



# annual report | 2020



Cover photo [by Chris Robart]:  
Major Mackenzie Station, Yonge Street rapidway, Richmond Hill

Pictured here:  
Cedarland Station, Highway 7 East rapidway, Markham





Imagine  
VIVANEXT

FARE ZONE



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# message from the Chair of the Board

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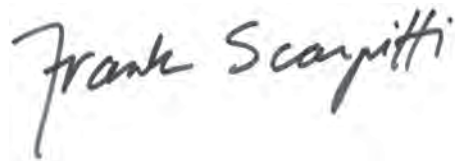


In 2020, an incredible milestone was reached with the opening of the Yonge Street rapidway segments and completing the first 34 kilometres of bus rapid transit in York Region. While these investments have reduced travel times, encouraged development, and strengthened mobility connections by providing better travel options, there is more to be done.

The time is now to keep the momentum going with full funding commitments for the Yonge North Subway Extension [YNSE] and the next phase of bus rapid transit projects. The most important step to connecting the entire Greater Toronto and Hamilton Area is building the YNSE.

The release of the YNSE initial business case is another positive step towards getting shovels in the ground for this priority project. My focus continues to be on securing full funding commitments for the next phase of rapid transit projects to complete the regional transit network. Building the subway will stimulate the economy and create 52,000 jobs as we recover from the impacts of the pandemic.

This report demonstrates the benefits of the investments made so far, and the need to continue the tremendous efforts of York Region Rapid Transit Corporation and its valued partners, who have designed and built the rapid transit infrastructure that is connecting and transforming our communities.



**Frank Scarpitti**

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

“ The time is now to keep the momentum going with full funding commitments for the Yonge North Subway Extension and the next phase of bus rapid transit projects to complete the regional transit network. ”





# message from the CEO

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York Region is one of Canada's fastest growing municipalities and the third largest business centre in Ontario.<sup>1</sup> By 2051, it will be home to more than 2 million people and 990,000 jobs, emphasizing the need to plan for the future, today.<sup>2</sup> To prepare for this growth, transportation options are needed to ensure everyone can easily get to where they need and want to go.

There are now 34 kilometres of dedicated bus rapid transit lanes in service along the corridors connecting York Region's key urban centres in the City of Markham,

City of Richmond Hill, City Vaughan and Town of Newmarket, offering faster and stronger connections between our communities. The rapid transit network continues to attract employers and promote job growth in these economic hubs, strengthening our economic future. Having a reliable and connected transit system is essential to creating a healthy and sustainable Region with growing communities.

York Regional Council's commitment to efficient and connected transit benefits everyone by reducing congestion and getting both people and businesses moving throughout the Greater Toronto and Hamilton Area.



**Wayne Emmerson**

York Region Chairman and CEO  
Chief Executive Officer,  
York Region Rapid Transit Corporation

“ Having a reliable and connected transit system is essential to creating a healthy and sustainable Region with growing communities. ”





# message from the President

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York Region's vision of seamless connections and re-imagined communities reached a significant milestone in 2020 with the opening of nine kilometres of dedicated lanes for bus rapid transit [BRT] on Yonge Street in Newmarket and Richmond Hill and the completion of the 34-kilometre BRT network across the Region. Over the last decade, this phase of work included 34 kilometres of rapidways, the Toronto-York Spadina Subway Extension, a bus terminal at Vaughan Metropolitan Centre, an operations and maintenance facility in Richmond Hill, and the soon-to-be-completed Cornell Bus Terminal in Markham. These projects support the

growth of vibrant communities, improving the urban structure of the places where people come together.

Thank you to the team at York Region Rapid Transit Corporation, the Province, Metrolinx and to all our project partners for your dedication over the years, and throughout the hurdles of the pandemic in 2020, to complete these massive achievements. Thank you also to our valued stakeholders, residents, and businesses. Your support has been essential in shaping the transportation network within the centres and corridors.

Placemaking is at the heart of everything we do, and my hope is that the projects play a part in ensuring York Region's urban centres are resilient and prepared for growth today, and for future generations.



**Mary-Frances Turner**

President,  
York Region Rapid Transit Corporation

“ These projects support the growth of vibrant communities, improving the urban structure of the places where people come together. ”





# 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 work 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.



# corporate governance

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## 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 is comprised of 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**  
Joe Li  
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 were held at the York Region Administrative Centre located in the Town of Newmarket and shifted to a virtual format in 2020 in alignment with public health measures due to the COVID-19 pandemic. Public reports are posted online at [www.york.ca](http://www.york.ca).



**President**  
Mary-Frances  
Turner



**Senior Advisor & Head Liaison**  
Sheena Arora



**Executive Vice President Project Implementation**  
Paul May



**Vice President Finance and Treasurer**  
Chad McCleave



**Vice President Project Implementation**  
Stephen Hollinger



**[A] Vice President Project Implementation**  
Liza Sheppard



**[A] Vice President Project Implementation**  
Rose Suppa



**[A] Vice President Communications**  
Danielle Hutson



**Director Corporate Operations**  
Tracy Brownlee

Banner thanking frontline workers across from Southlake Regional Health Centre on Davis Drive in Newmarket



## 2020 >> a unique year

2020 presented extraordinary circumstances and was a challenging year for all. During this unprecedented time of a global pandemic, the importance of community and connectivity has never been more clear. The way we worked day-to-day shifted, but YRRTC's vision of re-imagining communities and connecting people and places seamlessly did not.

Thank you seems too small of a phrase to express appreciation for the frontline and essential workers, who continue to respond to the community in remarkable ways, as well as the project team and constructor who overcame challenges to deliver on the vision. Having access to fast, reliable transit allowed people to get to work, and more importantly home to their families safely.



Essential construction workers



Viva transit riders

Over the last two decades, YRRTC has worked in close partnership with the Province, Metrolinx, York Region, Cities of Markham, Richmond Hill and Vaughan and the Town of Newmarket to deliver \$3.6 billion in rapid transit projects across York Region. These projects support the growth of vibrant communities by creating destinations to live, work and play.

As we look ahead, there is more work to do to ensure York Region has a fully connected rapid transit network. The Yonge North Subway Extension and the next 75 kilometres of bus rapid transit projects are key economic drivers needed for post-pandemic recovery.







# from vision to reality



## re-imagining communities

YRRTC is connecting and transforming communities by planning and delivering rapid transit solutions. By the end of 2020, YRRTC completed the first and second phases of the \$3.6 billion rapid transit program that will benefit York Region communities for generations to come.

These projects are more than just the surface level transit infrastructure you see today – they are complete street rebuilds above and below the ground – wider sidewalks, bike lanes, upgraded utilities, more accessibility features, attractive landscaping and of course, fast, reliable transit.

Streets become destinations, and this helps build a stronger sense of community. These projects are designed to improve the quality of life in York Region, with environmentally sustainable and prosperous economic centres.



Vaughan Metropolitan Centre



We're proud to have delivered 34 kilometres of rapid transit across York Region, a subway extension to Vaughan Metropolitan Centre and a state of the art transit facility. These projects have begun to re-imagine some of York Region's busiest streets, but more needs to be done to complete a seamlessly connected rapid transit system, including the Yonge North Subway Extension and future bus rapid transit.



**“ We are a CITY. I think the streets, the traffic and buildings are beautiful. I love high rises and think the new vivaNext bus lanes are AWESOME! ”**

*City of Richmond Hill resident*



# connecting people and places

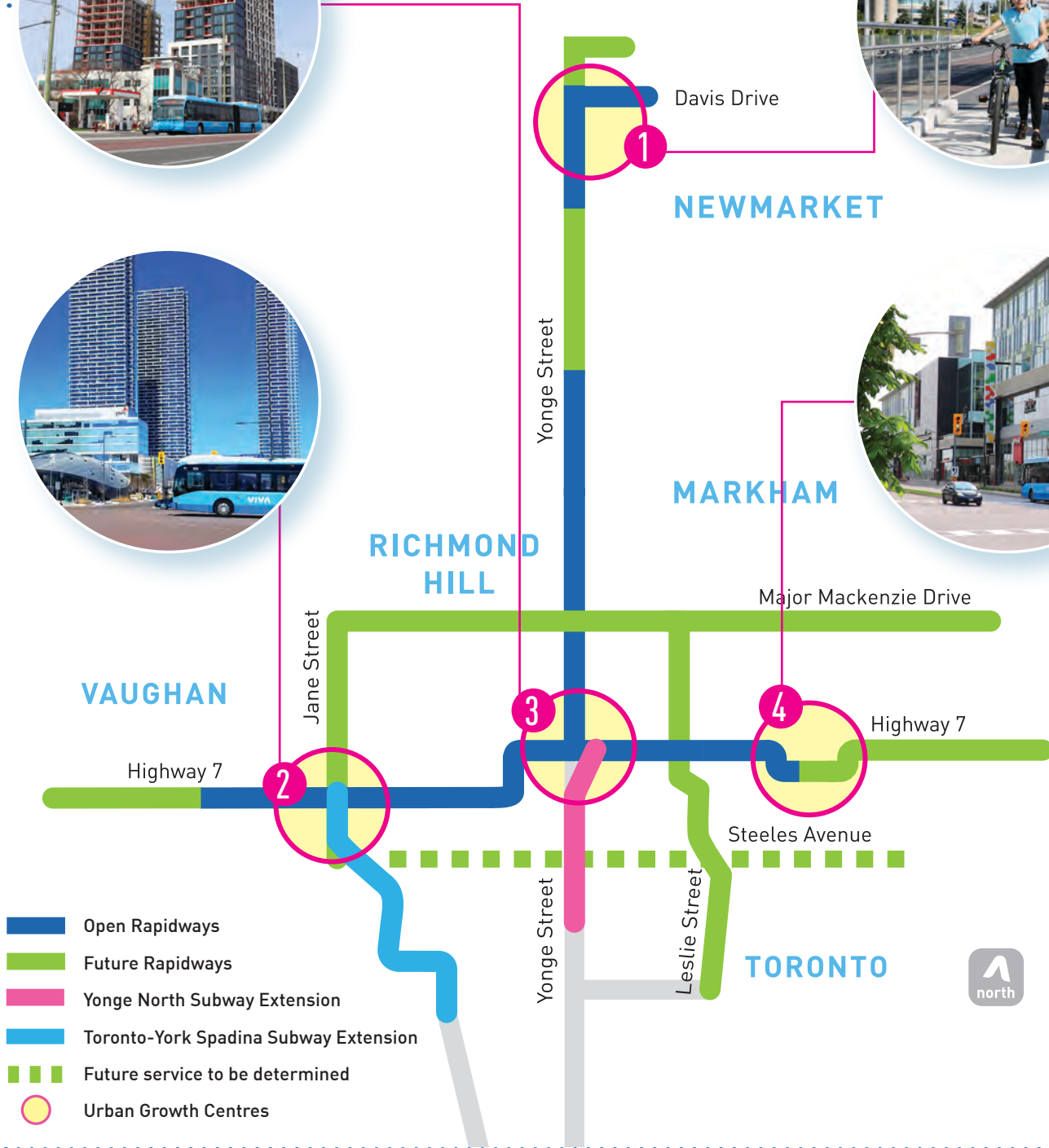
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## downtown destinations

York Region is growing in all the right places. The [Region's Official Plan](#) and [Transportation Master Plan](#) focus growth in our downtown centres where there is already development, and it's planned together with transit. York Region's four downtown centres connect to corridors, creating walkable, transit-oriented communities.



Yonge/Davis Station,  
Newmarket



- 1 **Newmarket Centre** – Yonge Street and Davis Drive
- 2 **Vaughan Metropolitan Centre** – Highway 7 and Jane Street
- 3 **Richmond Hill/Langstaff Urban Growth Centre** – Highway 7 and Yonge Street
- 4 **Markham Centre** – Highway 7 and Warden Avenue



Major Mackenzie Station, Yonge Street, Richmond Hill

## delivering rapid transit



Virtual media event to celebrate opening of Yonge Street and 34-km network, December 17, 2020

### Yonge Street rapidway open for service » Newmarket and Richmond Hill

It was an exciting year on Yonge Street, opening nearly nine kilometres of bus rapid transit lanes in Newmarket and Richmond Hill. The completion of this key transit corridor strengthens the strong north - south connections throughout York Region, intersecting with east - west corridors and creating seamless interregional travel options to Toronto and the future Yonge North Subway Extension [YNSE].



Yonge Street has been revitalized with high quality urban design elements. It brings to life the vision of a transit-oriented community with complete streets accessible by walking, cycling, taking transit, or driving. It connects people to places through new transit connections, and pedestrian and cycling infrastructure which all encourage less dependency on cars.

The Yonge Street rapidway opening marks the completion of the first two phases of York Region's rapid transit network. There is more to do though. Full funding commitments for the YNSE and the next 75 kilometres of bus rapid transit are needed to ensure York Region is prepared to meet the needs of a growing population.

# delivering 34 kilometres of bus rapid transit



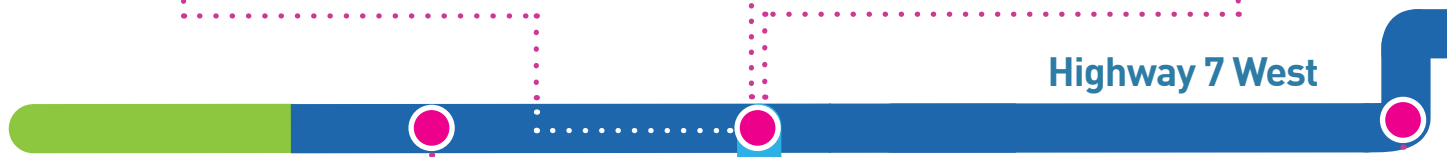
Highway 7 West rapidway,  
Vaughan Metropolitan Centre



Toronto-York Spadina  
Subway Extension



SmartVMC Bus Terminal



- Open Rapidways
- Future Rapidways
- Yonge North Subway Extension
- Toronto-York Spadina Subway Extension



Highway 7 West and Bathurst  
& Centre rapidways, Vaughan

Yonge Street

Davis Drive



Davis Drive rapidway



Park & Ride, Davis Drive and Highway 404, Newmarket



Yonge Street rapidway, Richmond Hill and Newmarket



Operations, Maintenance and Storage Facility, Richmond Hill

Highway 7 East



Highway 7 East rapidway, Richmond Hill and Markham



Cornell Bus Terminal, Markham

Yonge Street

# working with the community



Community Liaisons presenting at Richmond Hill Board of Trade Breakfast

## keeping communities informed

Proactive communication and community engagement initiatives are woven through each project:

- Showcasing the project's vision
- Hosting open houses and presentations
- Sharing practical, timely information with newsletters, construction notices, and social media
- Email updates to impacted businesses and residents, and channeling these updates through partnerships with the municipalities, Boards of Trade and Chambers of Commerce


Community Liaisons work closely with business and property owners, local associations and local municipalities, and work with construction teams to reduce the impacts of construction where possible.



Safety Campaign

 “ I’ve been a subscriber of your community updates for VivaNext, and they’ve been very informative, so thank you! ”

*City of Vaughan resident*

 “ Thank-you for making it possible for all of us out here “in the thick of things” to understand, be involved and raise our questions and concerns. ”

*City of Vaughan resident*

### thank you to the community

Thank you to all the residents and businesses that we got to know so well during construction – your support and cooperation helped make these projects happen. You can now enjoy an upgraded streetscape and utilities [including fibre-optic], and rapid transit at your doorstep.

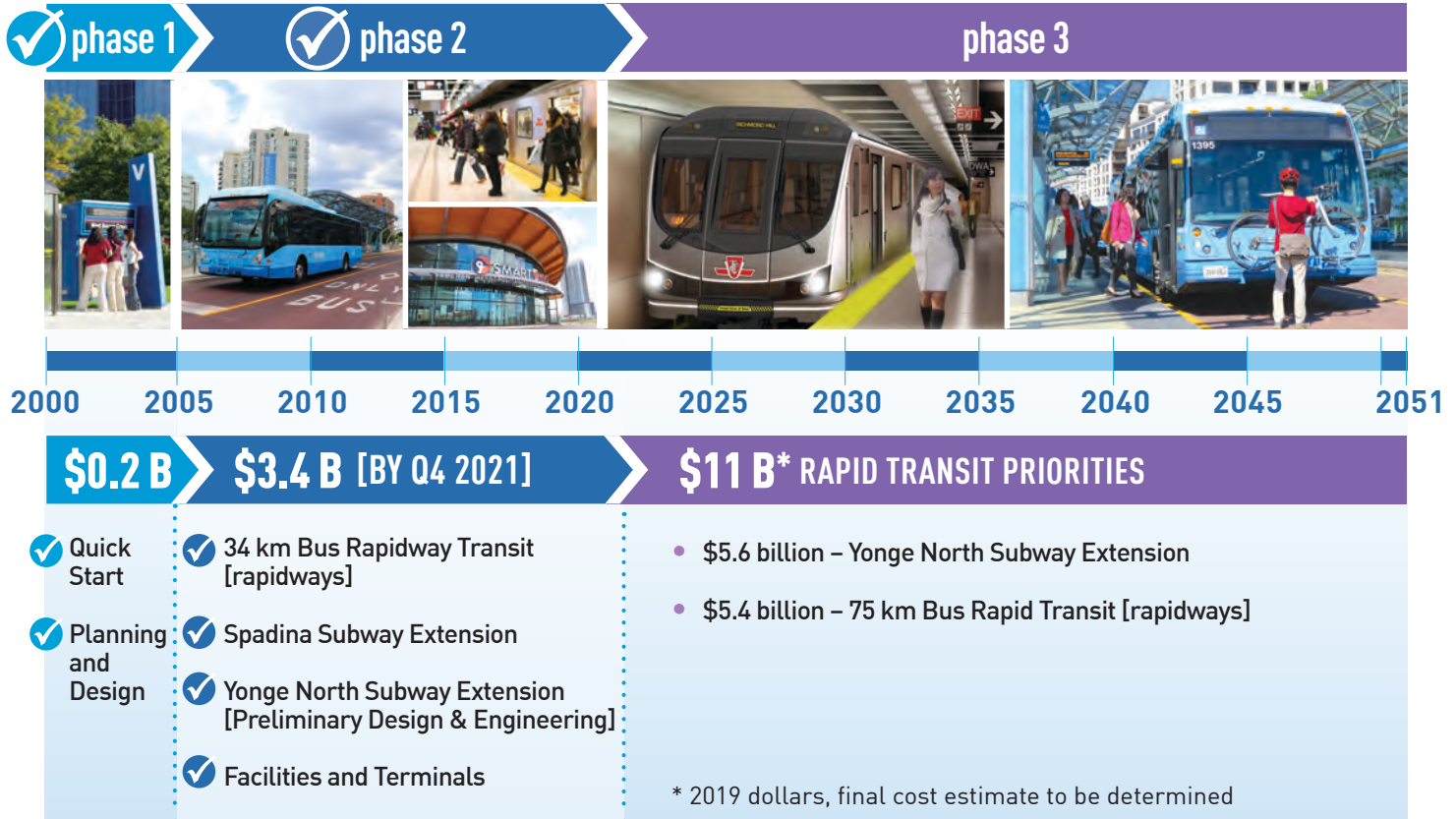
thank  
you





next stop:  
more funded  
transit

# funding needed to complete the network



# 70%

of GTA residents support expanding and investing in new transit lines or service<sup>3</sup>

York Region continues to advocate for future investment as we enter Phase 3 of the rapid transit program.

In this phase, over \$11 billion has been identified for the 8-kilometre Yonge North Subway Extension and 75 kilometres of bus rapid transit.

These projects will create a comprehensive rapid transit network, and support York Region's Official Plan, Transportation Master Plan and Centres and Corridors strategy, as well as Metrolinx's Regional Transportation Plan and deliver on Provincial priorities and Federal mandates.

**\$11 billion**

**\$5.6B**



**Yonge North Subway Extension to York Region**

**\$5.4B**



**over 75 km of Bus Rapid Transit**

Dollar amounts and kilometre lengths are based on preliminary estimates and will be updated as more detail becomes available.



# Yonge North Subway Extension



Vaughan Metropolitan Centre subway station platform

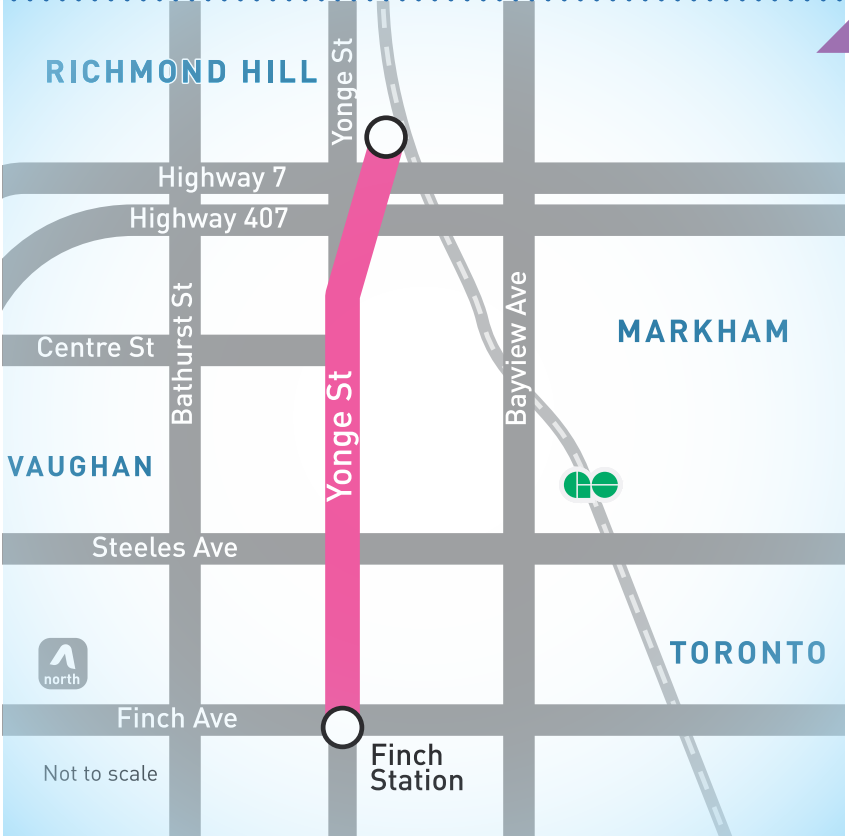
## York Region's #1 transit priority

The Yonge North Subway Extension [YNSE] is the critical missing link in the regional rapid transit system of the Greater Toronto and Hamilton Area [GTHA].

This extension of Line 1 from Finch Avenue in Toronto, to the Richmond Hill/Langstaff Gateway Urban Growth Centre at Highway 7 has been in York Region's Official Plan since 1994, and has been the Region's top transportation priority for many years. It is also one of the top Provincial transit priorities and is the only interregional transit plan that can deliver on the Province's objective of a connected GTHA.

In 2020, York Region and the Province of Ontario signed a landmark agreement, the [Ontario-York Region Transit Partnership Preliminary Agreement](#), to continue to move the YNSE closer to implementation – expected to be completed in 2029/30.

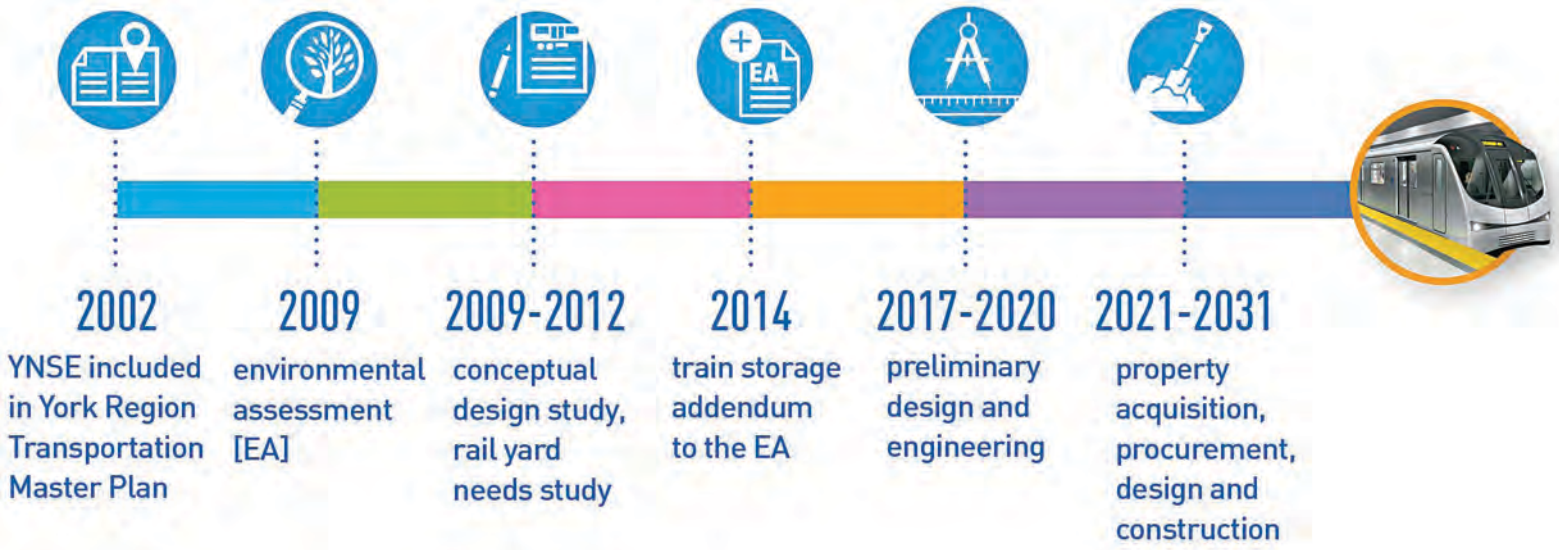
The preliminary planning, design and engineering phase has been with Metrolinx as the project lead since 2019. For project updates, visit [Metrolinx's project page](#).



# let's start building

This critical extension supports federal priorities for much-needed infrastructure, fighting the global climate change crisis, developing transit-oriented communities with a greater variety of housing options, and connecting people to places and jobs as the economy recovers from the pandemic.

## Yonge North Subway Extension is shovel-ready.





## Yonge North Subway Extension benefits



new jobs and boost the economy

**52,000**

new jobs for YNSE  
construction <sup>4</sup>

**5,000**

new jobs delivered  
after construction <sup>4</sup>

**\$7.8B**

contributed to gross  
domestic product [GDP] <sup>4</sup>

connects Markham and Vaughan, two of the  
**largest employment megahubs** in the GTHA,  
which combined with the hub at Pearson airport,  
have more jobs than downtown Toronto <sup>5</sup>



environmental gains

**4,800**

tonnes of auto-related emissions reduced per year <sup>6</sup>

moving more people

**94,100**

daily boardings <sup>5</sup>

improved quality of life

reduces travel times as much as 22 minutes from northern limit to downtown Toronto <sup>5</sup>

Richmond Hill / Langstaff Urban Growth Centre will be an interregional transportation hub

- TTC subway
- GO trains and buses
- Viva bus rapid transit and YRT bus service
- the planned Highway 407 GO Bus Rapid Transit Transitway
- active transportation options

# next phase of bus rapid transit



Unfunded BRT corridor on Highway 7 East in Markham

## the need

Since the invention of the automobile, the Greater Toronto and Hamilton Area [GTHA] has grown outward, accommodating huge numbers of people who relied on cars to commute. Roads can't accommodate the GTHA's growing population travelling in cars, and the price of traffic congestion is high.

- in 2016, 1.5 million Canadians spent at least 60 minutes commuting to work, an increase of nearly 5% since 2011<sup>7</sup>
- a commuting time to work of one hour each way is a cost of about \$273 per week, per commuter<sup>7</sup>
- the GTHA loses \$11 billion in productivity due to gridlock every year, and gridlock adds

\$400 million to the cost of goods; not to mention the quality of life impacts<sup>8</sup>

Commuting was reduced in 2020 with the pandemic, but travel needs are projected to return to similar congestion levels in the future.

In 2020, 34 kilometres of the rapid transit network was completed across York Region. However, this is less than half of the network needed to service York Region's projected growth to 2051.

There are over 75 kilometres of bus rapid transit [BRT] still needed to complete the network across the Region for areas with increasing congestion, dated infrastructure and a lack of sidewalks on both sides of the road in heavily populated areas.

# more bus rapid transit needed to complete the network



- ① **Highway 7 East**  
Birchmount Road to Cornell Bus Terminal
- ② **Highway 7 West**  
Highway 50 to Helen Street
- ③ **Jane Street**  
Major Mackenzie Drive to Steeles Avenue
- ④ **Major Mackenzie Drive**  
Jane Street to Donald Cousens Parkway
- ⑤ **Leslie Street**  
Major Mackenzie Drive to Sheppard Avenue
- ⑥ **Yonge Street**  
19th / Gamble to Savage Road North
- ⑦ **Yonge Street North and Green Lane**  
Davis Drive to East Gwillimbury GO Station
- ⑧ **Steeles Avenue**  
Future service to be determined  
Jane Street to McCowan Road

Projects in the legend above are not in order of prioritization. Station names and locations are subject to change.





## bus rapid transit advantages

### status

Environmental Assessments are complete for many segments, which are ready to move into the preliminary design, engineering, and construction phase.

In York Region, it's about choosing the modes of travel that makes sense. In these areas, BRT works for our population and for our large geographical area, and there are other advantages:

- **Flexibility** » BRT can be divided into segments to be built in stages based on funding dollars
- **Value** » BRT is cost-effective at \$55 million/km and can cover a large area



Cedarland Station, Highway 7 East rapidway, Markham



**\$5.4 billion** in funding needed  
for **75 kilometres** of BRT <sup>9</sup>





# benefits for today and tomorrow

Development underway on  
Yonge Street in Richmond Hill



## transit-oriented development helps bring growth



building permits issued for

# 3,800

apartment units region-wide  
[compared to 2,200 in 2019]<sup>10</sup>

- 76% were along rapidways in the Centres and Corridors<sup>10</sup>
- 2020 was the highest year on record for apartment units in regional Centres<sup>10</sup>



# 29 multi-story residential buildings

under construction along rapidway corridors [up from 24 in 2019]<sup>10</sup>



Vaughan Metropolitan Centre and Markham Centre are projected to exceed 2031 population targets by 60% and 24% respectively<sup>10</sup>



## transit-oriented development helps bring growth



**5.3%** employment growth in  
transit-oriented urban centres  
and corridors by the end of 2019

outpacing new jobs across York Region [2.2%],  
in the GTA [3.8%], in Ontario [2.5%], and nationally [2.2%]<sup>11</sup>



Transit-oriented development in VMC

Ontario's growth plans delineate areas 10 minutes or less from transit stations as Major Transit Station Areas [MTSA].



Nearly **75%** of MTSA's in York Region are in the Centres and Corridors supported by rapidways and subway<sup>10</sup>



# transit-oriented development helps bring growth

## return on investment

High-quality, sustainable and expandable infrastructure has been built for today and the future.

Investing in large infrastructure projects creates a positive cycle of change in the local economy for job creation, and even impacts the Gross Domestic Product [GDP] of Ontario and Canada.

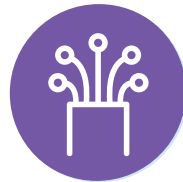
- A Canadian study found that more direct and indirect jobs are created per dollar invested in mass transit infrastructure than any other type of infrastructure spending including projects focused on energy, water, public facilities, or any other mode of transportation<sup>12</sup>
- For every \$100 million of investment in infrastructure capital:
  - about 1,670 jobs will be created for one year<sup>13</sup>
  - GDP is boosted by \$114 million<sup>13</sup>



50.9 km  
of telecommunications



43.9 km  
of new hydro lines



37.7 km  
of fibre-optic cable  
installed on rapidways in  
collaboration with YorkNet



27.6 km  
of new storm and sanitary



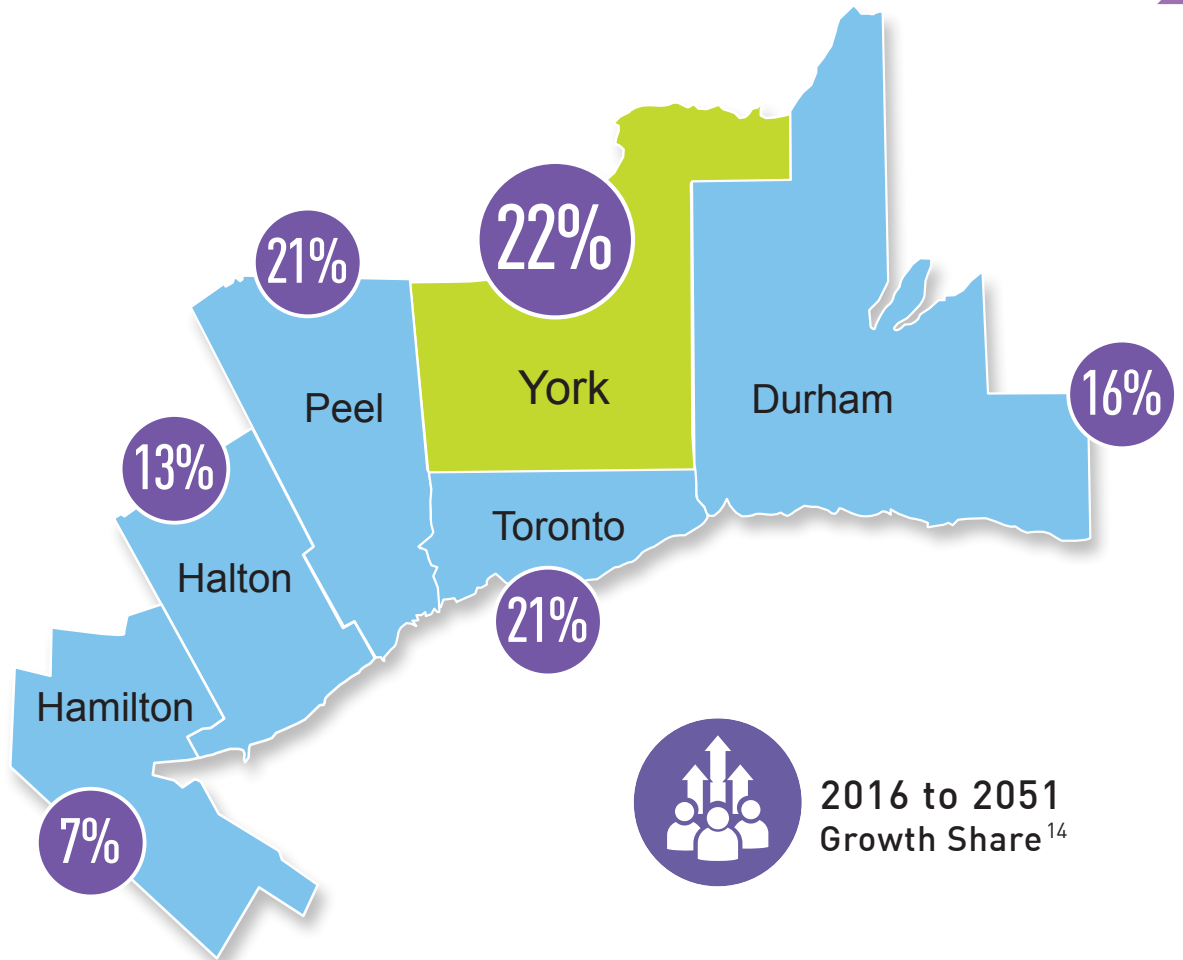
10.9 km  
of new water main



As of the end of 2020, YRRTC has delivered over \$2 billion in assets, including rapidway vivastations and lanes, boulevard work, underground infrastructure, streetscape features, facilities and terminals, and subway infrastructure.



# preparing for growth



The population across Canada is aging, with the large baby boomer generation valuing walkable communities supported by transit with easy access to amenities. The younger demographic is increasingly saying “no” to car ownership, and prefer using transit, cycling or walking as much as possible. This generation is more likely than any generation since the invention of the automobile, to drive less than their parents did.

York Region's 1.2 million population, projected to grow to

**2.02 million people by 2051<sup>2</sup>**

the largest share of growth in the GTHA



## travel options for everyone



“A wonderful job. The boulevard has become a very beautiful place to walk when you consider human aesthetics and scale. The way it’s come together makes it a pleasure especially when walking with family.”

*City of Vaughan resident*

### getting people moving

York Region is now home to the first segments of an award-winning, internationally recognized rapid transit system with connections benefitting those who travel throughout the Region and beyond. Roads previously designed to support only cars, local transit and freight have been transformed.



Vaughan Metropolitan Centre Station



Multi-use path on Highway 7 West over Highway 400 in Vaughan

Vivastation, dedicated bike lanes and bike box, and enhanced pedestrians and streetscaping on Highway 7 East, Richmond Hill

## an essential service

As with other transit agencies across the country, ridership in York Region decreased in 2020 due to the pandemic, including closures of schools and non-essential businesses at times. It did, however, remain a vital travel option for frontline and essential workers, and the Province designated transit an essential service.

With improved travel times across 34 kilometres of rapid transit lanes, as well as subways and terminals, customers now have better choices on how to get around - which will be vital for future growth.

## travel time savings

15% - 39% faster than curbside transit before rapidway construction<sup>15</sup>





## travel options for everyone



### safety first

improved travel for police, ambulance and fire vehicles, with access to traffic-free rapidway lanes

**51% - 74%**  
fewer collisions along roads with rapidways<sup>16</sup>

### active & sustainable transportation

In a 2016 study, researchers found that of the 3.14 million trips taken from home, 33% are less than five kilometres in length and could be traveled by bicycle. The study also found that bike lanes, like those along rapidway corridors, encourage cycling.<sup>17</sup>

In 2020 there was a surge in cycling across York Region for both commuting and recreation. The rapidway corridors offer safe, dedicated bike lanes, bike boxes for crossing safely at traffic signals, and convenient access to repair stations.

Cycling and micromobility trends such as e-bikes and e-scooters are projected to continue rising in the future, and to support this trend, in 2020 York Region amended the bylaw for regionally-owned bike lanes to include these modes.<sup>18</sup>

### accessibility

Rapidway corridors are welcoming to everyone and accessible by all, with pedestrian-friendly crosswalks, wider sidewalks, and vivastations with gently sloped ramps, push-button doors, and visual and tactile wayfinding.



# improving quality of life



Landscaping near Cedarland Station, Markham

1 bus



up to 70 cars on the road



reduced carbon footprint and less traffic congestion



4,430 trees and  
128,450 shrubs,  
plants and flowers planted  
across the 34-kilometre  
rapid transit network<sup>19</sup>

## green footprint

In Ontario, the transportation sector is one of the largest sources of greenhouse gases that contributes to climate change.<sup>20</sup>

Travel by transit generates far less greenhouse gas than travel in a single-occupant car. By investing in transit, we can create a more certain future while helping to meet Canada's commitments under the Paris Climate Agreement.<sup>21</sup>



## Improving quality of life through environmental sustainability and economic investment, transforming our communities into thriving economic centres

### health benefits

By investing in public transit, we can reduce air pollution and chronic diseases to save lives and produce significant health care savings.

- **Improves air quality** >> Traffic-related air pollution in the GTHA contributes to about 1,000 early deaths and 3,000 to 4,000 hospital admissions each year for strokes, heart attacks, lung infections, and asthma<sup>21</sup>
- **Reduces chronic diseases** >> Each year, approximately 7,000 residents in the GTHA develop heart disease and another 60,000 develop diabetes<sup>22</sup>
  - About a quarter of both conditions are preventable through physical activity
  - Taking public transit can easily add 30 minutes of activity into each weekday



Centre Street, Vaughan



York Region Transit electric bus [photo by YRT]

### the future is electric

On June 29, 2020, York Region Transit [YRT] launched its first electric bus from the Newmarket Terminal. This marked the start of a pilot program to electrify the transit fleet, helping to reduce greenhouse gas emissions in support of Canada's climate goals.



YORK  
REGION  
RAPID  
TRANSIT  
CORPORATION



# partnerships and collaboration



## our role

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For the past two decades, YRRTC has played a vital role in transforming communities in York Region. We are proud to be part of York Region's diverse and exciting growth and are committed to partnering with others who share our dedication to transforming our centres and corridors. Together, we are making a difference.



# partnerships in action

changes of great magnitude  
are fueled by the power of  
collaboration and partnerships

## our partners

YRRTC has forged many dynamic partnerships with:

- **The Government of Canada**, as a funding partner for subway projects, facilities and terminals
- **The Province of Ontario**, as a funding partner for subway projects, facilities and terminals
  - **Metrolinx**, an agency of the Province, as our funding partner on subway and rapidway projects
- **York Region**, as our sole shareholder and funding partner on subway, facility and terminal projects, and author of York Region's Transportation Master Plan
- **Local municipalities: Cities of Markham, Vaughan and Richmond Hill, and the Town of Newmarket**, where we've built rapid transit projects
- **Chambers of Commerce and Boards of Trade** from local municipalities
- **Private partnerships**, where common interests are beneficial to projects in York Region



## focusing on the community

YRRTC has built relationships with stakeholders such as small businesses, utility companies and conservation authorities.

Each project has staff dedicated to providing construction updates, enabling those who live, work or commute in the area to understand and plan for construction.

# supporting businesses



## connect, shop + eat local.

With the Yonge Street rapidway opening soon in Richmond Hill, we'd like to thank you for continuing to support our neighbourhood shops and businesses. If you haven't connected with us lately, we can help you find just what you're looking for this holiday season.

After all, we're your neighbours too – Shop Yonge!  
Visit [vivaNext.com](https://vivaNext.com)



# ShopYonge

## award-winning business support program

Supporting businesses has been a priority since our projects began. Over the years, the Business Support Program [BSP] has encouraged people to shop locally throughout construction. During the final year of construction on Yonge Street in Richmond Hill, we saw the increased hardship local businesses were experiencing due to the pandemic, and dedicated our corporate

marketing campaign to encouraging the community to connect, shop + eat local at businesses across York Region. The BSP and corporate campaigns together included:

- Complimentary memberships to local Chambers of Commerce or Boards of Trade
- Information, tools and resources for continued business success
- Promotional campaigns in spring and winter to remind the community to shop and eat locally



Banner flags at Disera-Promenade Station on Centre Street, Vaughan



“ We want to thank the team at vivaNext for their hard work and dedication in keeping residents and businesses informed during this project.”

*Richmond Hill Board of Trade*

# social responsibility



Gratitude gesture across from Southlake Regional Health Care, Newmarket

## conscientious projects

In 2020, supporting local businesses was more important than ever, and the heroic efforts frontline workers were making in our communities became clear.

- YRRTC's promotional campaigns re-focused on encouraging people to connect, shop + eat local, and support local businesses across York Region
- A vivastation in front of Southlake Regional Health Centre on Davis Drive in Newmarket was wrapped in a 28-metre-long "Thank You Frontline Workers" decal and raised "forward" "together" flags to help spread a message of positivity in the community

## contributing to our community

In 2020, the YRRTC team looked for ways to make a positive impact – particularly for those most impacted by the pandemic:

- Coordinated a donation of masks and disposable gloves to York Region Public Health
- Donated over \$1,500 to local food banks
- Donated gifts to support several families during the holidays through Big Brothers Big Sisters of York
- Participated in the #BellLetsTalk initiative to end the stigma around mental health, hosting a virtual café event for staff



## YRRTC Inclusion Commitment Statement

Together with other organizations of York Region, YRRTC is committed to achieving the vision of the Inclusion Charter for York Region. YRRTC envisions and builds mobility networks that facilitate seamless connections for York Region's growing and diverse communities. YRRTC's commitment to inclusion enhances our ongoing work by encouraging positive change in the areas of connectivity and community building.



### diversity & inclusion

YRRTC supports York Region's Inclusion Charter and is committed to encouraging a welcoming and inclusive community where diversity is celebrated and where everyone can develop to their full potential, participate freely in society and live with respect, dignity and freedom from discrimination. 2020 was a pivotal year and accelerated conversations on diversity, inclusion and equity through a staff survey, information sessions, webinars and training.

# accolades

2020  
awards



- Project of the Year Award, Yonge Street rapidway, Professional Engineers Ontario – York Chapter
- Ontario Wood Design Award, SmartVMC Bus Terminal, Canadian Wood Council
- Gold Award, YRRTC 2019 Annual Report, AVA Digital Awards
- Gold Award, Yonge Street Fall 2020 Newsletter, AVA Digital Awards

## awards and recognition

- 2019 Bronze BRT Standard Certification, Institute for Transportation and Development Policy
- 2019 Municipal Paving Project Finalist, Ontario Good Roads Association
- 2018 Engineering Medal in Management, Ontario Society for Professional Engineers
- 2017 Top 10 Public Works Leader Award, American Public Works Association
- 2017 Award of Merit, Vaughan Urban Design Awards
- 2017 Top 100 Urban Planning Blogs, Feedspot
- 2016 LEED Silver Certification – Transit Facility, Richmond Hill, Canada Green Building Council
- 2016 National Corporate Leadership, Communications Award, Canadian Urban Transit Association
- 2015 Project of the Year Finalist, Professional Engineers Ontario
- 2014 Project of the Year, American Public Works Association
- 2014 Hermes Creative Awards, Association of Marketing and Communication Professionals
- 2013 Project of the Year, Ontario Public Works Association
- 2013 Project of the Year, Professional Engineers Ontario
- 2008 Global Excellence Award, Delcan
- 2007 Planning Excellence in Transportation and Infrastructure, Canadian Institute of Planners
- 2007 The Bell Technology Award, Newmarket Chamber of Commerce
- 2006 Excellence Award, Transportation over \$50 Million, 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 Excellence, Environmental Impact, Canadian Institute of Planners
- 2005 Sustainable Urban Transportation, Transportation Association of Canada



## sharing lessons learned

With two decades of experience in large-scale infrastructure delivery, YRRTC staff have been honoured with opportunities to share best practices in a variety of fields. Learnings have been shared with various organizations, including the Canadian Urban Transit Association [CUTA], Urban Land Institute [ULI], Transportation Association of Canada [TAC], Canadian Technical Asphalt Association [CTAA], York University, Rail-Volution, Municipal Communications, and sharing learnings with other municipal neighbours.

## offering expertise from concept to delivery

- Planning, designing and constructing innovative mobility and rapid transit networks
- Land use and related infrastructure planning
- Strategic project oversight
- Innovative procurement and due diligence models
- Accessibility measures
- Collaborative stakeholder management and inter-municipal coordination
- Creative communications, community engagement and proactive issues management
- Advocacy and government relations for York Region's key priorities





# 2020 financial and procurement reporting



## 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 **\$3.554 billion**, **\$1.912 billion** of which is for the 33.7 kilometres of rapidways and is fully funded by the Province.

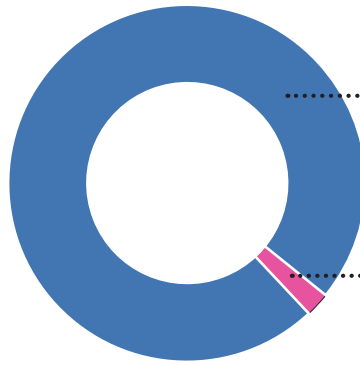
The remaining **\$1.642 billion** balance is for the Regional Capital Program and is cost-shared among the provincial and federal governments and York Region, with the Region responsible for about **\$0.774 billion**, mainly for the Toronto-York Spadina Subway Extension and Facilities and Terminals.

# 2020 financial and procurement highlights

\* The above results do not reflect any unfunded accrual liabilities relating to property settlements \*\* TYSSE budget includes Capacity Buy-in, Viva BRT Concourse & Downsview

## summary of funded capital expenditures at end of 2020\*

total capital budget  
**\$3.554**  
 billion



**98%** total capital expenditures inception to-date  
 \$3.48 billion

**2%** remaining budget  
 \$0.06 billion

total capital expenditures inception to-date  
**\$3.48**  
 billion



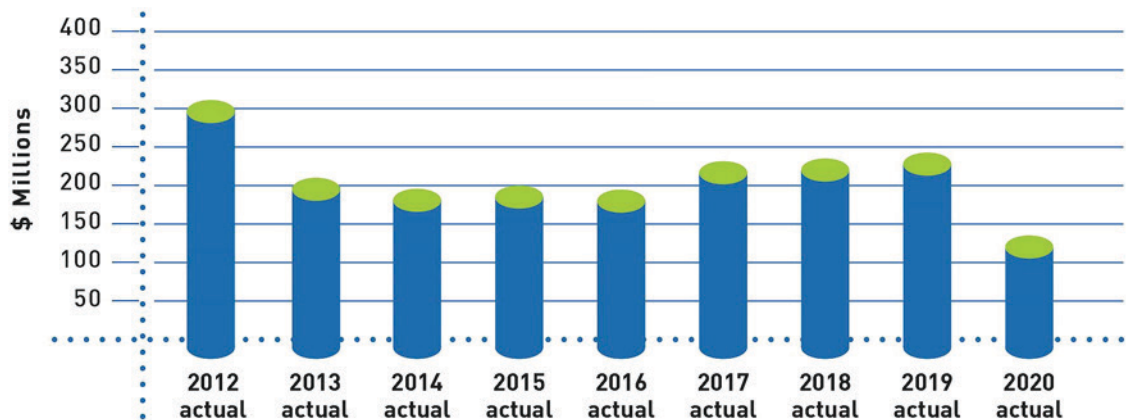
**54%** rapidways & stations  
 \$1.897 billion

**37%** Toronto-York Spadina Subway Extension [TYSSE]\*\*  
 \$1.296 billion

**6%** facilities & terminals  
 \$0.202 billion

**3%** Yonge North Subway Extension conceptual design, Viva buses & other rapid transit initiatives  
 \$0.085 billion

## cash flow at end of 2020\*



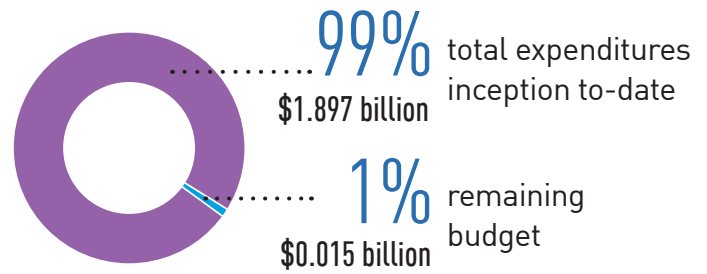
# 2020 financial and procurement highlights

Provincial capital program  
**\$1.912 billion**

## funding sources for bus rapid transit projects

### completion of 33.7 km of rapidways

- Highway 7 East – Markham
- Davis Drive – Newmarket
- Highway 7 VMC – Vaughan
- Highway 7 West and Bathurst & Centre – Vaughan
- Yonge Street – Newmarket & Richmond Hill

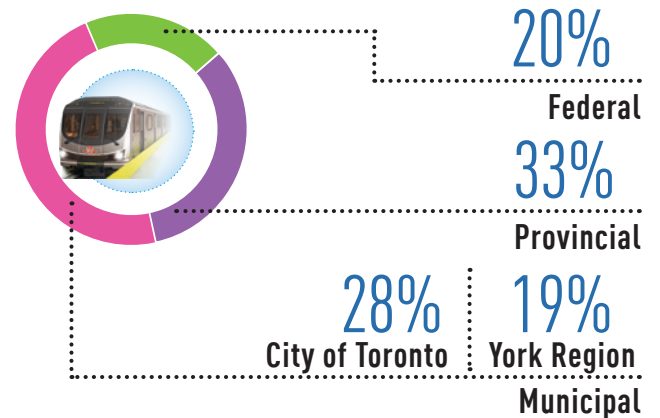
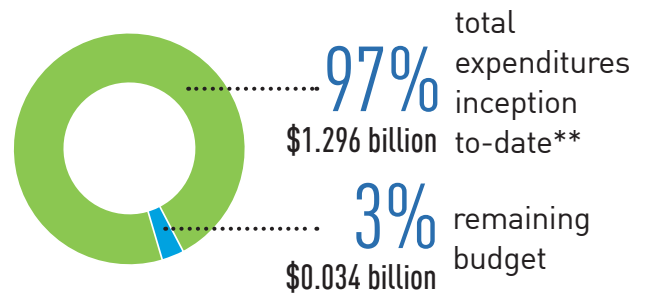


Regional capital program  
**\$1.33 billion**

## 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.

With the subway in service in December 2017, the remaining budget is estimated for the close-out of the project cost.



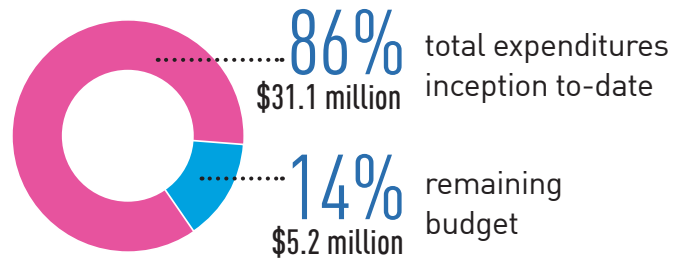


Regional capital program

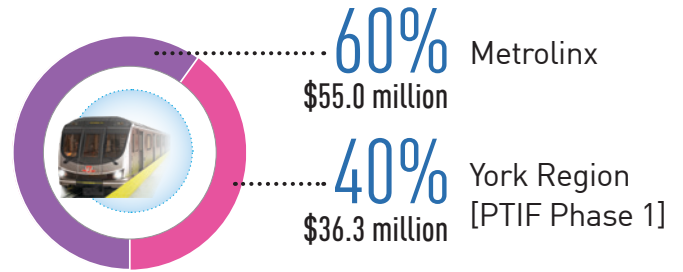
**\$36.3 million**

### Yonge North Subway Extension - planning and design

Yonge North Subway Extension Preliminary Design and Engineering, cumulative funding of \$91.3 million [\$55.0 million from Metrolinx and \$36.3 million from York Region's Federal Public Transit Infrastructure Fund [PTIF].



### YNSE preliminary design and engineering

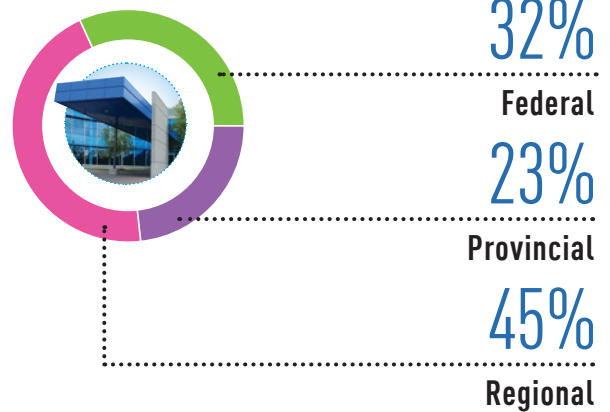
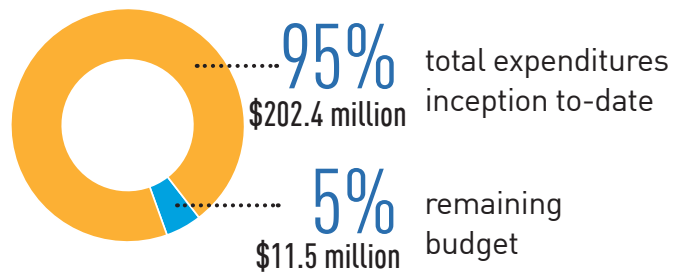


### facilities and terminals projects

Regional capital program

**\$213.9 million**

- Operations, Maintenance and Storage Facility
- Park and Ride at Davis Drive and Highway 404
- SmartVMC Bus Terminal
- Cornell Bus Terminal [75% completed]





# 2020 financial and procurement highlights



SmartVMC Bus Terminal, sculptural vent shaft

## procurement highlights

In 2020, 25 existing contracts received a total net increase of approximately \$17.9 million and 13 new contracts with an approximate total value of \$40.6 million were awarded. Existing contracts greater than total net increase of \$500,000 include:



Utility relocation contracts for Yonge Street

**\$4.4**  
million

Delineated services for program management & technical advisory and construction oversight

**\$11.4**  
million

# 2020 audited financial statements



Rapidway station on Yonge Street, Newmarket

Enclosed are the audited financial statements for York Region Rapid Transit Corporation. YRRTC's capital projects bring assets York Region residents will benefit from for generations to come.

To continue delivering these capital projects in 2020, the gross operating costs were \$22.4 million, including:



**\$15.2**  
million

from the Metrolinx capital program for bus rapid transit projects

**\$3.0**  
million

for Region-funded capital projects

**\$4.2**  
million

from York Region for project management services





KPMG LLP  
Vaughan Metropolitan Centre  
100 New Park Place, Suite 1400  
Vaughan ON L4K 0J3  
Canada  
Tel 905-265-5900  
Fax 905-265-6390

## INDEPENDENT AUDITORS' REPORT

To the Board of Directors of York Region Rapid Transit Corporation

### ***Opinion***

We have audited the financial statements of York Region Rapid Transit Corporation (the Entity), which comprise:

- the statement of financial position as at December 31, 2020
- the statement of operations for the year then ended
- the statement of cash flows for the year then ended
- and notes to the financial statements, including a summary of significant accounting policies

(Hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Entity as at December 31, 2020, and its results of operations and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

### ***Basis for Opinion***

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditors' Responsibilities for the Audit of the Financial Statements***" section of our auditors' report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. KPMG Canada provides services to KPMG LLP.

### ***Responsibilities of Management and Those Charged with Governance for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

### ***Auditors' Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause the Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.



Chartered Professional Accountants, Licensed Public Accountants

Vaughan, Canada

May 13, 2021

# YORK REGION RAPID TRANSIT CORPORATION

## Statement of Financial Position

December 31, 2020, with comparative information for 2019

	2020	2019
<b>Financial Assets</b>		
Due from Regional Municipality of York (note 3)	\$ 629,948	\$ 508,047
<b>Liabilities</b>		
Due to others (note 4)	629,947	508,046
Net debt	1	1
<b>Accumulated surplus (note 5)</b>	<b>\$ 1</b>	<b>\$ 1</b>

See accompanying notes to financial statements.

On behalf of the Board:



\_\_\_\_\_  
Treasurer

# YORK REGION RAPID TRANSIT CORPORATION

## Statement of Operations

Year ended December 31, 2020, with comparative information for 2019

	Budget	2020	2019
<b>Revenue:</b>			
Program management fee (note 6)	\$ 4,362,744	\$ 4,249,091	\$ 4,496,153
<b>Expenses:</b>			
York Region Rapid Transit Program Management:			
External professional contracted services (note 7)	7,976,907	6,891,571	13,890,282
Salaries and benefits	13,649,171	9,529,575	12,638,992
Regional Municipality of York professional contracted services (note 8)	3,872,828	3,467,000	4,452,339
Office administration	1,407,563	562,901	931,921
Occupancy and rent	1,010,605	784,265	460,686
	27,917,074	21,235,312	32,374,220
Regional Municipality of York Corporate Allocation:			
Computer hardware	487,423	440,674	572,281
Computer software	251,586	226,487	318,269
Legal	251,509	201,365	263,525
Telephone and data management	123,809	108,330	143,558
Human resources	117,617	113,620	118,384
Finance charges	67,748	60,550	72,480
Supplies services	77,967	61,613	53,470
	1,377,659	1,212,639	1,541,967
Operating recoveries:			
Recoveries from the Province of Ontario Capital Projects	(20,825,805)	(15,201,591)	(21,129,318)
Recoveries from the Regional Capital Projects	(4,106,184)	(2,997,269)	(8,290,716)
	(24,931,989)	(18,198,860)	(29,420,034)
	4,362,744	4,249,091	4,496,153
Annual surplus	-	-	-
Accumulated surplus, beginning of year	-	1	1
<b>Accumulated surplus, end of year</b>	<b>\$ -</b>	<b>\$ 1</b>	<b>\$ 1</b>

See accompanying notes to financial statements.

# YORK REGION RAPID TRANSIT CORPORATION

## Statement of Cash Flows

Year ended December 31, 2020, with comparative information for 2019

	2020	2019
<b>Operating activities:</b>		
Annual surplus	\$ -	\$ -
Change in non-cash assets and liabilities:		
Due from Regional Municipality of York	(121,901)	(121,986)
Due to others	121,901	121,986
<b>Cash, end of year</b>	<b>\$ -</b>	<b>\$ -</b>

See accompanying notes to financial statements.

# YORK REGION RAPID TRANSIT CORPORATION

## Notes to Financial Statements

Year ended December 31, 2020

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The York Region Rapid Transit Corporation (the “ Organization”) was incorporated on July 2, 2003 under the Ontario Business Corporations Act. The Organization is responsible for the planning, design and construction of the rapid transit network and related infrastructure. The expertise of the Organization lies in project management - design and engineering, procurement and financial management and community relations.

The Organization manages the capital projects funded by the Regional Municipality of York such as road widening, sidewalks, landscaping, storm sewers and fiber communications. In addition, the Organization manages the capital projects funded by the Province of Ontario. The Organization is exempt from income taxes if certain requirements of the Income Tax Act (Canada) are met.

On March 11, 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. Since the first quarter of 2020, the COVID-19 pandemic has impacted the global economic environment due to government imposed lockdowns and social distancing requirements. The economic conditions and Organization’s response to the COVID-19 pandemic had operational and financial impacts on the Organization. The full extent of the financial impact is currently indeterminable due to the evolving nature of the COVID-19 pandemic.

### 1. Significant accounting policies:

(a) Basis of presentation:

These financial statements have been prepared in accordance with generally accepted accounting principles established by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

(b) Accrual basis of accounting:

The financial statements are prepared using accrual basis of accounting. Revenue is recognized as earned and measureable. Expenses are recognized as they are incurred and measurable based upon the receipt of goods and services or the creation of a legal obligation to pay.

(c) Revenue recognition:

The program management fee is recognized as revenue in the year in which related expenses are recognized.

# YORK REGION RAPID TRANSIT CORPORATION

## Notes to Financial Statements

Year ended December 31, 2020

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### 1. Significant accounting policies (continued):

(d) Use of estimates:

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the year. Estimates are based on the best information available to management at the time of preparation of the financial statements and are reviewed annually to reflect new information as it becomes available. Actual results could differ from these estimates.

### 2. Statement of change in net debt:

A statement of change in net debt has not been presented, as the amount of net debt remains unchanged year over year and any other information which would be contained within the statement is readily available elsewhere in these financial statements.

### 3. Due from the Regional Municipality of York:

Amounts due from Regional Municipality of York are non-interest bearing and have no specific terms of repayment.

### 4. Due to others:

Due to others is primarily comprised of payroll related liabilities at the end of the year. They are non-interest bearing and are normally settled on 30-day terms; therefore, their carrying amount approximates the fair value.

# YORK REGION RAPID TRANSIT CORPORATION

## Notes to Financial Statements

Year ended December 31, 2020

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### 5. Accumulated surplus:

The accumulated surplus as December 31 comprises:

	2020	2019
Share capital	\$ 1	\$ 1

### 6. Program management fee:

Per the Rapid Transit Agreement, the Organization is the Program Manager tasked with delivering the rapid transit infrastructure projects for the Regional Municipality of York.

In 2017, the Organization and the Regional Municipality of York entered into a Memorandum of Understanding, whereby the Organization will invoice project management fees to the Regional Municipality of York on a quarterly basis for project management services rendered in the year.

### 7. External professional contracted services:

Expenses on professional contracted services include external legal counsel, external communications, public relations, consulting services and audit services.

# YORK REGION RAPID TRANSIT CORPORATION

## Notes to Financial Statements

Year ended December 31, 2020

### 8. Related party transactions - Regional Municipality of York professional contracted services:

For efficiency purposes, the Regional Municipality of York departments provided contracted services to the Organization per Dedicated Charges Agreements between the Regional Municipality of York and the Organization. These charges were fully recovered against capital projects.

	Budget	2020	2019
Regional Municipality of York			
professional contracted services:			
Property services	\$ 1,824,756	\$ 1,525,475	\$ 1,619,770
Legal services	1,140,900	1,031,657	896,496
Transportation services	769,162	771,858	1,288,594
Community and planning services, long range planning services and data analysis and visual services	-	-	385,621
Records and information management services	-	-	126,554
Supplies and services	138,010	138,010	135,304
	<b>\$ 3,872,828</b>	<b>\$ 3,467,000</b>	<b>\$ 4,452,339</b>

# sources

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1. York Region Planning and Economic Development Branch. [2021]. York Link.
2. Statistics provided by York Region. [2021]. Municipal Comprehensive Review webpage.
3. Abacus Survey. [2020].
4. Statistics from Deloitte. [2020]. Yonge North Subway Extension Federal Submission Report.
5. Statistics from Metrolinx. [2021]. Yonge North Subway Extension webpage.
6. Statistics from Metrolinx. [2021]. Yonge North Subway Extension Initial Business Case.
7. CBC News. [2019]. StatsCan study shows Canadian commutes times are getting longer – and it’s costing us.
8. Province of Ontario Newsroom. [2019]. Minister Caroline Mulroney’s Speech at the Toronto Region Board of Trade.
9. Funding dollars and kilometre lengths of future BRT projects are based on preliminary estimates. More detailed cost and distance estimates are expected with a Future Rapid Transit Network prioritization strategy in 2021, and with future design stages.
10. Statistics from York Region Planning and Economic Development. [2021]. Committee of the Whole, 2020 Regional Centres and Corridors Update.
11. Statistics provided by York Region Planning and Economic Development Branch, Long-Range Planning.
12. Conversations for Responsible Economic Development. [2015]. How Transit Impacts our Economy.
13. Province of Ontario. [2021]. Economic impact of infrastructure investments across asset categories in Ontario.
14. Statistics from York Region Planning and Economic Development. [2021]. Proposed 2051 Forecast and Land Needs Assessment.



15. Calculated based on modelling by York Region Transit, Service Planning. [2019].
16. Statistics provided by York Region Transportation Services Department, Corridor Control and Safety, Traffic Data. [2019].
17. Transportation and Land Use Planning, Research Laboratory at Ryerson University. [2016]. Report, Cycling Behaviour and Potential in the Greater Toronto and Hamilton Area.
18. York Region. [2020]. Committee of the Whole, Lane Designation Bylaw Update – E-Bikes and E-Scooters.
19. Per corridor, the 34-km rapidway network included:
  - Highway 7 East in Richmond Hill and Markham: 1,250 trees, 21,000 shrubs
  - Highway 7 West in Vaughan Metropolitan Centre: 330 trees, 14,000 shrubs
  - Highway 7 West, Bathurst & Centre Streets in Woodbridge and Thornhill: 930 trees, 11,000 shrubs
  - Davis Drive in Newmarket: 470 trees, 21,000 shrubs, plants, flowers
  - Yonge Street in Newmarket: 500 trees, 20,000 shrubs, plants, flowers
  - Yonge Street in Richmond Hill: 950 trees, 52,451 shrubs, plants, flowers
20. Government of Canada. [2021]. Greenhouse gas sources and sinks: executive summary 2021.
21. Toronto Star. [2018]. Public transit benefits everyone – even those who don't use it.
22. Toronto Star. [2014]. GTA's top doctors join forces to encourage cities to plan for built-in exercise.
23. Statistics from York Region Planning and Economic Development. [2021]. Committee of the Whole, 2020 Regional Centres and Corridors Update – Attachment 1.

# contact us



-  social media - @vivaNext
-  [contactus@vivanext.com](mailto:contactus@vivanext.com)
-  905.886.6767 or 877.464.9675
-  York Region Rapid Transit Corporation  
3601 Highway 7 East, 12th Floor,  
Markham, ON L3R 0M3
-  [vivanext.com](http://vivanext.com)





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V  
9818

Automatic Door  
**ATTENTION**  
Passe automatique



**vivanext**  
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