across municipal borders – while improving the overall rapid transit network to serve the needs of commuters in York Region and the GTA.”



In 2018, steady progress was made with many of York Region's rapid transit projects. I'm pleased to note the Yonge Subway Extension project has proceeded with preliminary design and engineering in the past year, ensuring this vital project will be ready for construction when it receives full project funding. All levels of government made it possible for the design and engineering work to happen, including \$55 million from the Province of Ontario and \$36 million in Government of Canada funds dedicated by York Region.

It's important to continue strengthening mobility connections across municipal borders, to provide more commuting options, shorten travel times and help reduce traffic congestion. Projects like the Yonge Subway Extension, and the Line 1 extension from Sheppard West to Vaughan Metropolitan Centre that opened in 2017, are key projects improving transportation in the heart of the Greater Toronto Area.

Metrolinx's GO Expansion program, and connections between York Region and Pearson Airport, will also bring faster and more frequent service.

Within York Region, the bus rapid transit project in Woodbridge and Thornhill made significant headway toward opening rapidway segments in 2019, and the rapidway on Yonge Street in Newmarket and Richmond Hill reached milestones throughout the year. Bus terminals in Markham and Vaughan are also moving forward with construction.

The knowledge and experience York Region Rapid Transit Corporation's team brings to the design, planning and deployment of each project ensures a legacy of quality infrastructure that will last for generations.

The facts and statistics in this report show the positive results of these wise investments. Building rapid transit has prepared our region for growth, and laid the groundwork for a prosperous future.

Frank Scarpitti

Chair of the Board, York Region Rapid Transit Corporation
Mayor, City of Markham

>> message from the CEO



“We have the opportunity to leave behind
a legacy of transportation investments.”



One of our biggest priorities in this term of Council is transportation and addressing how people move across the Region. Planning, building and operating convenient and reliable transit is vital to ensuring we provide transportation options for our growing communities. These transit investments are helping people travel today and preparing for the planned growth along key development corridors.

York Region is home to 1.2 million people, 52,000 businesses and 636,600 jobs. We are expected to grow to 900,000 jobs by 2041.¹ Most of this growth is planned in our largest cities and towns, and along the busy streets connecting them. To prepare for this growth, bus rapid transit and subway expansion needs to continue. Rapid transit has proven its benefits, including faster travel times, fewer collisions and new business development.

The Yonge Subway Extension – York Region's number one transit priority of York Regional Council – is moving forward with design and engineering to be construction ready. This project will provide the missing link to transit in the Greater Toronto Area, reducing commutes and traffic congestion for those who live, work and commute in York Region.

The end of 2018 marked the beginning of a new council term. We now have the opportunity to leave behind a legacy of transportation investments. It's more than dedicated lanes for transit – it's new utilities, accessible sidewalks and infrastructure like bridges, all used by York Region's residents and businesses.

There is more to come, and this report highlights the positive results of investing in transit.

Wayne Emmerson

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

>> message from the President



“Great partnerships are vital
to the success of our work.”



Tremendous progress has been made on advancing York Region's rapid transit network in the past decade, connecting our major centres in Newmarket, Markham, Richmond Hill and Vaughan with dedicated bus rapid transit lanes and the first of two subway connections to Highway 7. Great partnerships are vital to the success of our work, and at York Region Rapid Transit Corporation, we highly value the great partnerships with all levels of government, the community and the private sector, that have made this work possible.

Our work integrates all of the elements that set the stage for the transformation of the regional Centers and Corridors. Known as "complete streets," tree-lined boulevards, walkways and bicycle paths provide attractive spaces for pedestrians to interact with the existing community and emerging transit-oriented development. Below the street, a whole new world of utilities provide for the existing and next generation of development. Aboveground, our red rapidways and attractive bus rapid transit stations act as placemaking elements in the community, anchoring important destinations for economic investment and mobility.

2018 has been a solid year of progress on the last two segments of the funded bus rapid transit program: Highway 7 between Pine Valley Drive and Bathurst Street, and Yonge Street in Newmarket and Richmond Hill. In addition, our facilities team advanced the construction of two bus terminals in Vaughan Metropolitan Centre and Cornell. Our partnership with Metrolinx, TTC and Toronto saw us advance the preliminary engineering work on the Yonge Subway Extension and we are very excited to be working on this phase of the project.

There are more projects to come, and we're exploring all funding options and ensuring the projects are construction ready. The Yonge Subway Extension is the number one transit priority in York Region. The flexibility of bus rapid transit projects means new segments can be built with smaller-scale financing, and most of the environmental assessments for future bus rapid transit projects are already complete.

To those living or working near our projects, we thank you for your patience. The staff at York Region Rapid Transit Corporation are truly passionate about our work in your community. It is a true privilege to work with you on these multi-generational projects.

A handwritten signature in black ink that reads "Mary-Frances Turner". The signature is fluid and cursive, with a long, sweeping underline.

Mary-Frances Turner

President, York Region Rapid Transit Corporation



vision

Re-imagining communities,
connecting people and
places seamlessly.



mission

YRRTC collaboratively plans, designs and delivers innovative mobility and rapid transit solutions to connect and transform communities.

values

Leadership

An innovative, results-driven workplace that drives change to achieve excellence.

Integrity

A professional workplace that demonstrates openness, respect, honesty and trust.

Collaboration

Open communications and collaboration to foster strong community and business partnerships.

Inclusion

A diverse, inclusive, supportive, and caring environment that contributes to socially strong and sustainable communities.

Fulfillment

A safe and healthy work environment that promotes happiness, engagement, continuous learning and a good work-life balance.



Rural-MH Hospital via En route to Hospital via Highway 7 21 min
9:21 PM

corporate governance

mandate

York Region Rapid Transit Corporation [YRRTC] is responsible for the planning, design and construction of the rapid transit network and related infrastructure. The expertise of YRRTC lies in project management – design and engineering, procurement and financial management, and community relations. A proven record of disciplined, community-focused project implementation, transparency and collaboration helps get the job done. Project management is backed by knowledge, leadership and innovation in planning great cities.

governance

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



Chair of the Board
Frank Scarpitti
Mayor
Markham



Vice-Chair of the Board
Maurizio Bevilacqua
Mayor
Vaughan



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



Director
Dave Barrow
Mayor
Richmond Hill



Director
John Taylor
Mayor
Newmarket



Director
Jim Jones
Regional Councillor
Markham



Director
Mario Ferri
Regional Councillor
Vaughan

executive management team and reporting

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



President
Mary-Frances Turner



Executive Vice-President, Project Implementation
Paul May



Chief Financial Officer and Treasurer
Michael Cheong



Chief Infrastructure and Development
Stephen Hollinger



Chief Communications Officer
Dale Albers



Chief Legal & HR Officer, & Corporate Secretary
Antoinette Bozac



building for future generations >>



growing communities

YRRTC is building infrastructure for a future that includes fast, convenient transit options, updated utilities and attractive, walkable places. There's more to come.

smart investment and growth

We see the results - smart investment and growth - taking shape along York Region's centres and corridors. Rapid transit is moving people, from home to work and back again, keeping the economy growing and helping to build strong, vibrant city centres.

The strength of our network becomes exponential with new subway connections - the TTC Line 1 subway extension in Vaughan that opened in 2017, and the Yonge Subway Extension.

downtown destinations

Centres - cities and towns - walkable, transit-oriented communities

- Vaughan Metropolitan Centre - Highway 7 and Jane Street
- Markham Centre - Highway 7 and Warden Avenue
- Newmarket Centre - Yonge Street and Davis Drive
- Richmond Hill/Langstaff Gateway - Highway 407 and Yonge Street

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

Smart growth - the heart of York Region's 2041 Transportation Master Plan. Planning new growth in our downtown areas where there is already development, and planning it hand-in-hand with transit.



2041 Regional Transportation Plan
» Metrolinx

123,200

jobs in centres and corridors²

92%

of new residential units in centres and corridors from 2012-2017 were condos or rental apartments²

17%

of residents use transit as the primary mode of commuting for trips longer than 15 km³





1 Newmarket Centre



2 Vaughan Metropolitan Centre



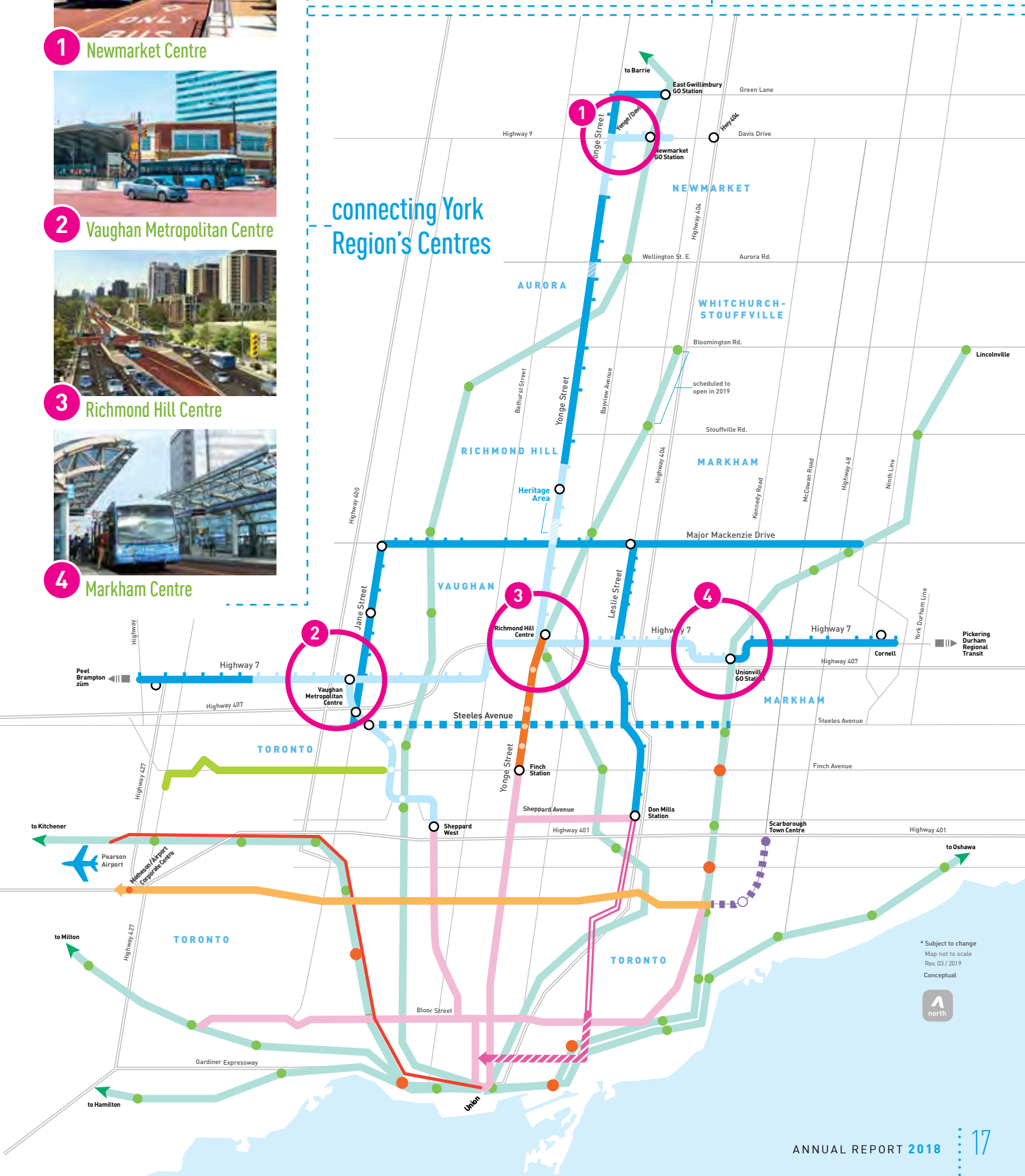
3 Richmond Hill Centre



4 Markham Centre

- Unfunded Rapid Transit
- Funded Rapid Transit
- Proposed Yonge Subway Extension
- Line 1 Extension
- GO / RER / Metrolinx
- Future Service to be determined
- Proposed Relief Line South / North
- Existing TTC Subway
- Finch West LRT
- SmartTrack
- Eglinton Crosstown / LRT
- Union Pearson Express
- Proposed Scarborough Subway
- Terminals

connecting York Region's Centres



* Subject to change
Map not to scale
Rev. 03 / 2019
Conceptual



more funded transit is needed

population by 2041
1.2 million residents to

1.79 million
residents¹



employment by 2041
636,600 jobs to

900,000 jobs¹

changing demographics
= changing needs

more seniors and young adults
will live in York Region



Yonge Subway Extension

- The Yonge Subway Extension is ready to move to full engineering and construction, in anticipation of \$5.6 billion in capital funding
- Preliminary engineering is underway with Metrolinx, City of Toronto and the TTC



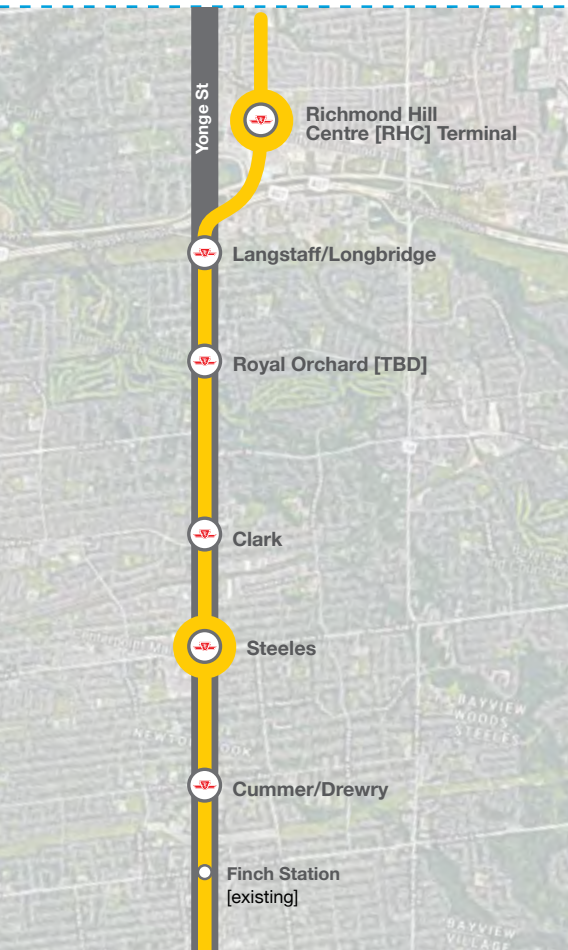
next phase of Bus Rapid Transit

- Environmental Assessments completed for the majority of projects
- Ready to move to preliminary engineering, design and construction
- A connected, seamless rapid transit system gives York Region residents travel choices

Yonge Subway Extension



capital project cost: \$5.6 billion [2018 dollars]



the number one transit priority for York Region

The Yonge Subway Extension [YSE] is moving forward with preliminary design and engineering. Funding for full construction is needed and YRRTC is looking at all sources, including the Federal and Provincial Government, and private investment.

165,000 riders / day
[2 people / second]⁴



over 60,000 new jobs
along the YSE corridor by 2031⁵



up to 2,500 fewer bus trips
/ day on Yonge⁴

7,000 tonnes / year less
greenhouse gases⁶

Takes at least
10 years to build

Connects to Markham and Vaughan, two of the largest employment megahubs in the GTA, which combined with the hub at Pearson airport, have more jobs than downtown Toronto.⁷



89% of York Region residents want the Yonge Subway Extension⁷

status update

- Partial funding for preliminary engineering was provided by the Province of Ontario through Metrolinx [\$55 million in 2016] and by the Government of Canada [\$36 million in 2017]
- Preliminary engineering is underway for the YSE with Metrolinx, City of Toronto and the TTC
- 36 Development Applications/Proposals received along the Yonge corridor as of the end of 2018, including new 60-storey towers at Yonge & Steeles, and Yonge & Langstaff⁵
- Projected development and ridership numbers for Royal Orchard Station continue to be reviewed, pending further engineering

critical connections

The Yonge Subway Extension will be a vital part of the mobility hub at Highway 7 and Yonge Street, allowing those who live or work in York Region to travel across the region and beyond.

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

moving ahead

YRRTC continues to work with our partners to integrate our YSE planning and project expertise with the priorities of our senior levels of government, key partners and stakeholders.

Viva bus rapid transit



capital project cost: \$5.4 billion [2018 dollars]



75 km unfunded Bus Rapid Transit

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

a strong transit system

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

Bus Rapid Transit is recognized globally for its affordability and flexibility – reliable, fast transit that is comparably economical to build, sustainable in a winter climate, and expandable to meet new demand.

Businesses and employees need bus rapid transit to get to the increasing number of jobs in York Region. In the last five years York Region's employment has grown at an average annual rate of 2.6%, higher than national [1%], provincial [1.2%] and GTA [1.6%] growth rates.

picture 2041

 **1.79** million residents¹

25,000 more people moving here every year⁸

300,000 more jobs projected in York Region¹

61% increase in travel demand during morning peak period⁹

REQUIRES \$5.4 BILLION IN FUNDING

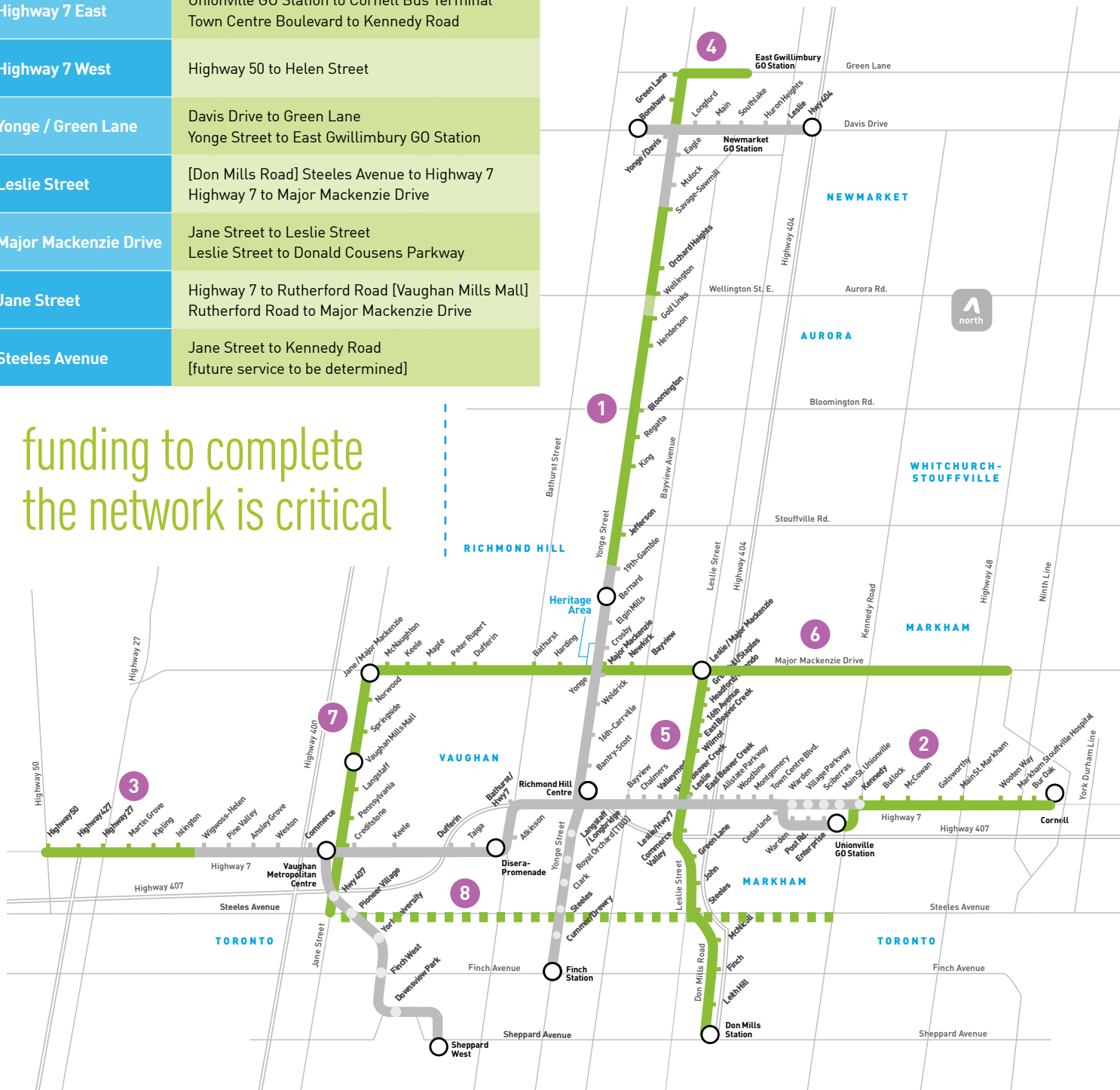
morning peak ridership will increase by
75-92% across these future
rapid transit corridors¹⁰

peak ridership will increase by
83.3% on Yonge Street, from
northern Richmond Hill
to Newmarket¹⁰

future rapidways - unfunded

1	Yonge Street	19th/Gamble to Mulock Drive
2	Highway 7 East	Unionville GO Station to Cornell Bus Terminal Town Centre Boulevard to Kennedy Road
3	Highway 7 West	Highway 50 to Helen Street
4	Yonge / Green Lane	Davis Drive to Green Lane Yonge Street to East Gwillimbury GO Station
5	Leslie Street	[Don Mills Road] Steeles Avenue to Highway 7 Highway 7 to Major Mackenzie Drive
6	Major Mackenzie Drive	Jane Street to Leslie Street Leslie Street to Donald Cousens Parkway
7	Jane Street	Highway 7 to Rutherford Road [Vaughan Mills Mall] Rutherford Road to Major Mackenzie Drive
8	Steeles Avenue	Jane Street to Kennedy Road [future service to be determined]

funding to complete
the network is critical





corporate strengths >>



project management



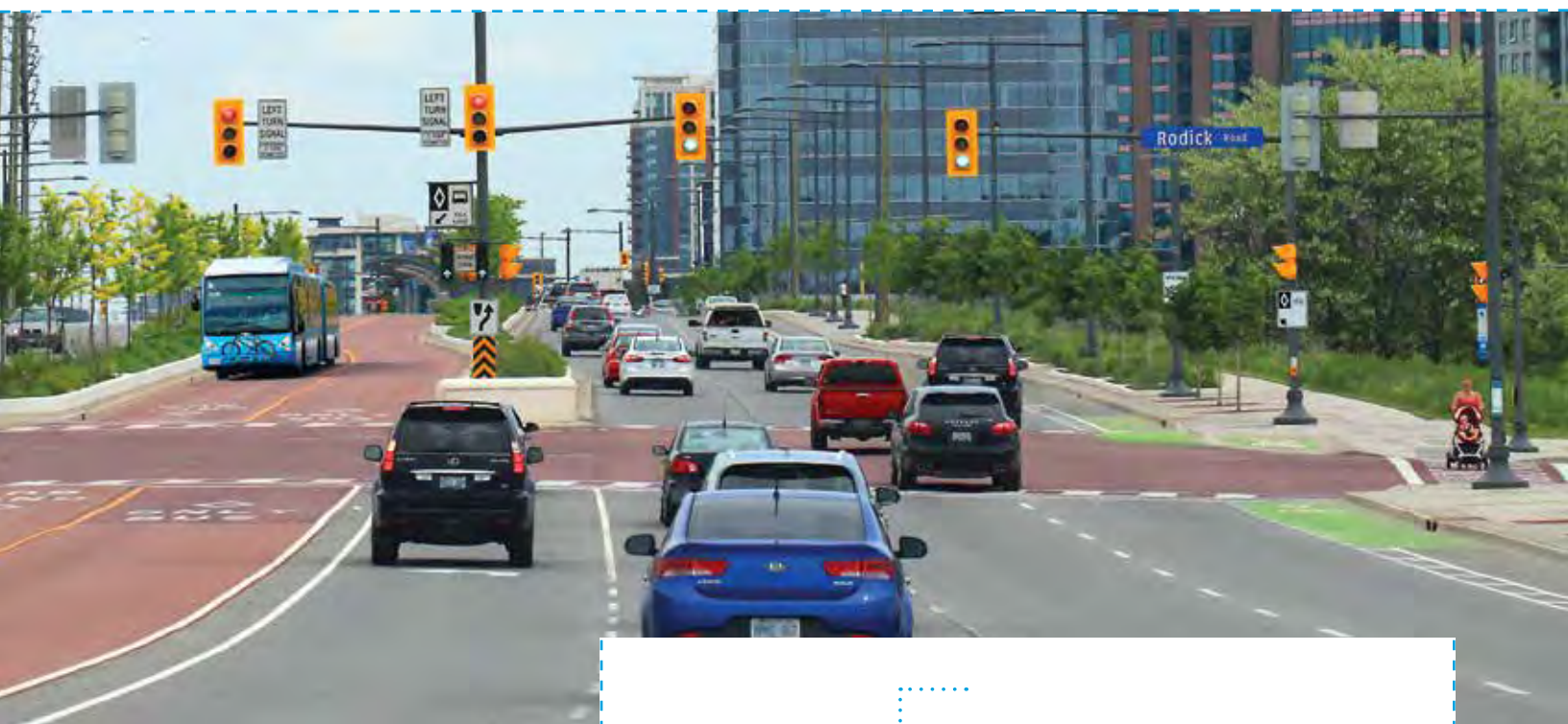
transit infrastructure experts

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

designing for smart investment

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

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



focusing on the community

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

Each project has a team dedicated to updating the community with detailed construction updates, enabling those who live, work or commute in the area to understand and plan ahead for construction. With each project, we've fine tuned processes and practices to increase efficiency and reduce risk. Projects are thoroughly tracked and reported on, recognizing the importance of transparency and measurement for all partners and stakeholders.

all in one + project management
community focus



innovation and strategy

partnerships make it happen

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

our partners

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



strategic opportunities for stronger connections

Infrastructure and community planning are intrinsically linked. Metrolinx's 2041 Regional Transportation Plan looks at the big picture of how York Region's transit connects to the Greater Toronto and Hamilton Area as a whole. YRRTC forges strong connections where rapid transit corridors intersect with the Province's GO Expansion program in York Region. The end result is higher density development along rapid transit corridors.

the future is about choice, flexibility and frequency

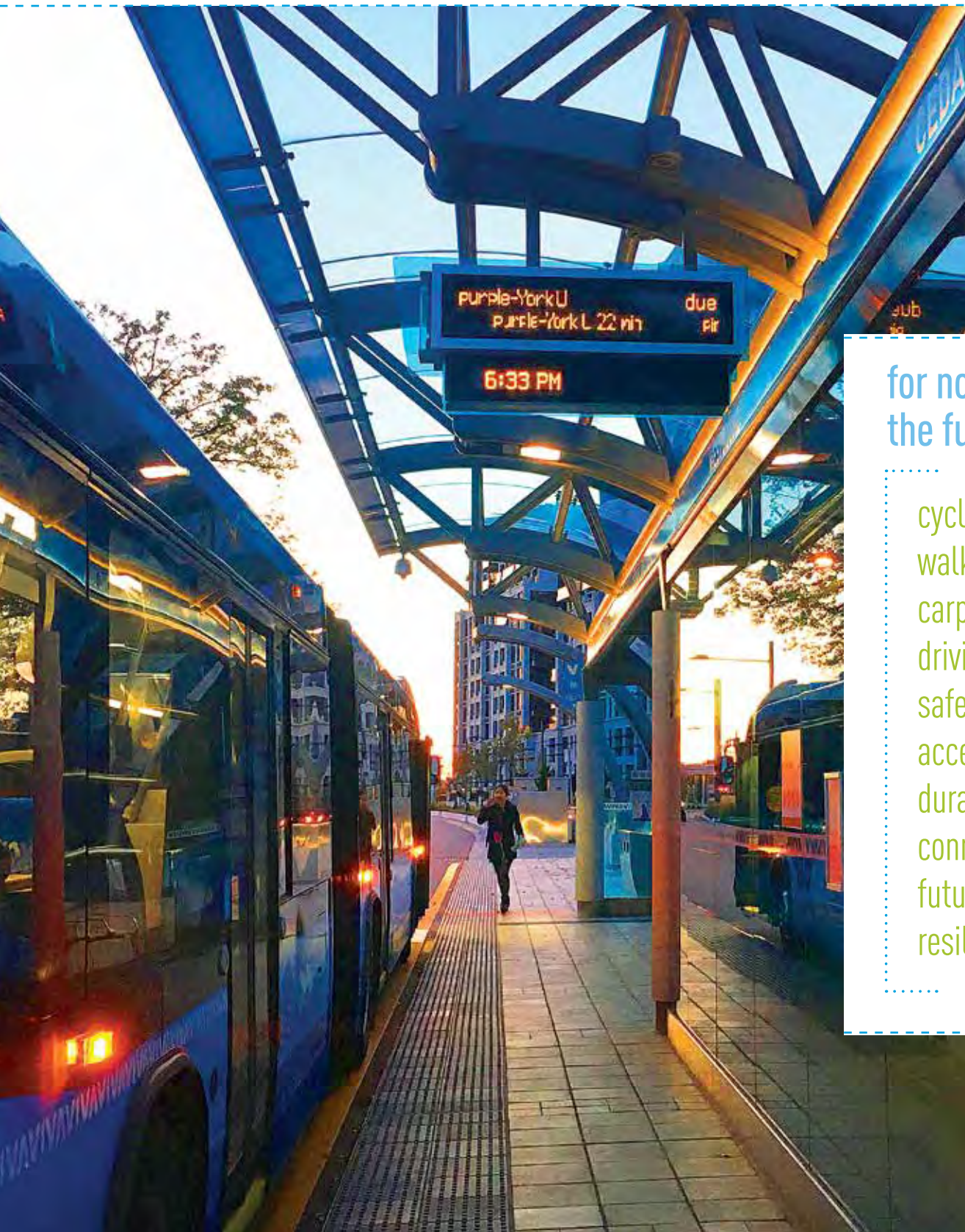
Self-driving cars. The sharing economy. A new culture of mobility. Transportation is changing, and we need to adapt and change with it.



YRRTC aims to be an early adopter of changes in place-making, mobility, technology and sustainability:

- Keeping an eye on innovations and open to partnerships that build on our expertise
- Researching worldwide best practices and strategies in civic innovation
- Helping establish governance, business models, legislative or legal tools to enable York Region to move forward with new, innovative projects

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



for now and
the future

cycling
walking
carpooling
driving
safety
accessibility
durability
connections
future development
resiliency

global recognition



2018

Engineering Medal
in Management,
awarded to Paul May,
Executive Vice-President,
Project Implementation,
from the Ontario
Society of Professional
Engineers [OSPE]



YRRTC's innovative work in the rapid transit is attracting attention on a global scale

on the world stage

Los Angeles » Presented on the topic of "Bus Rapid Transit Implementation" at the National BRT Conference hosted by the US Transportation Research Board

Vancouver » Co-presented on the topic of Bus Rapid Transit implementation for Urban Communities at the Canadian Institute's Urban Transit Infrastructure West conference

Ottawa » Panelist on the topic of Procurement, Community Benefits and Businesses Cases at a P3 Hub hosted by the Canadian Council for Public-Private Partnerships [CCPPP]

Toronto »

- Panelist on the topic of Community Building, Development and Land Use at the Land and Development Conference hosted by Canadian Real Estate Forums
- Keynote presenter on the topic of Trends and Future Innovation at the Municipalities of the Future Symposium, hosted by

York University's School of Public Policy and Administration

- Presented on the topic of Bus Rapid Transit at the Canadian Urban Transit Association's annual conference
- Moderator on the topic of Procurement, Community Benefits & Business Cases at the Community Benefits Summit hosted by York University
- Led a roundtable discussion at the National Conference on Public-Private Partnerships, hosted by CCPPP
- Presented on the topic of opening multiple infrastructure projects on the same day, at the annual Canadian Municipal Communications Conference

showcasing York Region

Hosted tours showing participants from across Ontario and Canada York Region's connected bus rapid transit and subway infrastructure.



VivaNext blog called out by Feedspot as #55 on the Top 100 Urban Planning Blogs



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

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

- 2017 - [Award of Merit](#)
Vaughan Urban Design Awards
- 2017 - [Top 10 Public Works Leader Award to Paul May, Chief Engineer](#)
American Public Works Association [APWA]
- 2016 - [Certified LEED Silver](#)
Canada Green Building Council
- 2016 - [National Corporate Leadership Award, Communications \[Business Support\]](#)
Canadian Urban Transit Association [CUTA]
- 2016 - [Top 100 Biggest Infrastructure Projects – No. 36 in Canada](#)
ReNew Canada magazine
- 2015 - [Engineering Project of the Year Finalist](#)
Professional Engineers of Ontario, York Chapter
- 2015 - [Top 10 Roads List – No. 2 in North America](#)
Roads & Bridges Magazine
- 2015 - [National Transit Corporation Recognition Award, Communications](#)
Canadian Urban Transit Association [CUTA]
- 2014 - [Project of the Year Award](#)
American Public Works Association [APWA]
- 2014 - [Hermes Creative Awards](#)
Association of Marketing and Communication Professionals [AMCP]
- 2013 - [Project of the Year Award](#)
Professional Engineers Ontario - York Chapter [PEO]
- 2013 - [Project of the Year Award](#)
Ontario Public Works Association [OPWA]
- 2008 - [Global Excellence Award](#)
Delcan
- 2007 - [The Bell Technology Award](#)
Newmarket Chamber of Commerce
- 2007 - [Planning Excellence, Transportation and Infrastructure Award](#)
Canadian Institute of Planners
- 2006 - [Transportation Over \\$50 Million - Design-Build Excellence Award](#)
The Design-Build Institute of America
- 2006 - [Peter J. Marshall Municipal Innovation Award](#)
Association of Municipalities of Ontario
- 2006 - [Innovation Award](#)
American Public Transportation Association
- 2006 - [Canadian Project of Excellence - Environmental Impact Award](#)
Canadian Institute of Planners
- 2005 - [Sustainable Urban Transportation Award](#)
Transportation Association of Canada



projects underway

bus rapid transit >>

- **Highway 7 West rapidway**
» Woodbridge, Vaughan
- **Bathurst and Centre / Highway 7 rapidway**
» Vaughan
- **Yonge Street rapidway**
» Newmarket
- **Yonge Street rapidway**
» Richmond Hill





project
status
under
construction



bus rapid transit

Highway 7 West rapidway

Woodbridge, Vaughan



>> construction underway

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

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

>> moving ahead

- Concrete deck poured on Highway 7 bridge expansion
- Sidewalk paver stones and planter boxes underway
- All five vivastations well under construction
- Storm sewers installed
- Opening for service by the end of 2019





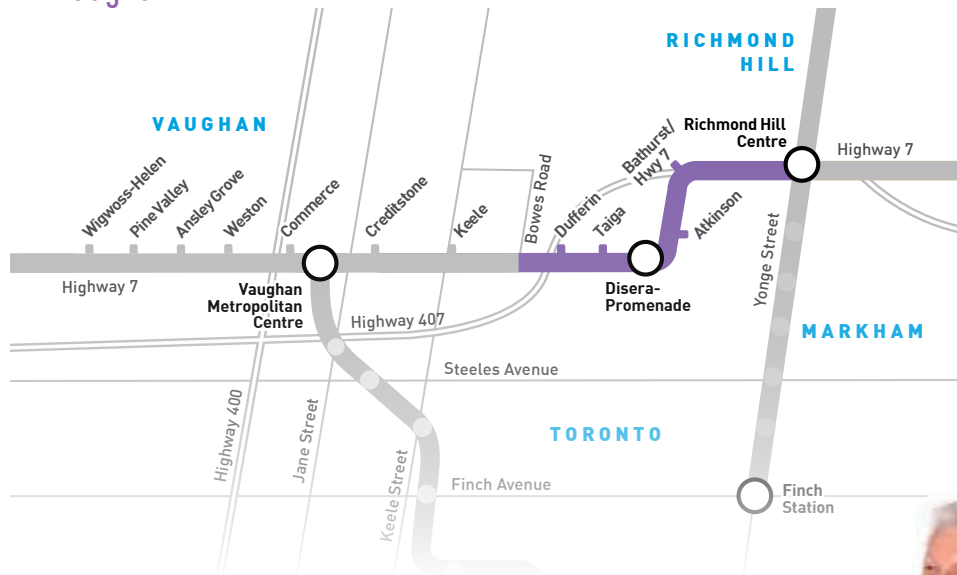
project
status
under
construction



bus rapid transit

Bathurst and Centre

Vaughan



>> construction

This rapidway includes segments of Centre Street and Bathurst Street, and also Highway 7 between Bathurst and Yonge Street:

- 8.1 kilometres of rapidway and five vivastations
- Raised bike lanes with bike boxes at intersections
- A shared-use path from the connector road at Highway 7 and Bathurst Street to Yonge Street and the Richmond Hill Centre Terminal

>> excellent progress has been made

- Red asphalt and top layer paving on Highway 7 from Bathurst to Yonge complete
- Sidewalk paver stones and planter boxes underway on Centre
- All five Vivastations well under construction
- Base layer paving on Bathurst and Centre
- Utility work completed
- Opening for service by the end of 2019





project
status
under
construction



Yonge Street rapidway Newmarket



>> an important corridor

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

- Approximately 2.4 kilometres of rapidway
- Three new vivastations

>> progress underway

- Road and boulevard nearing completion on the west side of Yonge
- Road widening completed on the east side of Yonge
- Traffic shifted to create a centre median
- Construction began on vivastation platforms at Mulock, Eagle and Davis



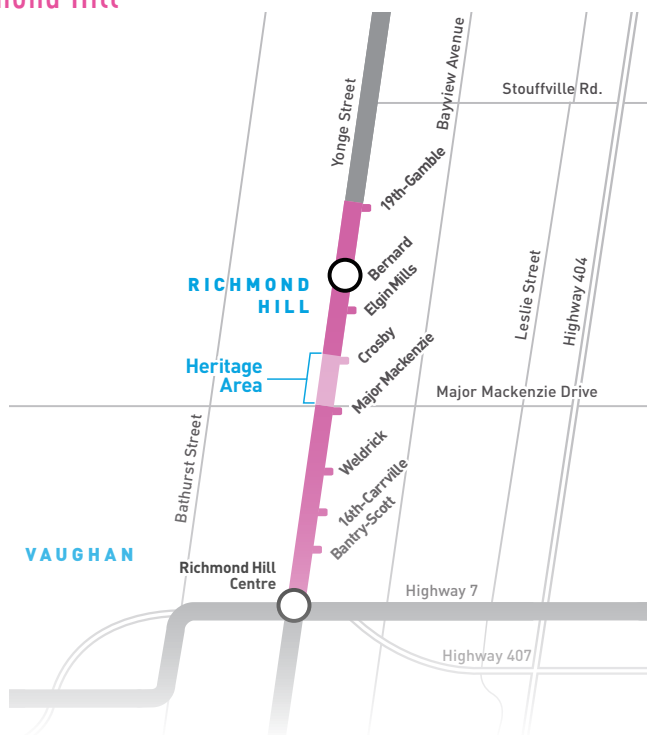


project
status
under
construction



bus rapid transit

Yonge Street rapidway Richmond Hill



>> updates on Yonge

On Yonge Street in Richmond Hill, from Highway 7 north to Major Mackenzie, and from north of the heritage area to 19th / Gamble, this project is bringing:

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

>> work completed or underway

- Utility civil works nearing completion, including new water and gas mains, hydro, etc.
- Road widening activities underway in certain areas along Yonge
- New curbs, concrete sidewalks, and base layer asphalt complete in some areas along Yonge



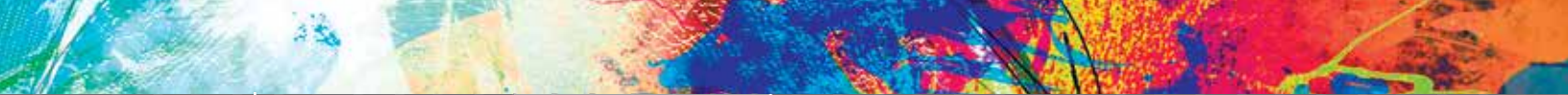


projects underway

terminals >>

- SmartCentres Place Bus Terminal
» Vaughan
- Cornell Terminal
» Markham





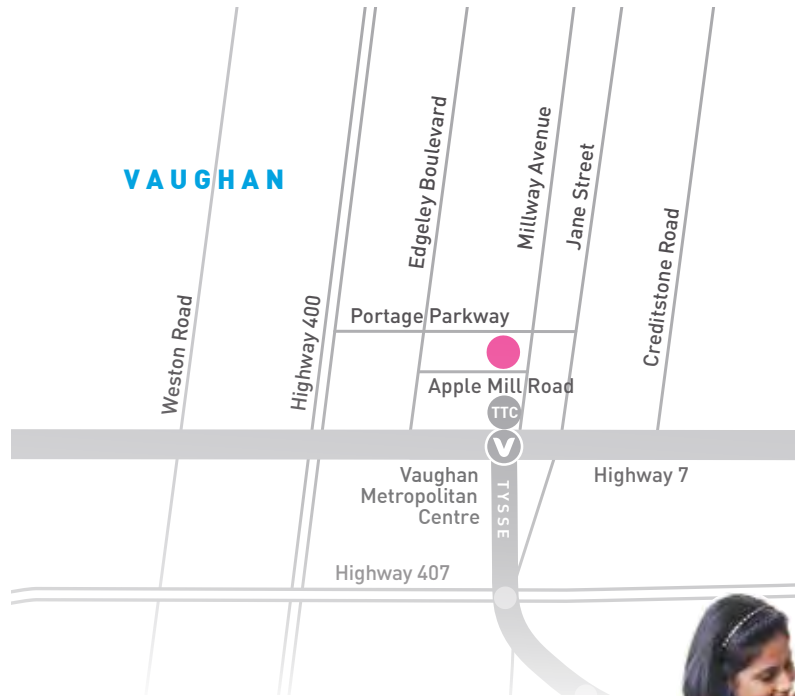
project
status
under
construction



terminals

SmartCentres Place Bus Terminal

Vaughan



>> opening in 2019

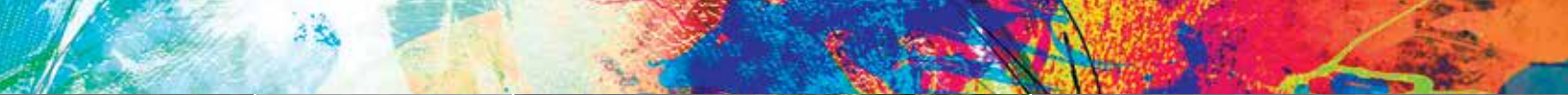
This key transportation terminal will connect the growing VMC area with rapid transit and amenities, and will include:

- Nine-bay bus terminal for YRT buses
- Connection to Viva and ZÜM bus rapid transit and the subway through a fully accessible underground pedestrian walkway

>> construction update

- Construction resumed after delay
- Opening for service in 2019





project
status
under
construction



terminals

Cornell Terminal

Markham



>> new terminal coming soon

Cornell Bus Terminal is under construction, located at Highway 7 and Ninth Line, within walking distance to Markham Stouffville Hospital and the Cornell Community Centre and Library. The terminal will include:

- An 11 bays for YRT and Viva buses, with provisions for GO Transit and Durham Regional Transit in future
- Naturally-ventilated design with cyclist and pedestrian-friendly features

>> construction update

- Construction began in the summer of 2018
- Scheduled to be completed in 2019





projects underway

subway >>

- **Yonge Subway Extension**
» preliminary design and engineering





yongesubwayext.com




[@yongesubwayext](https://www.instagram.com/yongesubwayext)

design &
engineering
project status



subways

Yonge Subway Extension

preliminary design and engineering

>> preliminary design and engineering underway

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

- 7.4 km from Finch Station to Highway 7
- potentially 6 stations
- 2 intermodal terminals
- 2,000 commuter parking spaces



>> update

- Preliminary design and engineering is well underway, and YRRTC continues to coordinate with Metrolinx, York Region, City of Toronto and the TTC
- Project governance was finalized, and design consultant assignments were awarded in the areas of geotechnical, tunnels, stations and systems
- Geophysical profiling work began from Steeles Avenue to Langstaff Road East
- Communications plans, protocols and branding were completed, and a website and social media accounts were launched





track record of success >>

YRRTC – partners in change



Serving **131,460**
passengers on average
per weekday in 2018¹¹





subways

Toronto-York Spadina Subway Extension

Vaughan



Vaughan Metropolitan Centre Station



Highway 407 Station



Pioneer Village Station

>> first subway to cross GTA municipal boundaries

The Toronto-York Spadina Subway Extension [TYSSE] opened in December 2017, bringing direct rapid transit connections to the City of Vaughan. An extension to the west end of TTC's Line 1, this project includes six new subway stations, including three in York Region:

- Vaughan Metropolitan Centre Station
- Highway 407 Station
- Pioneer Village Station

In 2018, YRRTC facilitated handover of some project elements to York Region, and followed through with warranty work, including:

- Completing the IT contract
- Working towards a formal contract close-out
- Completing the Highway 7 and subway concourse

Serving **2,850**
passengers on average
per weekday at VMC
vivastation in fall 2018¹²

In 2018, served

67%

more YRT and Viva
riders along this
segment of rapidway,
compared to
pre-rapidway
curbside service¹²





Vaughan Metropolitan Centre vivastation and rapidway

Highway 7, west of Jane Street



>> award-winning design

Highway 7 rapidway project won **Award of Merit** from Vaughan Urban Design Awards in 2017.

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

- Jury comment from the Vaughan Urban Design Awards

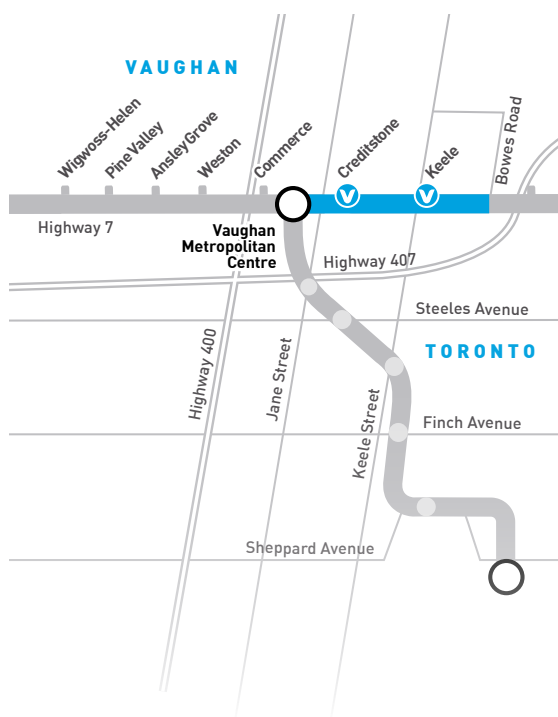
a new mobility centre

Vaughan Metropolitan Centre rapidway station is a landmark for a new downtown, with connections to:

- TTC Line 1 subway extension
- YRT bus routes at SmartCentres Place Bus Terminal
- Shopping, entertainment, offices, schools, residences and restaurants

Warranty work continued in 2018, and will be complete before the warranty period ceases at the end of 2019.

In 2018, the VMC rapidway served 67% more Viva and YRT riders than curbside service in 2013, including 2,850 customers at the VMC vivastation on an average weekday.¹²



When comparing ridership
in 2018 to pre-rapidway
construction [2011],
ridership on Davis Drive¹²
has increased approximately

123%

Between 2018 and 2015
travel times were

39% faster along the
Davis Drive rapidway¹²





Davis Drive rapidway

Newmarket



>> transforming Davis Drive

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

When comparing ridership
in 2018 to pre-rapidway
construction [2009],
ridership on Highway 7 East¹²
has increased approximately
16.7%

In 2018, travel times along
the rapidway in Richmond Hill
and Markham¹² were up to
15% faster than
pre-rapidway
curbside service in 2013





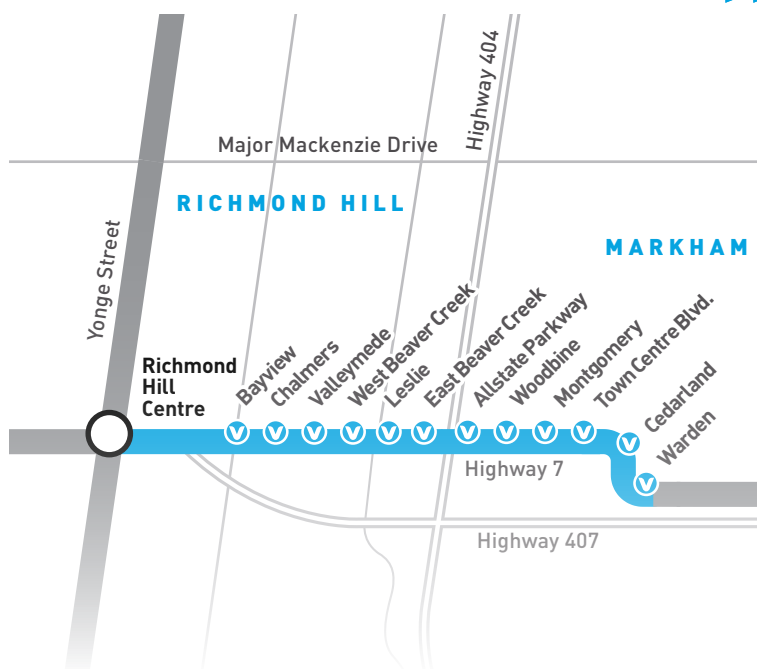
Highway 7 East rapidway

Richmond Hill and Markham



>> serving the high-tech corridor from Bayview to Birchmount

- Connections to come with the Yonge Street rapidway and Yonge Subway Extension
- New/expanding major corporations include Aviva Canada, General Motors automotive R&D centre, Huawei Technologies, IBM Innovation Space, York University's YSpace innovation hub, plus a new hotel, and the YMCA and Pan Am facilities near the Unionville GO Station
- More than 10,000 new residential units, and over 113,000 square metres of commercial/office space have been built in the Markham Centre area since this rapidway project began¹³
- In 2018, the Highway 7 East rapidway served 16.7% more customers¹² than pre-rapidway curbside service in 2013





Operations, Maintenance and Storage Facility

Richmond Hill



34,947 buses fueled and cleaned

22,500 pre-trip inspections conducted [estimated]

21,624 bus parts in stock

270 staff completed rapidway training¹⁴



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

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



facilities

Park and Ride across York Region



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

project status



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





community benefits >>



financial benefits

investment in rapid transit is paying dividends for our communities

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

- Fibre / broadband
- Replaced or updated utilities, such as new water mains and hydro poles
- New and higher-capacity infrastructure, including bridges, culverts and stormwater management
- New streetlights and traffic signals

- Wider, more accessible sidewalks
- Bike lanes where space allows
- Permanent planters with underground systems to help new trees and shrubs thrive
- New curbside stops for conventional transit routes

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

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

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

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



636,600

jobs in York Region¹



52,000+ employers in York Region¹, with an average of
1,500 new businesses and 12,500 new jobs each year¹⁵

2nd largest Information and Communications Technology sector in
Canada, with 4,300+ companies and highest density overall¹⁵



social and environmental benefits

ridership up

Ridership in corridors with completed rapidways increased¹² by

16 to 123%

safety comes first

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



travel time savings

15-39%

faster on transit with completed rapidways, compared to curbside service¹²



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

less traffic congestion and reduced collisions

Better traffic

- >> more transit riders
- >> less traffic congestion on roads



attracting people and businesses

Strong transit is a lure for sustainable, mixed-use development:

- >> new businesses, jobs, housing
- >> communities people want to live in



reduces greenhouse gases

One bus



- = 70 cars on the road
- = reduced carbon footprint

One Yonge Subway Extension to Richmond Hill

- = 2,500 fewer buses daily on Yonge Street⁴
- = 7,000 tonnes/year less greenhouse gas⁶

adds greenspace

YRRTC rapidways, terminals and facilities include tree-lined streets



10 more trees on a block

health benefits akin to a

\$1,000

raise or being 7 years younger¹⁶

working with the community



keep the roads open

YRRTC does its best to minimize the impact of construction on our communities:

- Ensure contractors carefully schedule and stage construction to strike a balance of staying on schedule and minimizing impacts on local businesses, transit users, drivers and pedestrians
- Strike a balance to stay on schedule and within budget, while minimizing impacts to local residents and commuters

environmental considerations

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

keep communities in the loop

Proactive communications are woven through each project.

The YRRTC team:

- Showcases the project's vision
- Speaks to the community as a whole and to those affected by construction

- Hosts open houses and project presentations
- Shares practical, timely, construction information using newsletters, construction notices and social media

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

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

engaging all stakeholders



stop, shop + dine.

This time of year, the spirit of giving is all around. With rapidway construction well under way we thank you for continuing to support your neighbourhood shops, restaurants and services along Highway 7 and Bathurst & Centre in Vaughan. We invite you to come see what's in store this holiday season.

After all, we're your neighbours too – Shop 7 and Shop Bathurst & Centre!

Shop Bathurst & Centre We're Open. **Shop 7** We're Open.

METROLINX | VIVANEXT

award-winning business support program

VivaNext delivers a Business Support Program to help local businesses during construction:

- Complimentary memberships to local Chamber of Commerce or Board of Trade to businesses along the construction corridors
- Information, tools and resources for their continued success
- Created in collaboration with Chambers of Commerce, Boards of Trade and Municipal staff

Full-scale integrated advertising campaigns in spring and winter that remind the community to support businesses during construction by shopping and dining locally.

This includes:

- Digital and social media advertising
- Radio ads
- Newspaper advertising
- Social media tips and support with Google My Business
- Business profiles posted to vivanext.com



in 2018

over **900** support visits to businesses

30 social media training/help sessions and business support profiles created on vivanext.com

68 community engagement events attended

11,000 notices hand-delivered to local residents and businesses, about upcoming construction work

4 events held to support communities – fence painting at a local non-profit in Newmarket and community clean-up events in Vaughan, Richmond Hill and Newmarket

social responsibility

inclusion



collaboration



integrity

accessibility

All vivaNext facilities are built to meet AODA guidelines, and YRRTC supports York Region's accessibility commitment mandate of "...meeting the accessibility needs of people with disabilities in a timely and proactive manner and will use reasonable efforts to provide equitable access to Regional programs, goods, services and facilities in a way that respects a person's dignity and independence."

conscientious projects

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

celebrating diversity

YRRTC signed York Region's inclusion charter, which was recognized by the United Nations, and continued to encourage a variety of cultural celebrations.



leadership



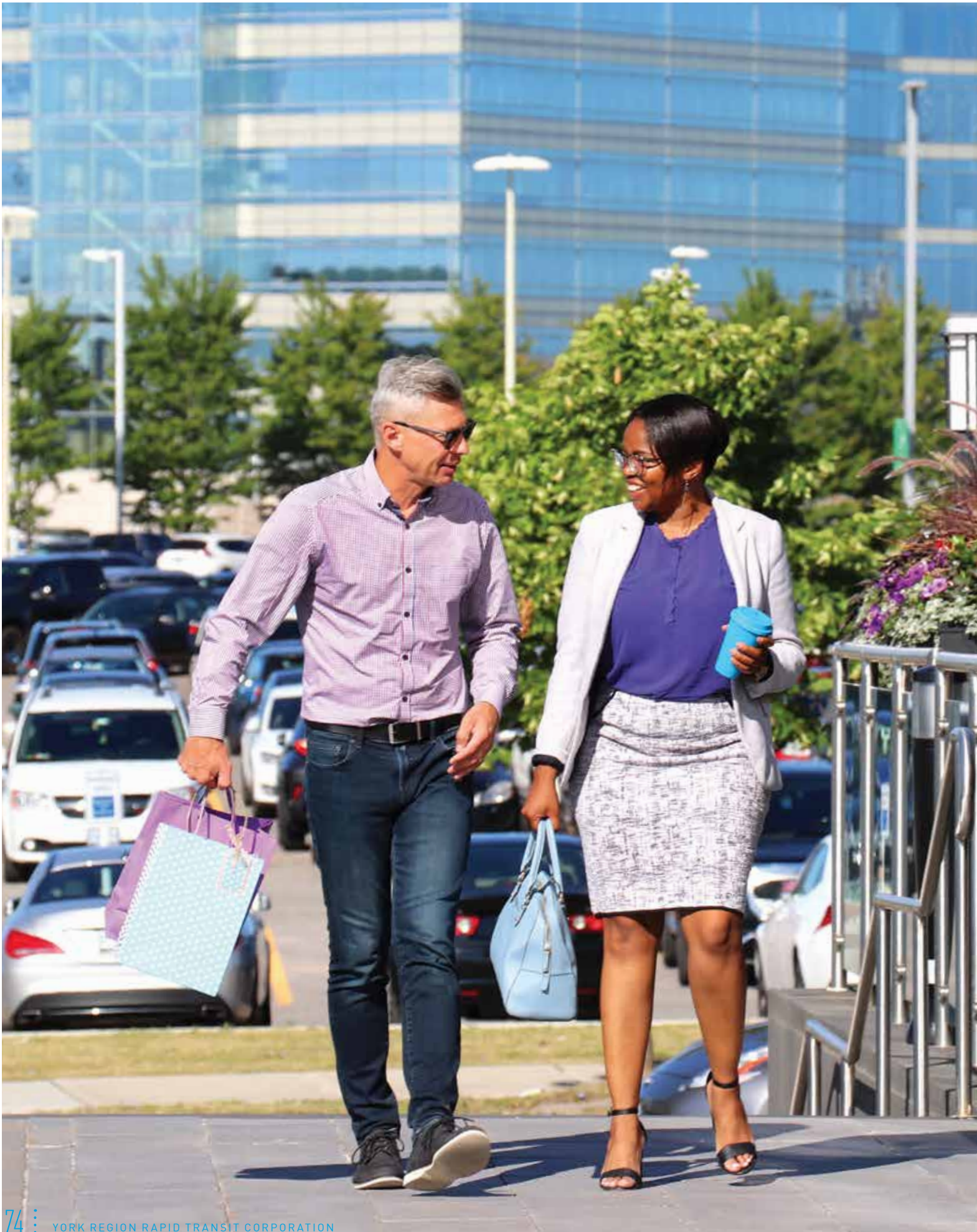
contributing to our community

In 2018, the YRRTC team continued to make a personal and positive impact in York Region's communities:

- 100% department participation in a variety of internal United Way fundraising activities, raising \$4,876 to surpass all previous years and win York Region's award for top fundraising team
- Staff participated in Project Christmas Child, collecting items to be sent overseas
- Donated gifts to support a family during Christmas, through Big Brothers Big Sisters York
- Took part in painting the fence of a non-profit organization in Newmarket
- Participated in the #BellLetsTalk initiative, hosting a Café event for staff and encouraging social media activity
- Participated in a walk-a-thon, raising \$6,800 for 360 Kids, a non-profit organization assisting at-risk youth in York Region
- Coordinated and participated in Earth Hour and Earth Day community clean-ups in Richmond Hill, Vaughan and Newmarket
- Contributed to York Region's clothing drive for the Dress for Success organization, helping to empower women with support and professional attire
- Provided summer jobs to 14 youth



fulfillment



2018

financial and procurement >> highlights



2018 financial and procurement highlights

* These are not the financial statement for YRRTC but the financial result of the program

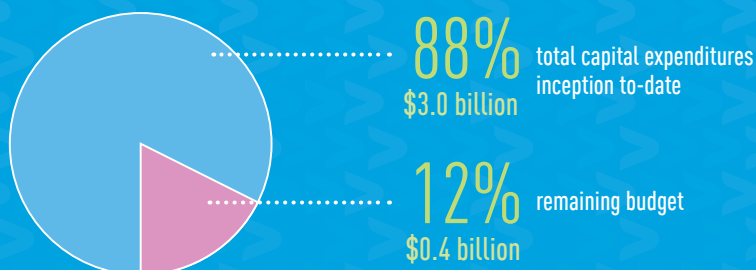
financial highlights

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

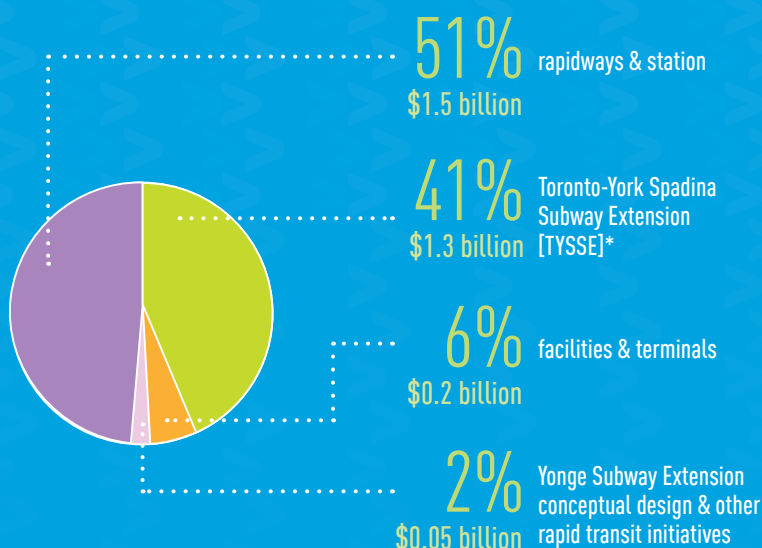
The current funded capital program for rapid transit infrastructure in York Region is **\$3.416** billion, **\$1.784** billion of which is for the **34.6** kilometers of rapidways and is fully funded by the province. The remaining **\$1.632** billion balance is for the Regional Capital Program and is cost-shared among the provincial and federal governments and York Region, with the Region responsible for about **\$0.773** billion, mainly for the Toronto-York Spadina Subway Extension and Facilities and Terminals.

capital expenditures summary at end of 2018

total capital budget **\$3.4 billion**

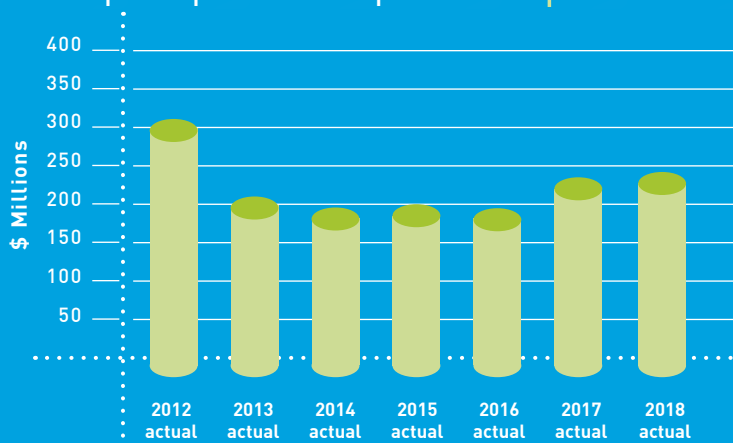


total capital expenditures inception to-date **\$3.0 billion**



discrete cash flow at end of 2018

total capital expenditures inception to-date **\$3.0 billion**



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



funding sources for bus rapid transit projects

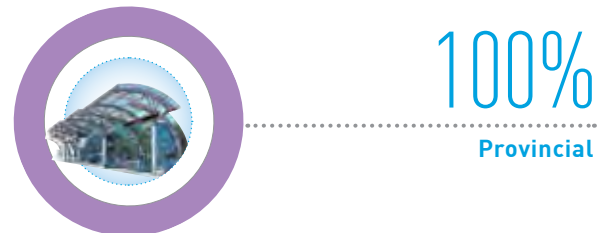
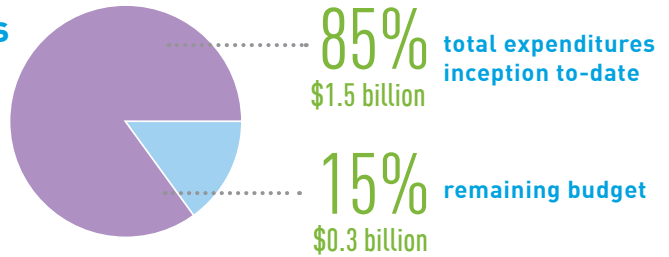


>> completion of 12 km of rapidways

- Highway 7 East
- Davis Drive
- Highway 7 West - Vaughan Metropolitan Centre

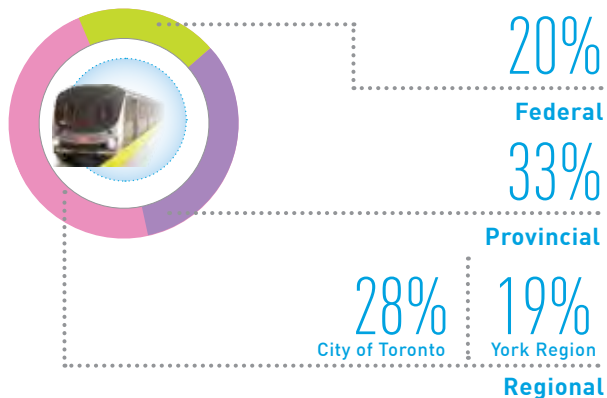
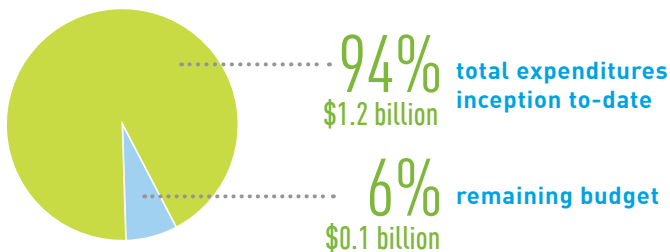
active BRT projects under construction

- Yonge Street
- Highway 7 West



>> Toronto-York Spadina Subway Extension [TYSSE]

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



>> Yonge Subway Extension - planning design and engineering

Yonge-Subway Extension PDE, cumulative funding of \$91.3 million - \$55.0 million from Metrolinx and \$36.3 million from the Region's Federal Public Transit Infrastructure Fund [PTIF] funds, planning, design and engineering work for the Yonge Subway Extension north from Finch Station in Toronto to Highway 7 in Richmond Hill.

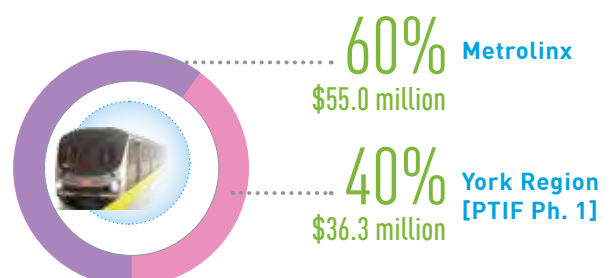
conceptual design



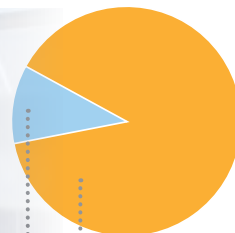
planning design and engineering



planning design and engineering



2018 financial and procurement highlights



89% total expenditures
inception to-date
\$227 million

11% remaining budget
\$29 million

capital
program
\$256
million

>> facilities and terminals completed projects

- Operations, Maintenance and Storage Facility
- Park and Ride at Davis Drive and Highway 404

active projects under construction

- SmartCentres Place Bus Terminal
- Cornell Terminal
- Park and Ride facilities



33%
Federal

22%
Provincial


45%
Regional

procurement highlights

In 2018, 26 existing contracts received a total net increase of \$43.0 million, and 17 new contracts with a total value of \$22.3 million were awarded. Contracts greater than \$500,000 include:

- Construction contract for Cornell Bus Terminal - \$16.7 million
- Utility Relocation contracts for Yonge Street and Highway 7 West - \$15.2 million
- Delineated Services for Program Management & Technical Advisory and Construction Oversight - \$13.8 million





At the end of 2018,
97% of the
Regional Program budget
is committed.

projects remaining

- Development opportunities
- Cornell Terminal

98% of the
Metrolinx Program budget
is committed.

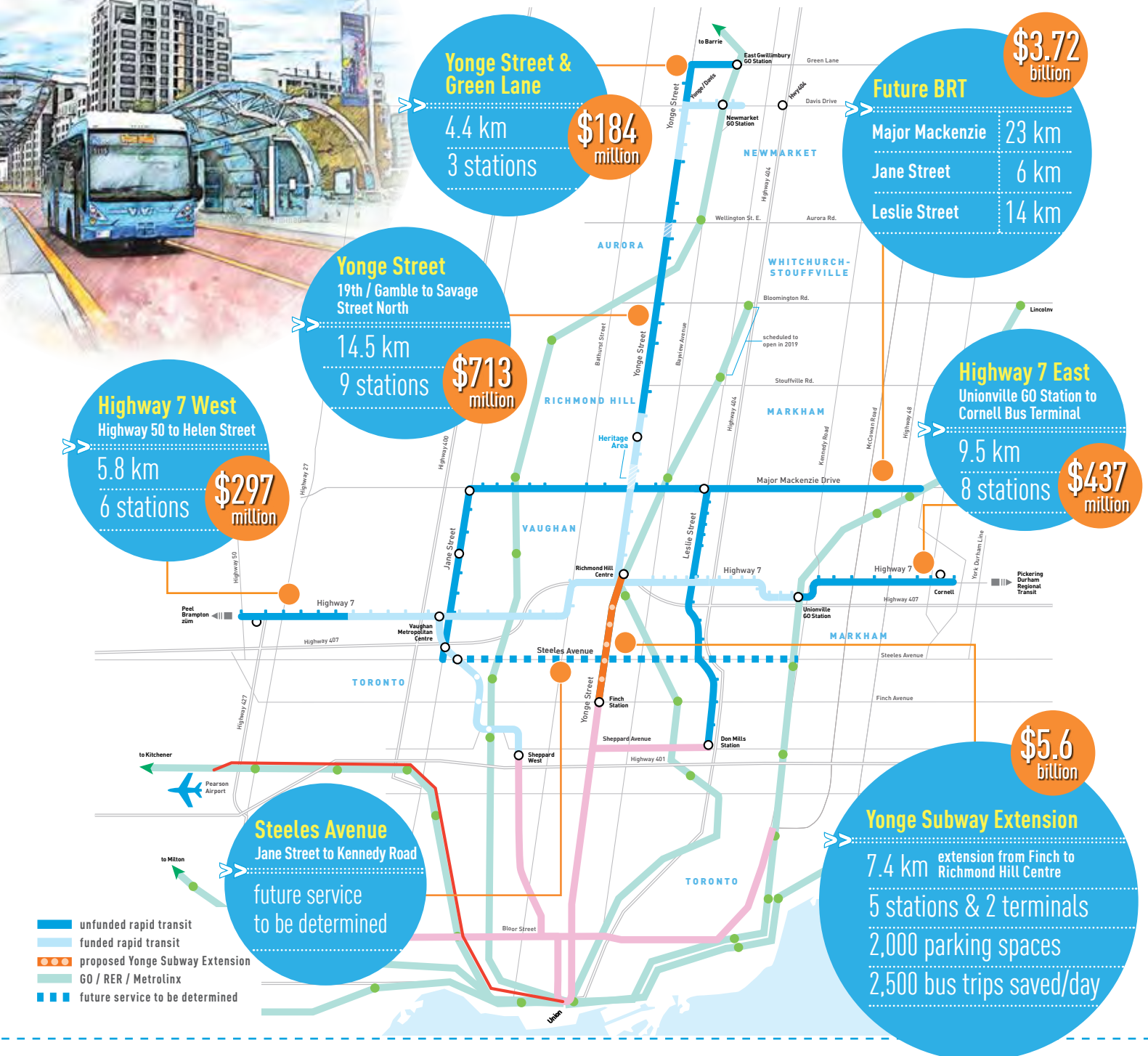
projects remaining

- Yonge Street bus rapidway
- Remaining Highway 7 West
- Enterprise Drive bus rapidway

future investments

future investments are needed to complete the network

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





bus rapid transit future service improvement



Corridor		Current ridership, AM peak	Projected ridership, AM peak ¹⁰	Travel time savings ¹⁰
Yonge Street	Connecting Richmond Hill and Newmarket rapidways	370	2200	13%
Highway 7 East	Unionville GO Station east to Ninth Line	270	1600	36%
Highway 7 West	Helen Street west to Highway 50	300	1200	35%
Major Mackenzie Drive	Jane Street east to Donald Cousens Parkway	220	1400	45%
Jane Street	Major Mackenzie Drive south to Steeles Avenue	100	1200	38%
Leslie Street	Major Mackenzie Drive south to Don Mills subway station	100	950	57%



unfunded future rapid transit network includes

over **75 km**
of Bus Rapid Transit

7.4 km
Yonge Subway Extension
to Richmond Hill Centre



Yonge Subway Extension

We have preliminary dollars to advance the project to a state of construction readiness. However, capital funding is not yet secured

sources

1. York Region Planning and Economic Development Branch. [2019]. 2018 Employment & Industry Report: A detailed overview of industry and employment trends in York Region. Retrieved from <https://www.yorklink.ca/york-region-data-center/#economic-development-reports-publications-yr>
2. York Region Planning and Economic Development Branch. [2018]. City Building in York Region: Centres & Corridors Program Results Bulletin. Retrieved from <https://www.yorklink.ca/york-region-data-center/#economic-development-reports-publications-yr>
3. York Region Transportation Services Department. [2016]. The Regional Municipality of York Transportation Master Plan. Retrieved from <https://www.york.ca/wps/portal/yorkhome/yorkregion/yr/plansreportsandstrategies>
4. “Up to 2,500 fewer bus trips/day on Yonge” calculated based on the assumption of “1 bus every 30 seconds” and the typical number of hours per work day of bus operations. “1 bus every 30 seconds” from The Missing Link: Yonge Subway Business Case, by York Region Rapid Transit Corporation. [2011]. Retrieved from <http://www.vivanext.com/YSEcantwait>.
5. Projected based on statistics maintained by York Region Planning and Economic Development Branch, Long-Range Planning.
6. Calculation of “7,000 tonnes/year less greenhouse gases” and “Saves more than 28 tonnes of greenhouse gas per workday” based on: Average fuel economy of a transit bus [3.26 MPG according to US DOT: <https://afdc.energy.gov/data/10310>]; Average number of bus transit trips per workday [2,500, in 2016]; Distance from Finch Ave. to Steeles Ave. [1.3 miles]. Result using online greenhouse gas calculators is 36 tonnes of GHG emissions per workday, and 7,000 tonnes per year.
7. York Region Rapid Transit Corporation. [2018]. Driving Progress in the GTA: more transit, stronger economy and cleaner environment. Retrieved from <http://www.vivanext.com/YSEcantwait>.



8. York Region Planning and Economic Development Branch. [2018]. 2017 Year in Review: York Region Economic Development. Retrieved from <https://www.yorklink.ca/york-region-data-center/#economic-development-reports-publications-yr>
9. IBI Group for The Regional Municipality of York. [2016]. Future Needs Assessment Report: York Region Transportation Master Plan Background Report. Retrieved from <http://www.york.ca> search "Future Needs Assessment Report"
10. Projected based on modelling by York Region Transportation Services Department, Data and Forecasting.
11. Calculated including 2018 ridership at the following stations on the TTC's Line 1 subway extension to Vaughan: Sheppard West [northbound only], Downsview Park, Finch West, York University, Pioneer Village, Highway 407 and Vaughan Metropolitan Centre. Ridership gathered from: Toronto Transit Commission. [2018]. Toronto Transit Commission Subway ridership – 2018. Retrieved from https://www.ttc.ca/About_the_TTC/Transit_Planning/index.jsp
12. Calculated based on modelling by York Region Transit, Service Planning.
13. Statistics provided by York Region Planning and Economic Development Branch, Long-Range Planning.
14. Statistics provided by York Region Transit, Bus Operations.
15. York Region Planning and Economic Development Branch. [2019]. 2018 Year in Review: York Region Economic Development. Retrieved from <https://www.yorklink.ca/york-region-data-center/#economic-development-reports-publications-yr>
16. Omid Kardan, Peter Gozdyra, Bratislav Misic, Faisal Moola, Lyle J Palmer, Tomáš Paus, Marc G Berman. [2015]. Neighborhood greenspace and health in a large urban center. Scientific Reports volume 5, Article number: 11610. Retrieved from <https://www.nature.com/articles/srep11610>

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be moved

