

Clause 6 in Report No. 17 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on November 17, 2016.

6

Toronto-York Spadina Subway Extension - Project Update

Committee of the Whole recommends adoption of the following recommendation contained in the report dated November 1, 2016 from the Chief Administrative Officer:

1. It is recommended that Council receive this report for information.
-

Report dated November 1, 2016 from the Chief Administrative Officer now follows:

1. Recommendations

It is recommended that Council receive this report for information.

2. Purpose

The purpose of this report is to provide an update on the progress of the Toronto-York Spadina Subway Extension (TYSSE) project.

3. Background

Council approved the YYSSE project reset schedule and budget in February 2016

In Report No. 1 of the CAO on March 26, 2015, Regional Council was provided with an update on the YYSSE project schedule and “project reset” proposed by the TTC with the revised projected completion date of December 2017. Reset costs of \$150 Million were approved with a more certain budget to be subsequently delivered. On February 18, 2016, Regional Council approved additional funding of up to \$160 million as York Region’s share of the YYSSE project reset increase of \$400 million. This brought the total YYSSE project cost to \$3.184 billion with York Region’s total share increasing to \$603.6 million.

Bechtel is continuing as overall project managers for TYSSE

In 2015, Bechtel was retained by the TTC as overall project managers for the TYSSE project. Bechtel will continue in this role to the project completion and are maintaining the project schedule and budget under the direction of the TTC CEO.

The attached Annual Report to Canada provides additional details on the project status

As part of the federal requirements for their project funding, an annual report is submitted to the federal government. Attachment 1 is the most recent annual submission for the fiscal year April 1, 2015 to March 31, 2016. This report provides additional details on the project status, major achievements and communications for the 2015/16 calendar year.

4. Analysis and Implications

The project is on track to be completed by December 2017

Bechtel is tracking the reset schedule on a monthly basis against the actual progress achieved by the contractors. To date, the project remains on track to be completed with a start of subway operations in December 2017. The actual first day of operations will be determined late in 2017.

York Region Rapid Transit Corporation is progressing station surface elements at Vaughan Metropolitan Centre and other York Region stations

YRRTC is completing two major surface intermodal facilities at the Vaughan Metropolitan Centre station. The first is the Viva BRT station in the middle of Highway 7 at Millway Avenue (see Attachment 2). The structural steel has now been erected and is currently being welded. Unfortunately, due to the late handover of the site from TYSSE, this station will not be completed until Spring 2018. For the period between December 2017 and Spring 2018, temporary curbside stations will need to be used by Viva passengers at Hwy 7/Millway, with passengers connecting to the subway via the main pedestrian entrance being completed just north of Highway 7.

The second facility is the YRT bus terminal to be constructed at the north end of the subway station, over top of the tail tracks. This project is in the process of being awarded to a contractor and is scheduled to be completed by the subway opening of December 2017.

YRT/Viva in consultation with YRRTC staff is preparing for the start of service of the Spadina Subway Extension

YRT/Viva staff are planning for the implementation of service of the Spadina Subway Extension which includes:

- Development of an operations and maintenance agreement for consideration by Council at a future meeting
- Transfer of ownership of the Highway 407 Station Bus Terminal for consideration by Council at a future meeting
- YRT/Viva will be phasing the implementation of transit service adjustments with the start of subway operations in York Region in keeping with the Council approved YRT/Viva 2016-2020 Strategic Plan
- Fare integration work is underway

5. Financial Considerations

The TYSSE project is progressing within the total reset budget of \$3.184 billion

Bechtel and TYSSE are tracking ongoing costs and claims settlement in accordance with the overall project reset. To date, these costs are reported by Bechtel to be within the project reset budget of \$3.184 billion.

The following Table 1 identifies the total project reset budget as approved by Regional Council in February 2016.

Table 1

Funding Partners	March 26, 2015		Anticipated Move Ontario Trust Shortfall	January 21, 2016	
	Original TYSSE Project Budget	Revised Project Budget		Incremental Project Reset Cost	Project Reset Budget
	\$M	\$M		\$M	\$M
Federal	\$ 697	\$ 697	\$ -	\$ -	\$ 697
Provincial/Move Ontario Trust	\$ 1,059	\$ 1,059	\$ (80)	\$ -	\$ 979
City of Toronto	\$ 526	\$ 616	\$ 48	\$ 240	\$ 904
York Region	\$ 352	\$ 412	\$ 32	\$ 160	\$ 604
Total	\$ 2,634	\$ 2,784	\$ -	\$ 400	\$ 3,184

Out of the \$192 million of incremental cost and revenue shortfall attributed to the Region as part of the project reset, \$172 million was previously addressed through the 2016 Budget. The remaining \$20 million will be included as part of the proposed 2017 Budget.

6. Local Municipal Impact

The TYSSE is an important project for York Region and the City of Vaughan as it serves the Vaughan Metropolitan Centre – an Urban Growth centre in the Provincial Growth Plan and Regional Official Plan.

7. Conclusion

The Toronto York Spadina Subway Extension project just over a year from opening and as reported by Bechtel remains on schedule and within the project reset budget of \$3.184 billion. Attachment 1 provides additional details on the project status.

For more information on this report, please contact Paul May, YRRTC Chief Engineer at 1-877-464-9675 ext. 71030.

The Senior Management Group has reviewed this report. November 1, 2016

Attachments (2)

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Accessible formats or communication supports are available upon request



**Toronto-York Spadina
Subway Extension**



**TORONTO-YORK SPADINA
SUBWAY EXTENSION**

ANNUAL REPORT TO CANADA

April 1, 2015 to March 31, 2016

Submitted By:

**Toronto-York Spadina
Subway Extension Project Team**

City of Toronto

Regional Municipality of York

July 22, 2016

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REPORT OVERVIEW

This annual report is submitted in accordance with the requirements of The Building Canada Fund Contribution Agreement for the Toronto–York Spadina Subway Extension (Section 11.6) (the "Contribution Agreement").

1.0 BACKGROUND

1.1 History of Project

In 2001, the Toronto Transit Commission (TTC) carried out a Rapid Transit Expansion Study to examine the needs and priorities for expansion of the TTC's rapid transit system given the anticipated levels of growth envisioned in the City of Toronto's New Official Plan and the predicted growth trends in the Greater Toronto Area (GTA). This study identified the extensions of the Sheppard Subway easterly to the Scarborough City Centre and the northerly extension of the Spadina Subway to Steeles Avenue as the highest priorities for rapid transit expansion, should funding become available.

On March 23, 2006, as part of the Ontario Budget, the Province announced funding of \$670 million for the purposes of extending the Spadina subway line into the Regional Municipality of York ("York Region"), with those funds placed into Trust. In December 2007, the Province pledged an additional \$200 million towards Project capital costs.

On March 6, 2007, the federal government pledged up to \$697 million towards eligible Project costs. Of this amount, \$75 million was provided up-front through the Public Transit Capital Trust, 2006. An agreement was later executed (September 5, 2008) for the City of Toronto ("Toronto") and York Region to receive federal funding for the Project under the Building Canada Fund.

Provincial Environmental Assessment Approval for the portion of the subway extension in Toronto was received in March, 2007 and approval of the portion in York Region was received in April, 2007. Approval for the project in its entirety under the Canadian Environmental Assessment Act was received in March, 2008.

A governance structure for the Project that included the TTC as Project Manager was set by the municipal partners in the spring of 2007. Subsequently, a Toronto–York Spadina Subway Extension Project office was established in May 2008, and construction commenced in September 2008.

1.2 Project Description

The Toronto-York Spadina Subway Extension (TYSSE) Project (the "Project") is an 8.6 kilometre, six station extension of the existing Yonge University-Spadina Subway Line from its present terminus at Downsview Station, to the Vaughan Metropolitan Centre in the Regional Municipality of York (York Region).

The Project is comprised of 6.2 kilometres within Toronto, and a further 2.4 kilometres within York Region. This Project is unique, in that this is the first time that the TTC Subway system will be extended outside the boundaries of Toronto.

Three of the six new stations are to be constructed within Toronto, two are in York Region, and one straddles the boundary between York Region and Toronto as shown in Exhibit 1.1.

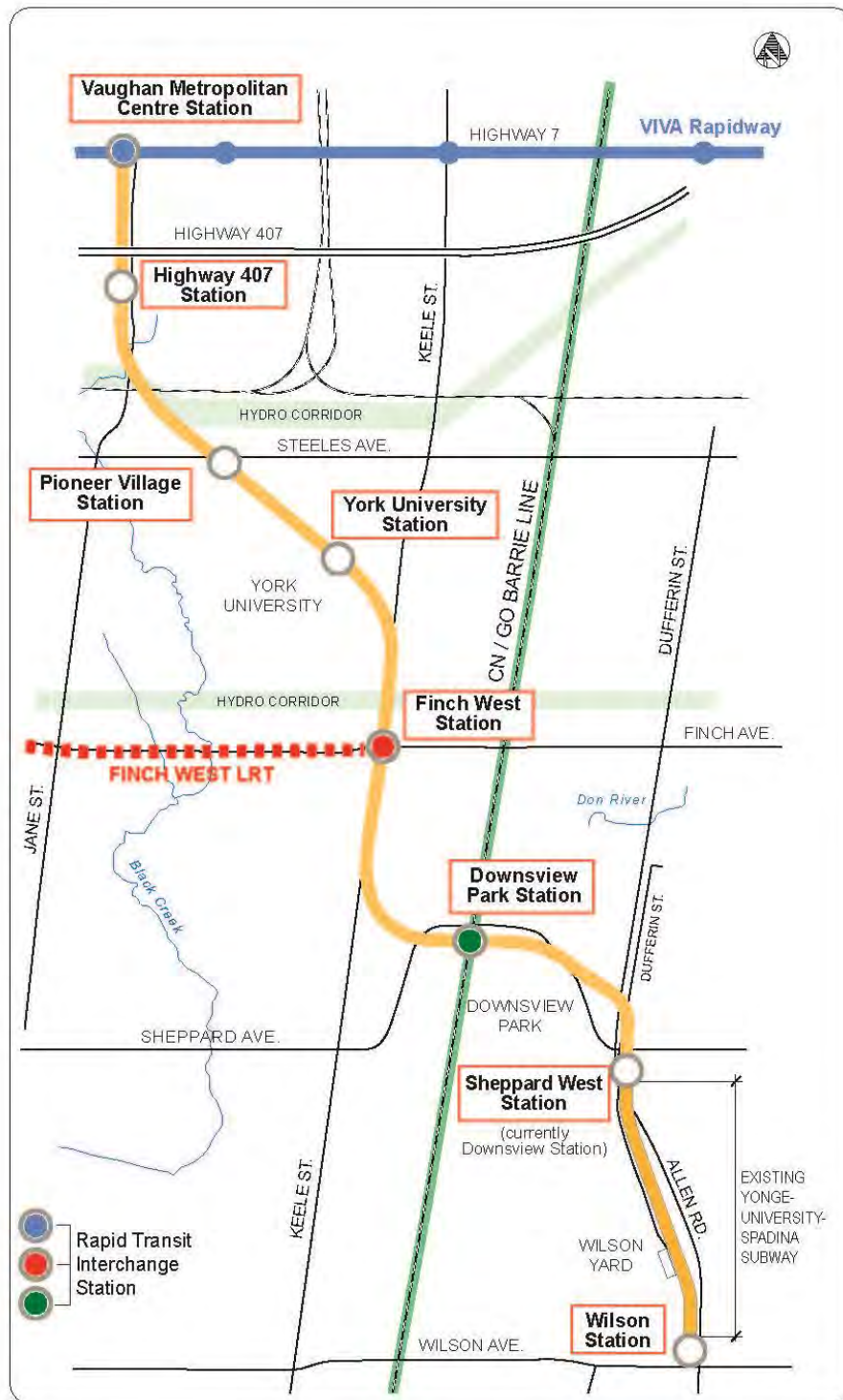
At the outset, station names included in project status reporting and other documents used "working names" for stations located in Toronto, and TTC Board-approved names for the two stations in York Region (Highway 407 and Vaughan Metropolitan Centre). At its meeting of September 27, 2012, the TTC Board approved names for the four stations located in Toronto, in addition to changing the station name for the currently existing Downsview Station. The station working names, and Board-approved names are cross-referenced in the table below.

TYSSE Station Names	
Working Names	TTC Board Approved Names
Downsview (currently existing)	Sheppard West
Sheppard West	Downsview Park
Finch West	Finch West
York University	York University
Steeles West	Pioneer Village
Highway 407	Highway 407
Vaughan Metropolitan Centre	Vaughan Metropolitan Centre

The station locations will include, as appropriate, station entrances, bus terminals, commuter parking and passenger "pick-up" and "drop-off" facilities. A connection to, and expansion of, the existing TTC Wilson Yard Maintenance Facility is required to service and store trains for the TYSSE.

Project site photos are provided as Appendix A to this report.

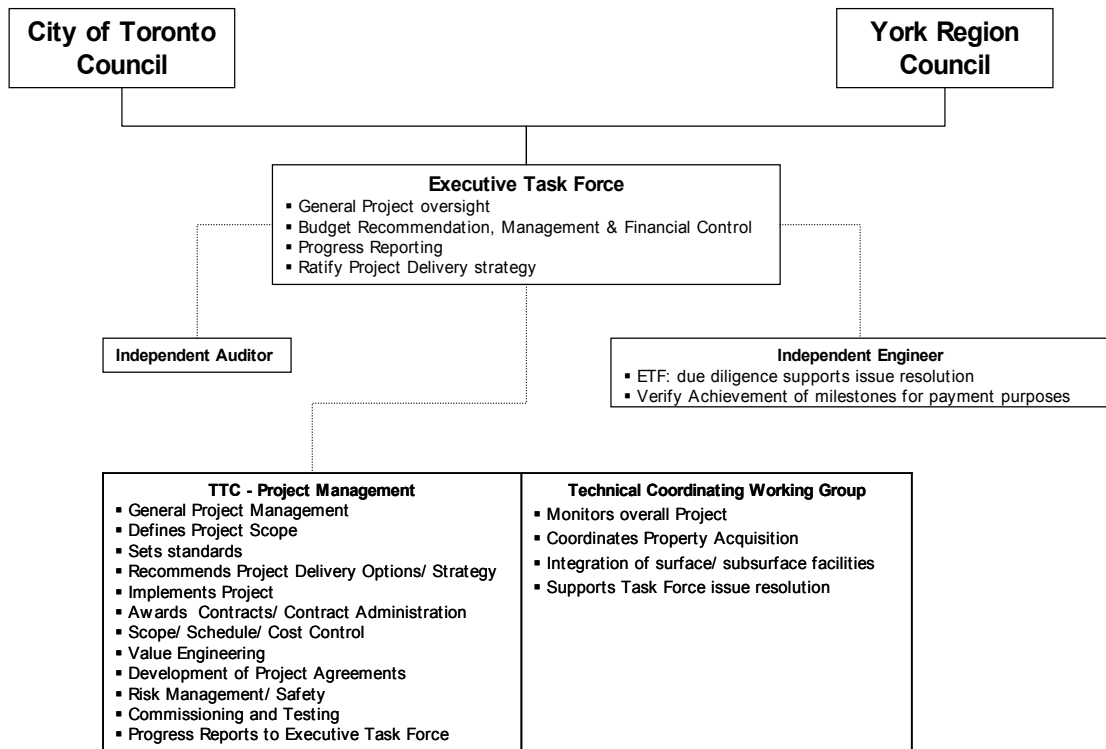
Exhibit 1.1



1.3 Project Governance Structure

Exhibit 1.2

Spadina Subway Extension Governance



The TYSSE Project governance structure recognizes the shared interests of the municipal partners and of the TTC in the successful delivery of the Project, and includes the following key elements:

- The TTC is the Project Manager. This selection was made based on its more than 50 years of history as builder, owner, and operator of the existing Toronto subway system. On March 26, 2015, the TTC Board approved the engagement of Bechtel Canada to directly lead TYSSE Project delivery at TTC, in order to achieve a December 2017 revised opening date. Key areas for which the Project Manager has responsibility are setting standards, strategies for Project delivery and cost control, contracting and administration, and value engineering;
- York Region Rapid Transit Corporation (YRRTC) has responsibility for managing the design and construction of the surface facilities and integration with sub-surface facilities in York Region. York Region is represented in the structure above through its participation in the Executive Task Force, and YRRTC's

participation in the Technical Coordinating Working Group (further explanation follows);

- An Executive Task Force (ETF) was established in order to perform a Project oversight function, and ensure Project delivery in accordance with municipal Council directions. The ETF is supported by an Independent Engineer (regular basis), who provides due diligence, advisory support, and verifies achievement of milestones for payment purposes. Furthermore, the ETF is supported by an Independent Auditor;
- There are three ETF voting members from each of Toronto and York Region, including two Co-Chairs (one from each municipality). TYSSE/TTC staff attend ETF meetings in a non-voting capacity, while provincial staff are given observer status. Finally ETF meetings include the participation of attending counsel and an attending secretary;
- The Project Manager reports to the ETF on a regular basis, including regular progress reporting, and reporting on Project budget, scope, and ongoing technical issues;
- The TYSSE Technical Coordinating Working Group is comprised of municipal and transit staff from both TYSSE and YRRTC, for the purposes of coordinating property acquisition activities, and to integrate surface and subsurface transit facilities in both Toronto and York Region. Furthermore, this working group monitors the progress of the overall Project, and provides additional support to the ETF.

1.4 Project Funding and Funding Partners

The TYSSE Project is jointly funded by the Government of Canada, the Province of Ontario, Toronto and York Region. The Project was originally budgeted at \$2.634 billion.

At its meeting of March 26, 2015 the TTC Board approved an interim TYSSE Project budget increase of \$150 million, and extended the anticipated opening date to December 2017. Subsequently, at its meeting of January 21, 2016, the TTC Board approved an additional budget increase of \$400 million, bringing total estimated Project costs to \$3.184 billion.

Under section 4.2 a) of the Contribution Agreement, the municipal recipients are responsible for any cost overruns, and therefore, there is no request for federal funding for the incremental budget amount. Of the \$550 million Project budget increase, Toronto is responsible for funding \$330 million (59.96%), and York Region, \$220 million (40.04%), as approved by municipal Councils as follows:

- City of Toronto Council meetings: March 31, April 1, 2, 2015; and February 3, 4, 2016; and
- York Region Council meetings: March 26, 2015; and February 18, 2016.

The Province of Ontario provided \$870 million of funding towards the original budget, which was deposited into a Trust (Move Ontario Trust). Together with interest earnings, Trust funding was originally anticipated at \$1,059.1 million. An interest earnings shortfall was subsequently identified of up to \$85 million, mainly as a result of changing market conditions, reducing total Trust funding to \$974 million.

In the absence of additional provincial funding, the municipal partners are responsible for addressing the Trust earnings shortfall, which is apportioned as Toronto: \$51 million (Council February 3, 4, 2016) /York Region: \$34 million (Council February 18, 2016). Total municipal funding, as reflected in the table below, is Toronto: \$907 million/ York Region: \$606 million.

There is no request for federal funding for the incremental budgeted amounts, nor to address the Trust interest shortfall. The Contribution Agreement continues to reflect the Original Project Budget of \$2.634 billion.

	Original Budget		Revised Budget	
Province of Ontario/ Move Ontario Trust	37.0%	*\$1,059,100,000	30.59%	*\$974,100,000
Federal Government	26.5%	\$697,000,000	21.89%	\$697,000,000
City of Toronto	21.9%	\$526,500,000	28.49%	\$907,246,000
Region of York	14.6%	\$351,600,000	19.03%	\$605,854,000
Total	100.0%	\$2,634,200,000	100.0%	\$3,184,200,000

* including interest earnings

1.5 Federal Funding

On March 6, 2007, the Federal Government pledged up to \$697 million towards eligible Project costs, based on cost estimates that were expressed in 2006 dollar terms. Receipt of the funds was made conditional upon completion of a due diligence review, and negotiation of a contribution agreement between the federal government, Toronto, and York Region, including conditions put forth by the Federal Ministers of Finance, and of Transport, Infrastructure and Communities.

The federal government provided \$75 million towards the Project from the Public Transit Capital Trust. This amount was deposited into the Move Ontario Trust.

Subsequently, on September 5, 2008 the Contribution Agreement was executed in relation to the receipt of the remaining \$622 million, and establishes the terms and conditions under which the federal government would reimburse Toronto and York Region for a portion of eligible Project capital costs. In March 2016, the Contribution Agreement was amended to reflect the extended Project schedule, and now includes a Project Completion date of April 30, 2019.

1.6 Project Costs

The Original Project Budget of \$2.634 billion was developed by the Engineering & Construction Branch of TTC, and was based on historical data from the Sheppard Subway in Toronto, the Environmental Assessment report as prepared by the TTC and Toronto for the current Project, and other available TTC sources. Cost estimates for the portion of the Project in York Region were developed using similar assumptions, extending the subway line by linear metres, and adding two additional stations along with requirements for bus bays and car parking, where appropriate.

At its meetings of March 26, 2015, and January 21, 2016, the TTC Board approved Project budget increases totaling \$550 million, and an extended Project revenue service date of December 31, 2017. The projected budget increase is the result of factors including:

- staffing costs to maintain the TYSSE Project office for an additional period in accordance with the extended Project schedule;
- retention of Bechtel in 2015 to lead Project delivery at the TTC;
- risk mitigation strategies;
- resolution of claims and litigation matters;
- scope changes with contractors; and
- budget underestimations for remaining Project scope.

1.7 Project Time Line

At the outset, TYSSE Project completion was anticipated by December 2015. At its meeting of October 24, 2012, the TTC Board approved a report which amended the anticipated Project completion date to the fall of 2016. Subsequently, at its meeting of March 26, 2015, the TTC Board approved a report which further amended the Project revenue service date to December 2017. Reasons for amended Project completion include:

- Schedule delays attributable to station design and utility relocation work;
- A temporary shutdown at the York University site by the Ontario Ministry of Labour due to a fatal accident in 2011; and
- Ongoing contractor performance issues.

In March 2016, an Amending Agreement adjusted the Project completion date under the Contribution Agreement to April 30, 2019, in order to address the extended TYSSE Project schedule.

Project construction is now well underway, with the Project team having made significant progress towards achieving a Project revenue service date of December 31, 2017.

1.8 Project Benefits

Implementation of the Project will provide the following benefits to Toronto and York Region:

- In its opening year of operation, the TYSSE is projected to carry more than 80,000 riders per day, increasing to more than 100,000 per day in 2021;
- By extending the subway system into York Region, the TYSSE will bring high quality rapid transit service to the fastest growing Region in the GTA;
- Within Toronto, extending the existing TTC Spadina Subway line will alleviate congestion on the crowded, parallel, Yonge Subway line;
- TYSSE will promote transit use in both Toronto and York Region, thereby stimulating economic development in the Project corridor;
- TYSSE will support transit-oriented development in growth centres, thereby reducing the environmental impacts of the projected growth; and
- TYSSE will improve the economic competitiveness in the GTA.

1.9 Design Standards

TYSSE Project designers are tasked with designing Project facilities that will comply with all applicable legislation and TTC Design Standards. As such, the designers have been provided with TTC Design Manuals, Master Specifications, Signage, and Standard and Directive Drawings.

Subway stations will comply with Ontario Building Code (OBC) Section 3.13. The OBC references other standards, including NFPA 130, which is applicable to the design of emergency ventilation and evacuation systems.

A listing of all TYSSE Design Standards is provided as Appendix C to this report.

2.0 PROJECT STATUS

2.1 Project Costs

2.1.1 Project Budget

A breakdown of the Original Project Budget, by component, split by funding partner, is provided in Table 2.1 below. The Project budget is updated on a regular basis to reflect Project progress.

TABLE 2.1 TOTAL ORIGINAL PROJECT BUDGET AND SOURCES OF FUNDING

Project Component No	Infrastructure	Total Cost	Total Eligible Cost	Canada's Proposed Contribution	Proposed Contribution Toronto	Proposed Contribution York
\$Millions						
1	Mainline Construction/ Tunnelling	492.496	492.496	161.727	198.329	132.440
2	Sheppard West Station	147.139	147.139	45.167	61.142	40.830
3	Finch West Station	163.477	163.477	51.065	67.402	45.010
4	York University Station	137.337	137.337	36.363	60.544	40.430
5	Steeles West Station	215.637	215.636	57.821	94.626	63.189
6	407 Transitway Station	159.441	159.440	41.313	70.829	47.298
7	Vaughan Corporate Centre Station	205.557	205.557	57.505	88.772	59.280
8	Systems Installation	200.164	200.164	46.785	91.966	61.413
9	Other Structures	118.173	118.173	25.408	55.622	37.143
10	Utility Contracts	16.076	16.076	5.546	6.314	4.216
11	TTC Track, Signals and other transfers to ineligible	10.141			6.081	4.060
	Infrastructure - TOTAL	1,865.638	1,855.495	528.700	801.627	535.309
12	Engineering and Management (ineligible) - TOTAL	77.363		-	46.387	30.976
13	Engineering and Management (eligible) - TOTAL	418.557	418.557	93.300	195.024	130.233
14	Vehicles (ineligible) - TOTAL	147.713		-	88.569	59.144
15	Property (ineligible) - TOTAL	124.900		-	74.891	50.010
	Project - TOTAL (Agreement)	2,634.171	2,274.052	622.000	1,206.50	805.673

* Schedule B, Revision 22

2.1.2 Summary of Expenditures

The Original Project Budget was \$2.634 billion. Based on TTC Board reporting of March 26, 2015, and January 21, 2016, the Final Project Budget has been reset to \$3.184 billion, representing an approved increase of \$550 million.

The Original Project Budget of \$2.634 billion which is included in the Building Canada Contribution Agreement remains unchanged, and no additional federal funding is being requested for incremental budgeted amounts. The additional \$550 million is being funded by Toronto (\$330 million), and York Region (\$220 million), as approved by both municipal Councils (Toronto- March 31, April 1, 2, 2015, and February 3, 4, 2016; York Region- March 26, 2015, February 18, 2016).

In addition, the Move Ontario Trust has been unable to achieve its forecast interest earnings of 4% since inception, and is currently anticipated to underachieve this result by up to \$85 million. In the absence of additional provincial funding, the municipal partners are responsible for addressing this shortfall (Toronto: \$51 million, Council February 3, 4, 2016 / York Region: \$34 million, Council February 18, 2016). Total municipal funding, as reflected in the table below is Toronto: \$907.3 million/ York Region: \$605.9 million.

As of March 31, 2016, total life to date project expenditures amounted to \$2,116,955,673 million, representing 80.4% of the Original Project Budget. The federal portion of this amount was \$531,233,099 million.

2.1.3 Summary of Claims

TABLE 2.2 CLAIMS BY FUNDING PARTNERS **

Funding Partner: Sources of Funding	Funding Contribution	Federally Eligible (Life to Date)	Federally Ineligible (LTD)	Total (LTD) Claim
Move Ontario Trust*	\$1,049,100,000	\$503,157,009	\$371,629,942	\$874,786,951
Federal Government	\$622,000,000	\$536,516,829	-	\$536,516,829
City of Toronto	\$907,246,000	\$311,694,218	\$111,414,657	\$423,108,875
Region of York	\$605,854,000	\$208,172,703	\$74,400,315	\$282,543,018
Uses of Funding				
Total Original Project Budget	\$2,634,200,000	\$1,559,540,759	\$557,444,914	\$2,116,955,673
Project Reset Incremental - Ineligible	\$550,000,000			
Total Revised Project Budget	\$3,184,200,000			

*includes up-front federal funding of \$75 million from the Public Transit Capital Trust (2006)

** information provided from TTC Project Status Monthly Report, March 31, 2016

Requests for funding are submitted to Move Ontario Trust, Toronto, and York Region upon the approval of claims for incurred Project costs by the ETF. Claims for reimbursement of invoiced/paid costs are submitted to the Government of Canada separately, under the pre-established SIS process.

Federal claims #60 - #70, relating to April 1, 2015 - March 31, 2016, were submitted for federally eligible expenditures totalling \$214.8 million, of which the federal portion was \$36.5 million. The claim totals were comprised of:

- Mainline Construction/Tunnelling (\$11 million);
- Station Construction (\$147.8 million); and
- Systems, Utilities and Other Structures (\$56 million).

Commencing with claim #54 (September 16, 2014), the federal funding rate was reduced from 40% of eligible expenses, to 17% of eligible expenses. As agreed to by all parties, the reduced rate was implemented for the final \$150 million of federal funding.

2.2 Design Status

Design of stations and major system elements have been completed. The Design consultants continue to provide support during construction as may be required.

2.3 Project Master Schedule

The Project Master Schedule identifies key phases of design and construction, and enables monitoring of the Project baseline schedule. A Project Master Schedule is provided as Appendix B to this report.

3.0 MAJOR ACHIEVEMENTS & DELIVERABLES

3.1 Achievements

During fiscal 2016, the following Project achievements were made:

i) Contract Awards

- Steeles North Parking Lot
- Structural Finishing
- Mechanical Finishing – VMC

ii) Tenders Issued/Outstanding at Fiscal Year End

- Contract Completion Services

iii) Completion

- Achieved substantial performance for trackwork

iv) Communications

During fiscal 2016, key communications achievements were as follows:

- Project news issued on July 16, 2015 featured Highway 407 Station;
- Project news issued on January 11, 2016 highlighted Pioneer Village Station;
- Project conducted 31 tours of the project including the media, elected officials, various transit agencies, university student groups and other stakeholder groups.

v) Environmental Assessment/Compliance Update

In September, the final Butternut Annual Monitoring Report was submitted to MNRF. In November, the York University Woodlot Monitoring Final Summary Report TYSSE was submitted to MOECC.

vi) Property Acquisitions and Permits/Approvals

Various construction easements and other temporary agreements with various landowners were extended, as required. An MOU has been finalized with Metrolinx for funding of the Downsview Park GO station Platform work

3.2 Deliverables under Federal Contribution Agreement

- Schedule B, Revision 22 was prepared, submitted into SIS, and subsequently approved by Transport Canada.
- Updated annual cash flow forecasts for July 2, September 1, December 1, 2015, and February 1, 2016 were submitted to Transport Canada by e-mail.
- Active contracts were updated in SIS on an ongoing basis, which were subsequently approved by Transport Canada.
- Project claims #60 - #70 were submitted for reimbursement (April 1, 2015 - March 31, 2016) totalling \$214.8 million, of which the federal portion was \$36.5 million
- The Annual Report and Financial Audit for fiscal 2015 was submitted to Transport Canada on July 29, 2015, and approval was received on August 17, 2015.
- Management Committee meetings were held on June 9, September 22, December 8, 2015, and on March 8, 2016.

4.0 SCHEDULE "B"

Schedule B, Revision 22 (approved by Transport Canada staff subsequent to fiscal year end) is provided in table 4.1 below. Schedule B is revised on an ongoing basis to reflect updated Project progress.

**TABLE 4.1 – Schedule B, Revision 22 –
Updated Detailed Project Description and Cashflow (Original Budget)**

Project Component No	Infrastructure	Total Cost	Total Eligible Cost	Canada's Proposed Contribution	Proposed Contribution Toronto	Proposed Contribution York	Breakdown of Expenditures		
							Previous	2015/16	2016/17
							\$Millions		
1	Mainline Construction/ Tunnelling	492.496	492.496	161.727	198.329	132.440	382.802	62.058	47.636
2	Sheppard West Station	147.139	147.139	45.167	61.142	40.830	111.877	12.945	22.317
3	Finch West Station	163.477	163.477	51.065	67.402	45.010	119.012	17.300	27.165
4	York University Station	137.337	137.337	36.363	60.544	40.430	48.958	45.332	43.047
5	Steeles West Station	215.637	215.636	57.821	94.626	63.189	113.253	58.572	43.812
6	407 Transitway Station	159.441	159.440	41.313	70.829	47.298	86.039	30.526	42.876
7	Vaughan Corporate Centre Station	205.557	205.557	57.505	88.772	59.280	119.290	36.487	49.780
8	Systems Installation	200.164	200.164	46.785	91.966	61.413	62.005	76.005	62.154
9	Other Structures	118.173	118.173	25.408	55.622	37.143	26.398	55.117	36.658
10	Utility Contracts	16.076	16.076	5.546	6.314	4.216	10.764	3.145	2.167
11	TTC Track, Signals and other transfers to ineligible	10.141			6.081	4.060	10.141		
	Infrastructure - TOTAL	1,865.638	1,855.495	528.700	801.627	535.309	1090.539	397.487	377.612
12	Engineering and Management (ineligible) - TOTAL	77.363		-	46.387	30.976	53.520	6.047	17.796
13	Engineering and Management (eligible) - TOTAL	418.557	418.557	93.300	195.024	130.233	233.250	96.248	89.059
14	Vehicles (ineligible) - TOTAL	147.713		-	88.569	59.144	65.890	80.258	1.565
15	Property (ineligible) - TOTAL	124.900		-	74.891	50.010	73.013	18.481	33.406
	Project - TOTAL (Agreement)	2,634.171	2,274.052	622.000	1,206.50	805.673	1,516.21	598.521	519.438

5.0 MANAGEMENT COMMITTEE MEETINGS

The Management Committee was established in accordance with Section 8.0 of the Contribution Agreement, in order to “administer and manage” agreement terms and conditions. The Management Committee consists of one Co-chair and one additional member from each of Transport Canada, Toronto and York Region. TYSSE/TTC and provincial staff attend meetings as non-voting members.

The Management Committee was established during the 2009 fiscal year. During fiscal 2016, Management Committee meetings were held on June 9, September 22, and December 8, 2015, and March 8, 2016. Minutes of the Management Committee Meetings are provided as Appendix D to this report.

As at March 31, 2016, the Management Committee members are:

Transport Canada-	Martin McKay Sean Bradley	Co-Chair Member
Toronto-	Mike St. Amant Karyn Spiegelman	Co-Chair Member
York Region-	Ed Hankins Paul May	Co-Chair Member

6.0 COMMUNICATIONS

6.1 Joint Communications Group

The Joint Communications Group (JCG) was established in July 2008, to facilitate the terms and conditions of Project communications as outlined in Schedule C of the Contribution Agreement. The JCG is directed by the Management Committee, to which it reports. JCG membership comprises communications staff from the Government of Canada (Transport Canada), the Province of Ontario (Ministry of Transportation), the City of Toronto, the Regional Municipality of York, TTC, and the TYSSE Project team. All TYSSE Project communications and related activities are developed and implemented collaboratively by the JCG. The JCG developed communications goals and objectives as follows:

Goals	Objectives
Increased public awareness of the subway extension and how it will serve their future transit needs.	Encourage GTA residents to use public transit instead of private vehicles, especially those in the areas that will be served by this expansion.
Demonstration that all levels of government are working together to improve transportation infrastructure, specifically public transit in the GTA.	<p>Maintain a joint communications working group for the TYSSE Project, which will develop a solid communications plan and brand for internal and external publics.</p> <p>Strive for consensus in Project communications by ensuring all partners are equally consulted and represented, and individual organizational processes are respected.</p>
Positive media coverage about the Project and all related events.	Maintain clear and consistent messaging through all phases of the Project so that the public and stakeholders are well informed.

One member of the JCG attends each Management Committee meeting and each ETF meeting, on a rotating basis, to report on the communications activities and plans.

6.2 JCG Meetings

The JCG holds regular monthly meetings with all members attending either in person or by conference call.

The meeting Chair is rotated amongst the members, with the Chair having responsibility for setting and distributing the agenda in advance of the meetings. Minutes of meetings are recorded and distributed by TYSSE project staff to the funding partners.

6.3 Joint Communications Plan

A Joint Communications Plan was developed for the Project by the JCG and approved by each funding partner, the ETF, and the Management Committee. This plan is updated from time to time to reflect progress on the Project.

A Tactics Plan, which outlines communications activities, products and implementation schedule was also prepared by the JCG, and is provided in Appendix E to this report.

In addition, the JCG is tracking key milestones for the Project with a view to planning communications activities to mark them, including holding events as appropriate.

6.4 TYSSE Project Logo/ Funding Boiler Plate

A TYSSE Project logo was developed by the JCG and approved by the Management Committee. A copy of the logo is provided in Appendix E to this report.

The following wording was also developed to appropriately identify the funding partners on communications products:

“The Toronto-York Spadina Subway Extension Project is jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and the Regional Municipality of York.”

6.5 Project Signage

The JCG created Project funding signs in accordance with Schedule C of the Contribution Agreement, a copy of which is provided in Appendix E to this report. There are a total of 39 signs installed at the six station sites and other construction sites along the Project alignment. An annual inspection of signage was conducted and seven damaged/weathered signs were replaced. Signs were cleaned of graffiti in various locations by TTC.

6.6 Websites and Social Media

The JCG tasked the TYSSE communications representative to work with TTC staff, for the purposes of developing a unique Project microsite that works within the existing TTC.ca website framework. A new and improved Project microsite was launched in October 2011, replacing the original website, and is updated on a regular basis. (link) <http://www.ttc.ca/Spadina/index.jsp>

The microsite provides the public with general TYSSE Project information, and offers the opportunity to learn about the Project, and to keep current on construction-related activities including tunnelling progress (now complete) and track installation, and to view construction photos and videos.

From April 2014 until March 2015, this microsite had about 579,000 visits. A graphic representation of site activity since its launch is included in Appendix E.

Various Project videos have been created to help inform the public about tunnelling, tunnel boring machine (TBM) operation, tunnel construction, and TBM breakthroughs. During this period two new videos were added that featured timelapse footage of major concrete pours at VMC and York University Stations. These videos have had more than 40,000 views since they were posted to the TTC YouTube Channel, and can now be accessed directly from the TYSSE website..

TTC Communications regularly tweets TYSSE events and activities using the Twitter hash tag #TYSSE. York Region Rapid Transit Corporation (YRRTC) also tweets and sends out email blasts with TYSSE updates related to activities in York Region. This year the project has been active on twitter under account @jmsker tweeting updates about the project and many new construction progress photos.

6.7 Joint Communications Group - Protocols

The JCG agreed on a protocol for handling media inquiries, which requires providing all funding partners with advance notice of the inquiries whenever possible. Communications staff are consulted about responses, when required.

The JCG follows a Notification Protocol which was jointly developed and approved by the funding partners in May 2009 (provided in Appendix E). This protocol outlines timelines required to notify Project partners about TYSSE communication activities.

An approved "Communications Protocol - Elected Officials' Requests for Site Visits", was revised in June 2014 (provided in Appendix E).

6.8 TYSSE Project News

Project Newsletters dated July 16, 2015 featured Highway 407 Station Construction, and on January 11, 2016 Pioneer Village Station Construction was featured.

Toronto's Strategic Communications Division provides copy editing and editorial support for the Project newsletters. Approval from each funding partner is obtained before the newsletters go to print, are electronically distributed by TTC, and are posted to the TYSSE microsite. A small number of newsletters are printed for the public, are supplied to members of respective local councils and are available at TYSSE Project Information Centres.

6.9 Communication Activities

i) Project Information Centres (PIC)

PICs are "drop-in" centres where the members of the public may speak to a Project Construction Liaison Officer to receive information about the construction and architectural models of the stations, to ask questions, or to voice concerns/complaints in relation to Project construction. A PIC offers display boards, station models and printed take-away information.

Two PICs, at York University and Vaughan Metropolitan Centre, were closed due to lower than expected attendance.

One PIC remains open at:

- Finch West, 1120 Finch Ave. West, 8th Floor, Toronto

The PIC is open to the public three days a week, with hours as listed on the TYSSE website.

ii) Events

A TTC media tour was held on January 15, 2016 to announce the Project reset budget and updated completion date.

iii) News Releases

A news release was issued in relation to the above-noted media technical briefing.

iv) Project Tours

During fiscal 2016, the Project conducted 31 tours for its funding partners including several elected officials, various transit agencies, other stakeholder groups, and media outlets.

7.0 ENVIRONMENTAL ASSESSMENT AND COMPLIANCE

7.1 Environmental Assessments

The Project received environmental clearance from the Ontario Ministry of the Environment (MOE) under three Environmental Assessments (EAs). Details and approval dates of these EAs are shown in Table 7.1 below. With the contribution of federal funds, the Project is also subject to the Canadian Environmental Assessment Act (CEAA), with approvals for the CEAA Screening Report having been received prior to the current fiscal year. No EA amendments were undertaken during fiscal 2015.

In March 2011, the 2009 and 2010 Federal annual compliance reports (ACR) were submitted to Transport Canada. The 2009-2010 combined ACR for the Toronto and York Region Provincial EAs was submitted to the MOE in June 2011. The ACRs for fiscal 2011 and 2012 were submitted in September 2013. The 2013 ACR was submitted in May 2015 and the 2014 ACR was submitted in May 2016. The 2015 ACR will be presented in July 2016.

Table 7.1 – Summary of Environmental Assessments

EA Submissions	Area	EA Approvals	Compliance Monitoring Plans (CMP)	Annual Compliance Report (ACR)	Environmental Management Plans (EMP)
Provincial EA	TYSSE Downsview to Steeles (City of Toronto)	Approved March 23, 2007	Approved March 19, 2008	Submitted September 2013	Focused York University Wood Lots EMP Completed
Provincial EA	TYSSE Steeles to VMC (York Region) Conditions of Approval Report	Approved November 9, 2006 Approved June, 2007	Approved October 13, 2008	Submitted August 2014	North and South Tunnel EMPs completed. VMC EMP Completed
Provincial EA	Wilson Yard Expansion	Approved January 13, 1994	None required	None required	None required
Federal CEAA Screening Report	Total Project	Approved March 13, 2008	Submitted January 20, 2009 Approved April 20, 2009	Submitted May 2015	North and South Tunnel EMPs completed. Focused York Woodlot EMP Completed. VMC EMP completed.
Environmental Effects Analysis	YRT Bus Terminal At VMC	Not required	None Required	None Required (covered under original conditions)	None Required (covered by Station EMP)

7.2 Design and Construction Compliance Monitoring

A summary of environmental compliance activities undertaken during fiscal 2016 associated with design and construction work is as follows:

- *Air* - All construction contractors are required to submit a monitoring plan, baseline and construction monitoring, which have been submitted for issued contracts.
- *Natural Heritage*
 - North and South Tunnel EMPs were completed and submitted to Transport Canada during fiscal 2013. Preconstruction monitoring at the York University Boyer and Boynton Woodlots was completed during fiscal 2011. Quarterly reports were shared with Transport Canada and the Province. Monitoring was completed in 2016..
 - Black Creek relocation (DFO Permit BU -07-1886) was issued June 16, 2010. Creek relocation at Highway 407 Station site was accomplished on December 6, 2010. An ongoing monitoring program is in place, with a report submitted annually to the Department of Fisheries and Oceans Canada. Further remediation was carried out in the Spring of 2014 in relation to additional vegetative stabilization that was required to keep the work in compliance with the DFO and CEAA Authorizations. A re-vegetation plan was developed. Implementation took place in April-May 2014.
- Noise and vibration analysis was completed during the design phase. Construction mitigation and monitoring was implemented previously for all awarded contracts, and continues to be in effect.
- *Surface Water* – Six major station and tunnel construction contracts include surface water management control and monitoring requirements as committed in the individual EMPs. Surface water management programs were implemented previously, and continue to be in effect.
- *Traffic Management Plans (TMP's)* – All plans are included in the six major station and tunnel construction contracts. Each contractor is responsible for implementing and maintaining their TMPs throughout the duration of the Project. Amendments to the TMPs are reviewed and coordinated between contractors, approval agencies and TTC.
- *Utility Relocation*- All design packages include details of utility relocations that are to be accomplished by each contractor. Ongoing coordination is required to address approvals required by municipal authorities for utility relocations or changes.

An update of CEAA Compliance Monitoring commitment status, as of March 31, 2016, is provided in Appendix F.

8.0 ANNUAL FINANCIAL COMPLIANCE AUDIT

The annual financial audit report for fiscal 2016 is provided in Appendix G to this report, in accordance with the requirements of Section 11 and Schedule D of the Federal Contribution Agreement.

APPENDIX A

Site Photos



Downsview Park Station

Aerial view looking south west

May 21, 2015



Downsview Park Station

East and west entrance structures fully enclosed and surface grading works underway. Green roof installation (inset photo)

October 11, 2015



Downsview Park Station

Landscaping on north side of east entrance - sodding, planting and installation of permeable pavers

October 11, 2015



Downsview Park Station
East entrance ceiling tile installation with “Spin” artwork

February 13, 2016



Downsview Park Station

Escalators (east entrance); elevator installation (west entrance)

March 31, 2016



Finch West Station

Aerial perspective of Finch West Station construction, looking north west

March 31, 2016



Finch West Station

Main entrance building on Keele Street, looking south

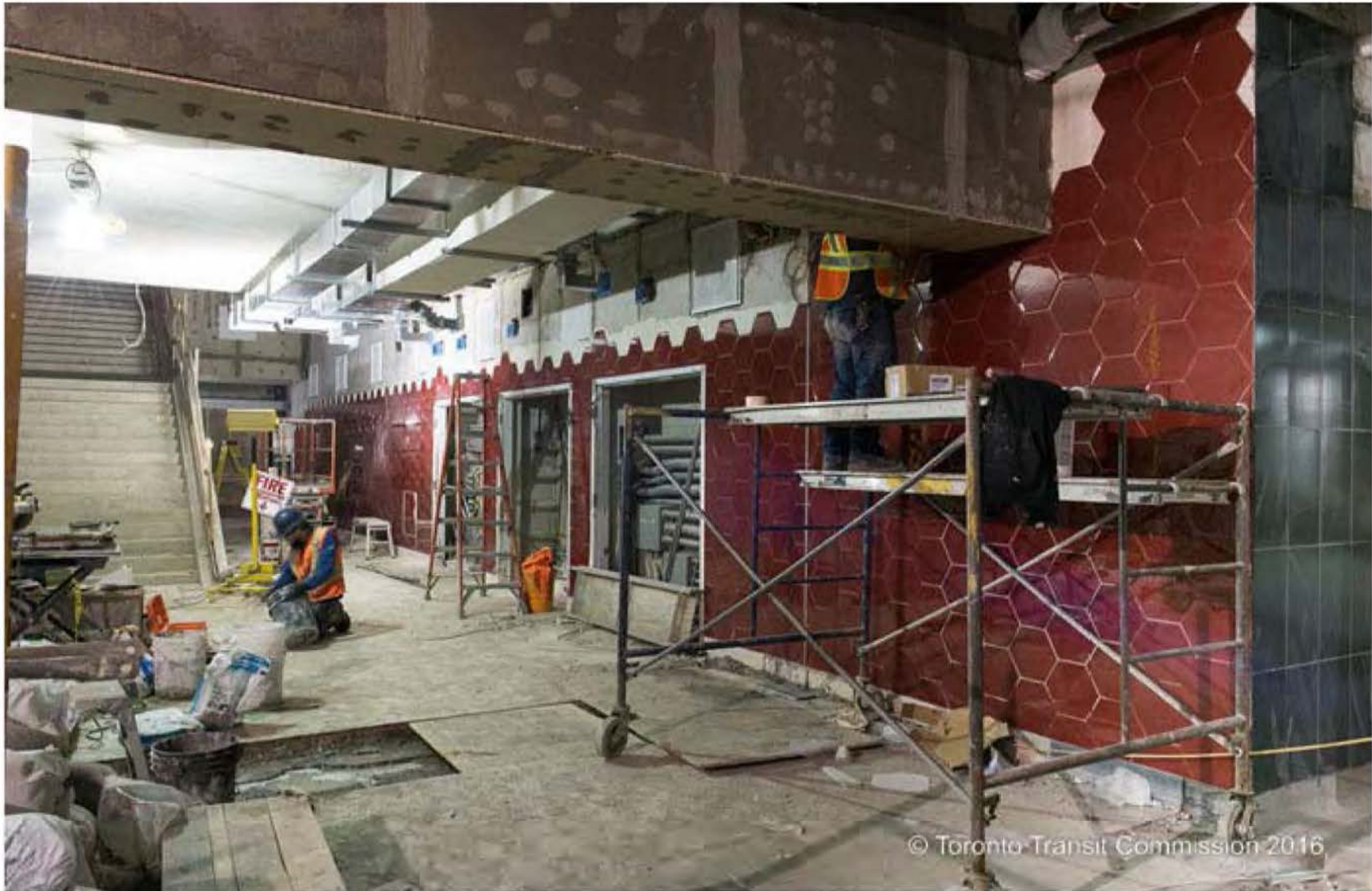
October 7, 2015



Finch West Station

Bus terminal/power substation with floating bus platform canopy (at right)

March 23, 2016



© Toronto Transit Commission 2016

Finch West Station

Tile work in main entrance, concourse level

March 23, 2016



York University Station
Aerial view, looking west

May 21, 2015



York University Station

Concourse level waffle beam ceiling and V-columns (rebar form)

October 30, 2015



York University Station

Entrance roof frame installed

December 15, 2015



York University Station

View of the escalators from the platform level connecting to concourse level

January 10, 2016



York University Station
Station box roof pour complete

January 10, 2016



York University Station

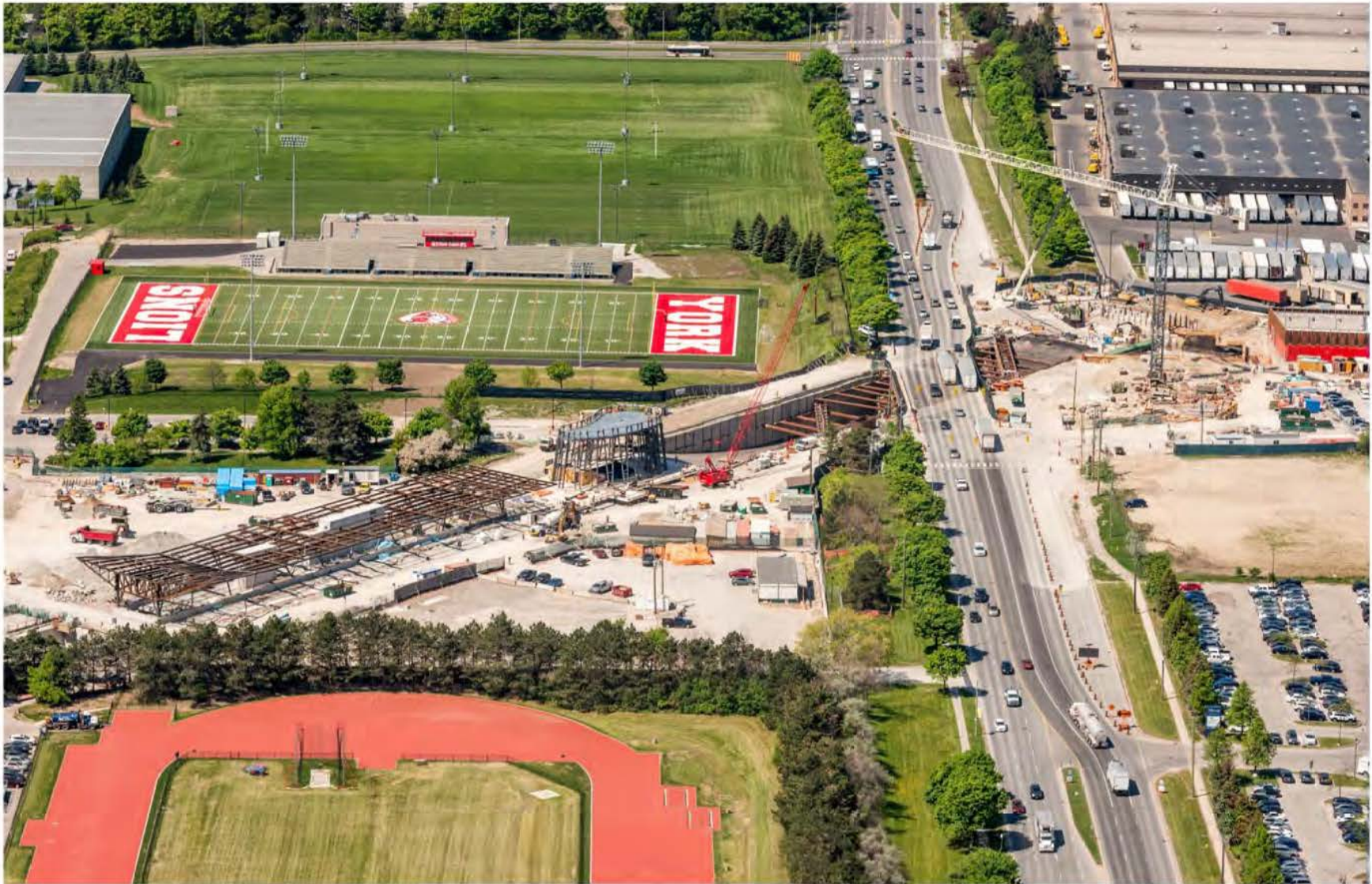
Station entrance view from street side – curtain wall frames installed
(Inset photo) View from station interior looking through light “scoop”

March 9, 2016



York University Station
Station entrance structure view from Kaneff Tower
First layers of roof cladding complete

March 9, 2016



Pioneer Village Station

Aerial view, looking west

May 25, 2015



Pioneer Village Station

South entrance frame installed, cladding in progress
TTC bus terminal in background

October 10, 2015



Pioneer Village Station
Interior of the south entrance

October 10, 2015



Pioneer Village Station

TTC bus terminal interior – mechanical and electrical systems
and terrazzo flooring in progress

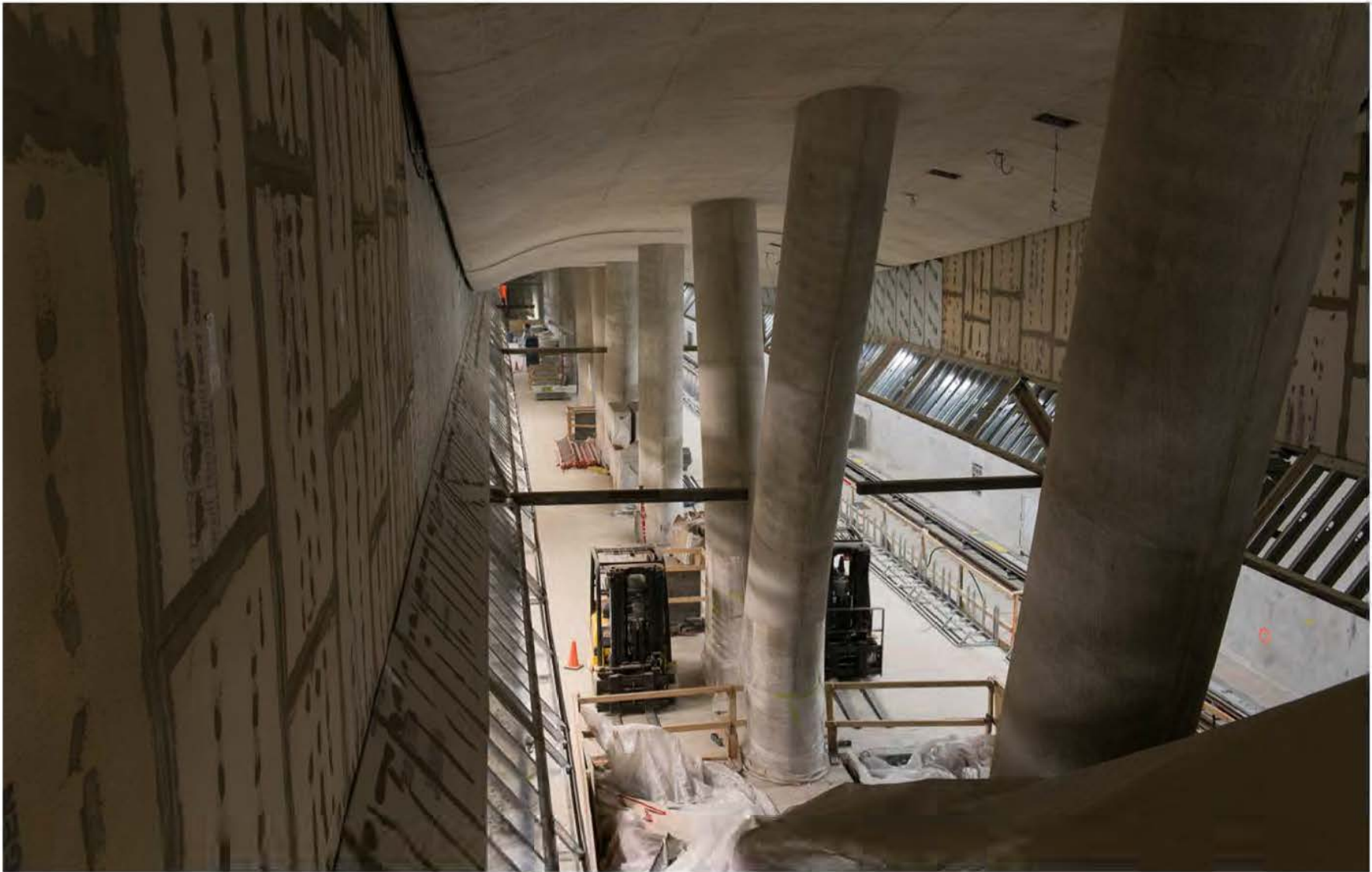
January 11, 2016



Pioneer Village Station

Corten steel panels ready for installation at south station entrance

January 11, 2016



Pioneer Village Station

View of station platform from concourse.
Framing for smoke baffle in public platform area in progress

January 12, 2016



Pioneer Village Station

View of power substation with YRT passenger waiting area addition
(north station entrance in background)

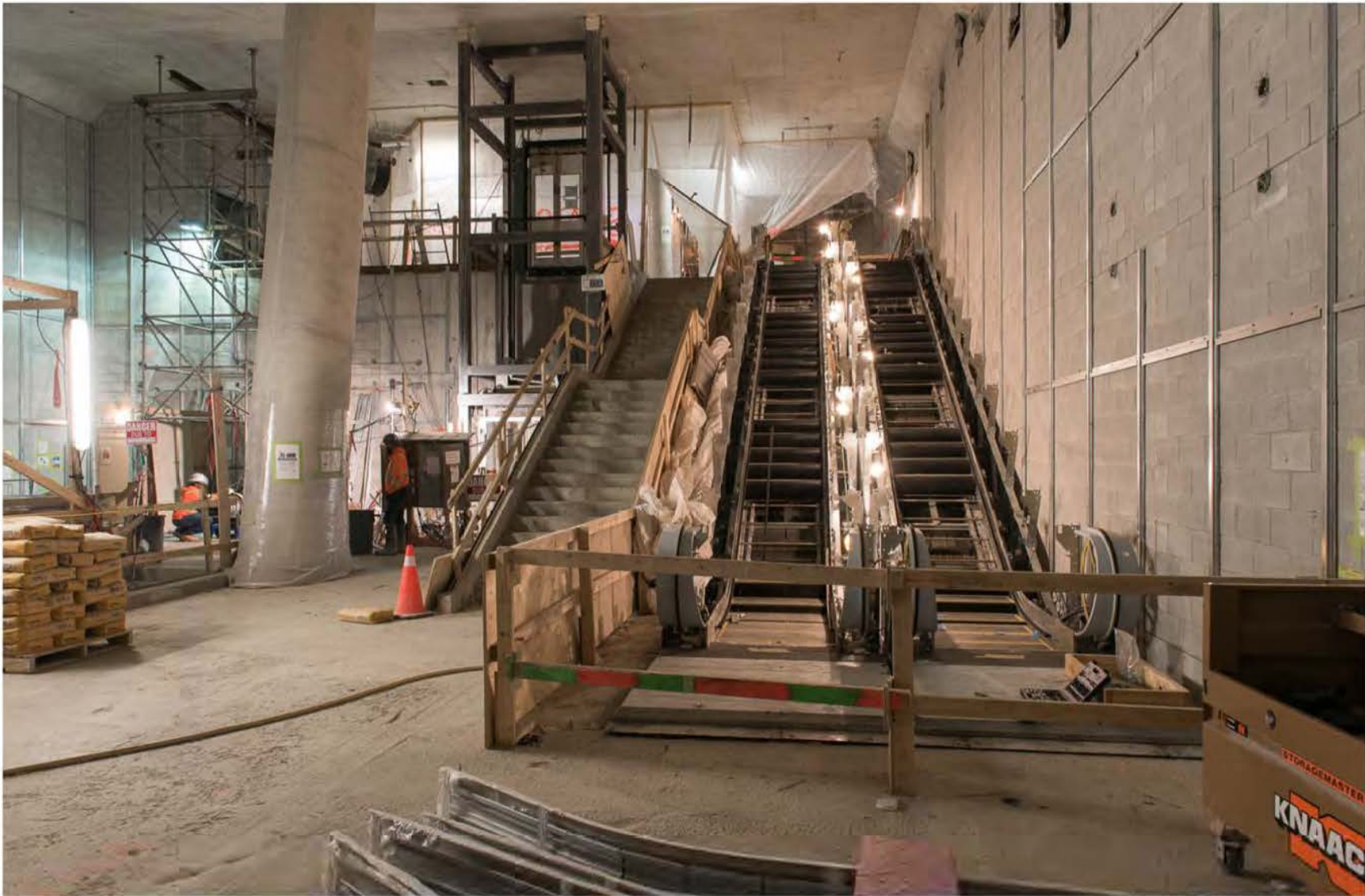
February 12, 2016



Pioneer Village Station

Canopy frame installed for the TTC bus terminal, finished canopy will protect passengers from the elements in plaza at entrance to bus terminal

March 19, 2016



Pioneer Village Station

Escalator installation from platform to concourse to north station entrance

March 19, 2016



Highway 407 Station
Aerial view looking southwest

May 25, 2015



Highway 407 Station

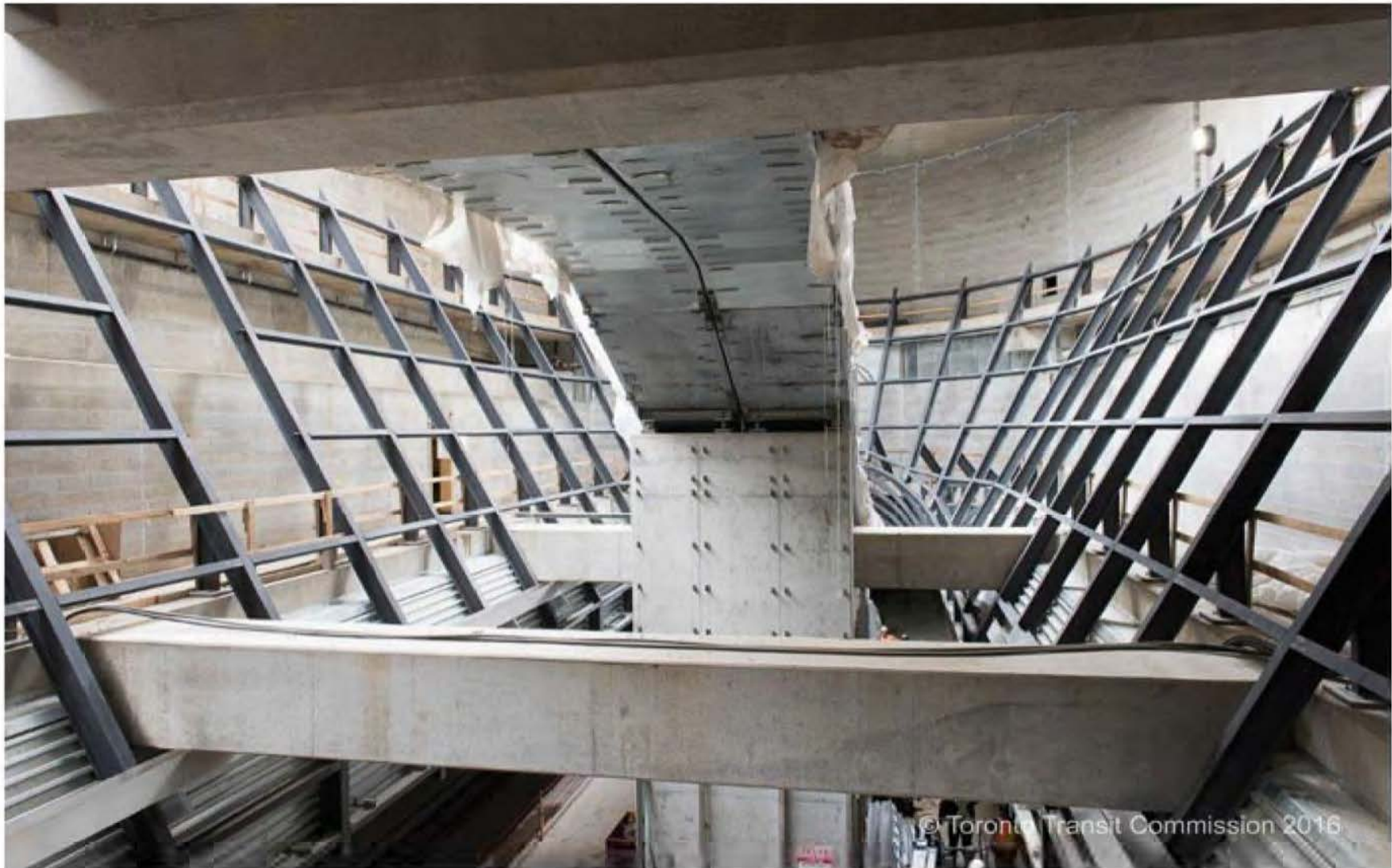
View of GO bus terminal and station, looking north east

December 19, 2015



Highway 407 Station
Station main entrance from commuter parking lot/PPUDO
(inset) internal view of entrance

December 19, 2015



Highway 407 Station

View of velodrome frame installed, from intermediate concourse level

February 4, 2016



Highway 407 Station

Interior of GO bus terminal east wing – mechanical systems installation in progress

February 5, 2016



Highway 407 Station
South escalator from concourse to platform installed

February 4, 2016



Highway 407 Station

41 metre wide skylight lets light into the station down to platform level
GO bus terminal in the background

February 5, 2016



Highway 407 Station

First layer of cladding for the ceiling above the escalator opening

March 3, 2016



Highway 407 Station
View down side of escalator connecting concourse to platform –
velodrome cladding in progress

March 3, 2016



Highway 407 Station

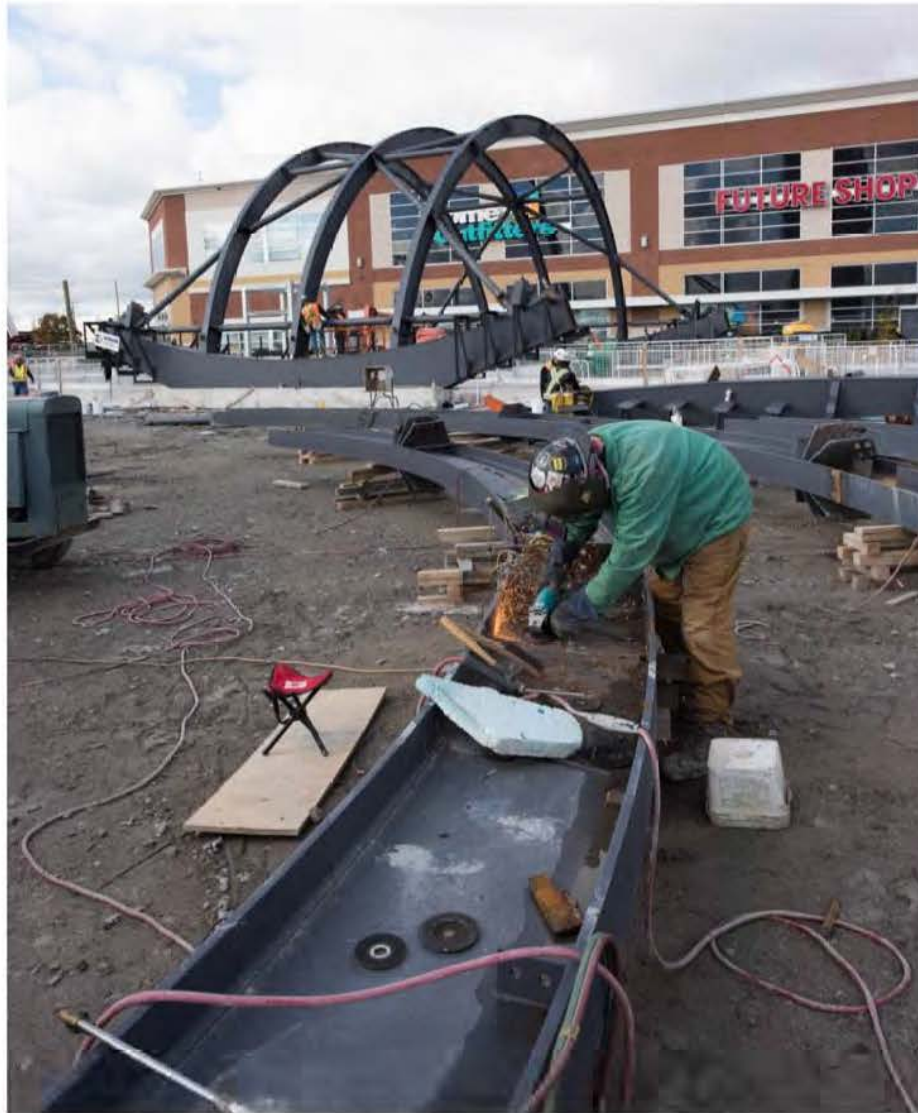
View of escalators from station concourse to GO bus terminal

March 29, 2016



Vaughan Metropolitan Centre Station
Aerial view, looking south west

February 2016



Vaughan Metropolitan Centre Station
Preliminary assembly of the entrance structure frame

December 19, 2015



Vaughan Metropolitan Centre Station
Tile finishing work underway in the pedestrian tunnel connection
to YRT bus terminal

December 19, 2016



Vaughan Metropolitan Centre Station

Entrance canopy with first layer of roof cladding and skylight installation underway

January 6, 2016



Vaughan Metropolitan Centre Station

View of main entrance interior from concourse. Escalator and stairs installed between concourse and main entrance.

January 5, 2016



Vaughan Metropolitan Centre Station

Tile work and terrazzo complete in pedestrian tunnel under Millway Avenue

March 31, 2016



Vaughan Metropolitan Centre Station

Pedestrian tunnel to YRT bus terminal – “lily pad” lights installation in progress

March 31, 2016



Vaughan Metropolitan Centre Station

Station entrance glazing panels installed with “fritted” bird-friendly glass

March 31, 2016



Vaughan Metropolitan Centre Station

Skylights and glass at street level window allow light into the station

March 31, 2016



Vaughan Metropolitan Centre Station

Substation complete, view looking north east

February 29, 2016



Tunnel Fit-Out

Tunnel equipping under way to install cabling and equipment for subway systems. Dry fire line on left.

July 22, 2015



Vaughan Metropolitan Centre Station

Special track work installation at VMC crossover, south of station

February 10, 2016



Vaughan Metropolitan Centre Station

The tail track (northbound tunnel) at VMC, end of the subway extension

February 10, 2016



Tunnel Fit-Out

Tunnel fit-out between Pioneer Village and Highway 407 Station
Lag-Master" used to tighten nuts on bolts of the concrete rail ties

February 22, 2016



York University Station
Tunnel between York University and Pioneer Village stations
Tunnel equipping in progress

March 9, 2016



Downsview Park Station

Completed tunnel between Downsview Park & Finch West stations

March 31, 2016

APPENDIX B

Project Master Schedule Summary

TYSSE Summary Schedule as of 1-Apr-16

Rev. 01

Component #	Component	2014				2015				2016				2017				2018																	
		Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O
1.0	Downsview Park (Sheppard W.) Station (SP)	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q3 2015]																																	
2.0	Finch West Station (SP)	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
3.0	York University (SP)	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
4.0	Pioneer Village (Steeles West) Station (SP)	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
5.0	Highway 407 Station (SP)	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
6.0	Vaughan Metropolitan Centre (VCC) Station (SP)	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q3 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
7.0	Running Structures	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
	• South Tunnel	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
7.1	• North Tunnel	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]												[Schedule: Green bar from Q1 2016 to Q2 2017]																					
7.2	• Strct Finishes			[Schedule: Black bar from Q2 2014 to Q2 2016; Yellow bar from Q2 2014 to Q4 2015]										[Schedule: Green bar from Q1 2016 to Q2 2017]																					
9.1	Trackwork	[Schedule: Black bar from Q1 2014 to Q2 2016; Yellow bar from Q1 2014 to Q4 2015]																																	
10.0	Traction Power Installation					[Schedule: Black bar from Q2 2015 to Q2 2016; Yellow bar from Q2 2015 to Q4 2015]								[Schedule: Green bar from Q1 2016 to Q2 2017]																					
11.0	Train Control (signals)					[Schedule: Black bar from Q3 2015 to Q2 2016; Yellow bar from Q3 2015 to Q4 2015]								[Schedule: Green bar from Q1 2016 to Q2 2017]																					
12.0	Communications & Integrated Controls					[Schedule: Black bar from Q2 2015 to Q2 2016; Yellow bar from Q2 2015 to Q4 2015]								[Schedule: Green bar from Q1 2016 to Q2 2017]																					
14.0	Commissioning					[Schedule: Black bar from Q2 2015 to Q2 2016; Yellow bar from Q2 2015 to Q4 2015]								[Schedule: Green bar from Q1 2016 to Q2 2017]																					

STATUS DATE:
01-APR-16

Schedule

Baseline

APPENDIX C

Design Standards

TORONTO - YORK SPADINA SUBWAY EXTENSION (TYSSE) DESIGN STANDARDS

National / Provincial / International Standards

Applicable UL (Underwriters Laboratories) Standards as referenced in other Standards

Canadian Standards Association

CENELEC (Comité Européen de Normalisation Électrotechnique (European Committee for Electrotechnical Standardization)) Standards (signals)

CRTC (Canadian Radio-Television & Telecommunications Commission)

Environmental Protection Act

IEC (International Electrotechnical Commission)

IEEE Standards (Institute of Electrical & Electronics Engineers)

Institute of Railway Signal Engineers Standards

National Building Code

NFPA (National Fire Protection Association)

Ontario Building Code

Ontario Electrical Code

SAE (Society of Automotive Engineers)

Selected ISO (International Standards Organization - quality)

UIC (Union Internationale des Chemins de Fer (International Union of Railways) quality

Other Referenced Standards or Legislation

AODA (Accessibility for Ontarians with Disabilities Act)

ANSI (American National Standards Institute)

AREMA (American Railway Engineering and Maintenance-of-Way Association)

ASTM (American Society for Testing and Materials)

British Standards (Radio Communications in closed transmission systems)

CHBDC (Canadian Highway Bridge Design Code)

City of Toronto Standards / Green Development Standard

Embridge Gas Design Manual for Third Party Requirements

FRA (Federal Railroad Administration)

Industry Canada Radio Regulations

Local Bylaws

Manual of Urban Traffic Control Devices (MUTCD)

MIL HDBK (Military (Engineering) Handbook)

MIL STD (Military Standards)

National Energy Board Regulations for Crossing of Crude Oil Pipelines

NEMA (National Electrical Manufacturers Association)

NIST (National Institute of Standards and Technology)

Occupational Health and Safety Act and Regulations for Construction Projects

Ontario Regulations

Ontario Traffic Manual

Region of York Standards

SEI (Software Engineering Institute)

Technical Standards and Safety Act

Transportation Association of Canada Geometric Design Guide for Canadian Roads

TTC (Toronto Transit Commission) Design Manual

TTC CADD Standards

TTC Specifications

TTC Standard and Directive Drawings

TRCA (Toronto Regional Conservation Authority) Design Guidelines

MOE (Ministry of Environment) Noise and Vibration Protocol

Toronto Sewer Use Bylaw

Toronto Wet Water Flow Master Plan

APPENDIX D

Minutes of Management Committee Meetings

**TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE)
BCF MANAGEMENT COMMITTEE (MC) MINUTES
MEETING NO. 27**

June 9, 2015, 10:00: a.m. – 11:30 p.m.
Toronto City Hall - 7th floor, East Tower Boardroom

Present:

TRANSPORT CANADA

Sean Bradley (SB) (Acting Co-Chair)

CITY OF TORONTO

Mike St-Amant (Co-Chair)
Karyn Spiegelman (KS)

REGION OF YORK

Ed Hankins (EH) (Co-Chair)

**TORONTO TRANSIT COMMISSION/
TORONTO-YORK SPADINA SUBWAY EXTENSION**

Joanna Kervin (JK)
Jennifer Imbrogno (JI)
Mike Roche
Gene Gallop
Keith Sibley (Ke S)

INDEPENDENT ENGINEER

Barry Bahm (BB)

MINISTRY OF TRANSPORTATION ONTARIO

Allan Ireland (AI)

Distribution:

All present
Martin McKay
Dale Albers
Dino Basso
Deborah Blackstone
Dina Bolognone
Debbie Cole-Gauer
Robert Conjek
Danielle Hutson
Danny Nicholson
Mike St. Amant

Item	Details	Action
1.0	<u>OPENING REMARKS</u>	
	- Welcome everyone to the meeting	TC
2.0	<u>ADMINISTRATIVE DETAILS</u>	
2.1	- Toronto agreed to be note-taker for this meeting (KS)	Toronto
2.2	Approval of Meeting Minutes	
	- Minutes of Meeting 26 approved	All
3.0	BCF PROGRAM MANAGEMENT	
3.1	Financial	
3.1.1	Revision to Schedule B	
	- Revision 22 is in the process of being worked on, and will include no changes to the cash flow profiles pending agreement extension.	TTC
3.1.2	Claims, Contracts, PAYEs	
	- Claim #60 will cover April 1 – May 15, 2015. Total eligible costs of \$32.9M, and federal funding request of \$5.6 million.	TTC, TC, Toronto, York
3.1.3	Annual report and audit	
	- Annual Report 2015 is in the drafting process, and the Financial Audit is well underway	TC, Toronto, York, TTC
3.1.4	Financial Risks	
	- Municipalities sent correspondence to Canada requesting additional funding in relation to the original project budget - Response from Canada should be received soon (SB)	TC, Toronto, York
3.1.5	Contribution Agreement Revision	
	- Letter is in the process of being drafted, which will request contribution agreement extension to December 2018 (KS) - Letter should be clear and concise, requesting the extension, and providing the reasons for the delay (SB)	Toronto, York, TTC
3.2	Communication Update	
	- Joint Communications Group – Attached Report – Rdims #10954443 - The attached Joint Communications Group report includes activities in the current period, along with upcoming activities. Verbal presentation of this report to the Management Committee (JK)	Info
3.3	Management Committee	
3.3.1	Site Visits	
	- Next site visit is scheduled for tomorrow	All
4.0	<u>STATUS OF PROJECT</u>	
4.1	Environmental Assessment (EA)	
4.1.1	- No EA issues or environmental risks to report. - TYSS obligation to DFO is almost complete, requiring reporting on the Black Creek relocation to the end of 2015. (JK)	Info
4.2	Project	
4.2.1	Project Update	
	JK- Update of construction progress as of end of March 2015, based on project expenditures: <ul style="list-style-type: none"> • Overall project progress - 77% • Downsview Park station - 79% complete • Southern Tunnels – 100% • Finch West - 82% 	Info

	<ul style="list-style-type: none"> • York University - 45% • Pioneer Village - 75% • Highway 407 - 60% • Northern Tunnels - 100% • Vaughan Metropolitan Centre - 74% • Track installation - 71% <p>– Brief presentation was provided in relation to project reset, which includes a project re-baseline (completion December 2017), and follows collaborative approach between TYSSE and contractors. Ongoing work is currently defining the project plan going forward, and the project costs. (Ke S)</p>	
4.2.2	Schedule Risks	
	- Schedule revised to project completion December 2017, as per TTC Board report of March 2015.	Info
4.2.3	TDM Plan <ul style="list-style-type: none"> – This item will be carried on the MC Meeting agendas until it is delivered (SB) – Teleconference has been scheduled for June 18 to discuss undertaking TDM Plan work, along with its scheduling and resourcing. Participants include municipalities, and TTC has been invited (today). (KS) – Staff are to follow-up by providing information to TC post-conference call. (SB) 	Toronto, York
4.2.4	Other Project-related Information	
	None	Info
5.0	<u>OTHER ITEMS</u>	
	None	Info
6.0	Next Management Committee Meeting	
6.1	Date: Sept 22 2015 Location: Teleconference	All



DATE: June 9, 2015

REPORT TO: Management Committee from Joint Communications Group

SUBJECT: JCG Update – March, April, May 2015

1. Newsletters

- **Spring Finch West Construction Newsletter** was issued by the project in April and distributed to 22,000 businesses and residents in the Keele/Finch neighbourhood.
- **Project Newsletter** – next Issue will feature Highway 407 Station (publication date: July 2015)

2. Communication Activities

- **Communication Plan re Highway 7 Lane Reductions** – plan rollout underway for the June 15, 2015 lane reduction – special construction notice, newspaper ads, and various social media activities will help to raise awareness about this upcoming road restriction.
- **Signage Update** – during the month of May all project signage was replaced with updated signage that includes the new opening date for the project. Several weather-worn funding partner signs were also replaced.
- **YouTube Video** – The project is still hoping to release a YouTube video to feature SEM Tunnelling later this year.

3. Media Update

- **Schedule and New Project Manager** – more than 35 articles appeared in various print, television and on-line media in response to the TYSSE project revised schedule and appointment of the new project manager.
- **Media Tour** – TTC held a media tour on May 4, 2015 – 12 media outlets were present. Tour was covered by CTV News, City TV, CBC and Global News and articles appeared in several of the daily papers and transit blogs.
- **Spacing Magazine** – Journalist visited York U and VMC. Article is now on-line: <http://spacing.ca/toronto/2015/05/21/building-toronto-york-spadina-subway-extension/>
- **City Life Magazine** several construction photos were provided for a story about the project titled “Back on Track” that was published on April 14, 2015. <http://www.citylifemagazine.ca/featured/vaughan-subway-line-ttc/18821>
- **Toronto Star** – published an article on May 20, 2015 about art in TTC stations that included a rendering of TYSSE’s Finch West Station: <http://www.thestar.com/news/gta/transportation/2015/05/19/public-artwork-breathes-life-into-toronto-transit.html>
- **DDC (Design, Develop, Construct) Journal** – will shortly interview Keith Sibley and Joanna Kervin for an article about the project to be published in the fall 2015 issue.

4. Milestone Events Planning

- Events Milestone Schedule was updated to reflect the new opening date.

**TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE)
BCF MANAGEMENT COMMITTEE (MC) MINUTES**

MEETING NO. 28

Tuesday, September 22nd, 2015, 10:00: a.m. – 11:30 p.m.

Teleconference

Conference Call (ID 9831867), Local Dial-in Number: 613-960-7514

Present:

TRANSPORT CANADA

Martin McKay (MM) (Co-Chair)

Sean Bradley (SB)

Liban Saeed Mohamed (LSM)

CITY OF TORONTO

Karyn Spiegelman (KS) (Acting Co-chair)

Shairoz Murji (SM) (Acting Member)

Deborah Blackstone(DB)

REGION OF YORK

Ed Hankins (EH) (Co-Chair)

Paul May (PM)

**TORONTO TRANSIT COMMISSION/
TORONTO-YORK SPADINA SUBWAY EXTENSION**

Joanna Kervin (JK)

Keith Sibley (Ke S)

Mike Roche (MR)

Jennifer Imbrogno (JI)

Gene Gallop (GG)

INDEPENDENT ENGINEER

Barry Bahm (BB)

MINISTRY OF TRANSPORTATION ONTARIO

Allan Ireland (AI)

Ciara Ketilo (CK)

Distribution:

All present

Dale Albers

Dina Bolognone

Debbie Cole-Gauer

Robert Conjek

Danielle Hutson

Danny Nicholson

Mike St. Amant

Item	Details	Action
1.0	<u>OPENING REMARKS</u>	
	- Mike St. Amant will send email designating KS acting co-chair, and SM as acting member. Email was received at beginning of meeting.	Toronto
2.0	<u>ADMINISTRATIVE DETAILS</u>	
2.1	- Transport Canada agreed to be note-taker for this meeting	TC
2.2	Approval of Meeting Minutes	
	- Minutes of Meeting 27 approved	All
3.0	BCF PROGRAM MANAGEMENT	
3.1	Financial	
3.1.1	Revision to Schedule B	
	- Currently no need to update Schedule B, JI will notify TC if any revisions are required for this year.	TTC
3.1.2	Claims, Contracts, PAYEs	
	- Claim #63 has been processed. - Claim 64 is being finalized. The total claim will be \$22.3 million and the federal portion will be \$3.8 million. - Agreement to remove PAYE from title of this category, going forward	TTC, TC
3.1.3	Annual report and audit	
	- 2014-15 Annual Report and Financial Audit is complete and has been formally approved.	
3.1.4	Financial Risks	
	- Nothing new to report at this time.	
3.1.5	Contribution Agreement Revision	
	- TC staff have all the information required to address the agreement extension. Agreement extension will not be finalized until after the federal election has taken place.	TC
3.2	Communication Update	
	- Project Newsletter – featuring Highway 407 Station and was issued in mid-July 2015. Next project news will be about Pioneer Village Station and is planned to be published in early November 2015. - A time-lapse video of the Big concrete pour at VMC was released on Youtube - Another time-lapse video will be recorded of the York University waffle slab pour next weekend. - No communication events planned for 2015.	Info
3.3	Management Committee	
3.3.1	Site Visits	
	- Tentatively for next June	All
4.0	<u>STATUS OF PROJECT</u>	
4.1	Environmental Assessment (EA)	
4.1.1	- No EA issues or environmental risks to report.	Info
4.2	Project	
4.2.1	Project Update	
	KeS – The re-baseline schedule – end of 2017 – remains on schedule JK- Update of construction progress <ul style="list-style-type: none"> Highway 407, VMC and Pioneer stations have been turned over for track installation. Handovers of key rooms for systems installations currently underway at 	Info

	<p>various stations</p> <ul style="list-style-type: none"> • Perimeter walls will be finished after waffle slab pour occurs at York University. • The expectation is to have most stations closed-in by the end of the current calendar year - York University will be the last station to have roofing installation. Hwy 407 will not have finalized station closure until next year, waiting on the arrival of a large elliptical window to complete station roof. A temporary roof will be implemented until the window is installed. • Crossover at Pioneer Village Station completed. • JK provided a project update presentation with progress photos up to September 2015. 	
4.2.2	Schedule Risks	
	- Nothing new to report at this time	Info
4.2.3	TDM Plan <ul style="list-style-type: none"> • KS – A completed draft will be provided to Transport Canada staff for comment in early November • Provincial staff requested a copy of the final TDM plan, when it is available 	Toronto, York
4.2.4	Other Project-related Information	
	None	Info
5.0	<u>OTHER ITEMS</u>	
	None	Info
6.0	Next Management Committee Meeting	
6.1	<p>Date: 9 AM, Dec 8, 2015</p> <p>Location: Teleconference</p>	All

**TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE)
BCF MANAGEMENT COMMITTEE (MC) MINUTES**

MEETING NO. 29

Tuesday December 8, 9:00 am. to 10:30 a.m.

Conference Call (ID [9831867](#)), Local Dial-in Number: 613-960-7514

Toll-free Dial-in Number: 1-877-413-4790

Teleconference

Present:

TRANSPORT CANADA

Martin McKay (MM) (Co-Chair)

Sean Bradley (SB)

Liban Saeed Mohamed (LSM)

CITY OF TORONTO

Karyn Spiegelman (KS) (Acting Co-chair)

Angelina Chan (AC) (Acting Member)

Deborah Blackstone(DB)

Angelina Chan (Acting Member)

REGION OF YORK

Ed Hankins (EH) (Co-Chair)

Paul May (PM)

Sarah Harris (SH)

**TORONTO TRANSIT COMMISSION/
TORONTO-YORK SPADINA SUBWAY EXTENSION**

Keith Sibley (Ke S)

Mike Roche (MR)

Jennifer Imbrogno (JI)

Gene Gallop (GG)

Joanna Kervin (JK)

INDEPENDENT ENGINEER

Barry Bahm (BB)

MINISTRY OF TRANSPORTATION ONTARIO

Allan Ireland (AI)

Ciara Ketilo (CK)

Distribution:

All present

Dale Albers

Dina Bolognone

Debbie Cole-Gauer

Robert Conjek

Danielle Hutson

Danny Nicholson

Mike St. Amant

Shairoz Murji

Item	Details	Action
1.0	<u>OPENING REMARKS</u>	
	- Opening remarks by Martin McKay & Sean Bradley	Transport Canada
2.0	<u>ADMINISTRATIVE DETAILS</u>	
2.1	- Region of York agreed to be note-taker for this meeting.	EH
2.2	Approval of Meeting Minutes	
	- Minutes of Meeting 28 approved as amended.	All
3.0	BCF PROGRAM MANAGEMENT	
3.1	Financial	
3.1.1	Revision to Schedule B	
	- No revisions to Schedule B planned at this time. Next revision anticipated once the Contribution Agreement has been amended and signed off by the Minister.	TTC
3.1.2	Claims, Contracts, PAYEs	
	- Finalizing claim 66 which will be up to November 15 th ; Fed portion \$3.5 million of this claim.	TTC, TC
3.1.3	Annual report and audit	
	- Nothing new to report.	
3.1.4	Financial Risks	
	- No new risks at this time. - Updated cost report to go to the TTC Commission for consideration on January 21, 2016. The public report will be available about a week in advance.	
3.1.5	Contribution Agreement Revision	
	- Currently being prepared for new minister to review. - Expected before March 2016.	TC
3.2	Communication Update	
	- See attached Communication Summary from Sarah – Rdims # 11710753.	Info
3.3	Management Committee	
3.3.1	Site Visits	
	- Expected May/June 2016	All
4.0	<u>STATUS OF PROJECT</u>	
4.1	Environmental Assessment (EA)	
4.1.1	- Letter from Department of Fisheries and Oceans has asked for one last monitoring report on Black Creek. After that the file will likely be closed. - No new risks.	Info

4.2	Project	
4.2.1	Project Update	
	<p>Keith – Project on schedule; structures basically closed in; concrete work ongoing; track about 80% done. ATC/signalization on schedule.</p> <p>Project Reset</p> <ul style="list-style-type: none"> - Published initial report in September. - Commercially dealing with outstanding claims. - Progress photos presented. 	
4.2.2	Schedule Risks	
	<ul style="list-style-type: none"> - Worked with contractors to re-baseline schedule; some contractors have fallen off schedule. 	Info
4.2.3	TDM Plan	Toronto, York
	<ul style="list-style-type: none"> - Draft plan should be ready in early December; Karyn to follow up. 	
4.2.4	Other Project-related Information	
	None	Info
5.0	<u>OTHER ITEMS</u>	
	None	Info
6.0	Next Management Committee Meeting	
6.1	<p>Date: March 8, 2016 - 10:00 a.m. to 11:30 a.m.</p> <p>Location: Teleconference</p>	All



Toronto-York Spadina Subway Extension



DATE: December 15, 2015

REPORT TO: Management Committee from Joint Communications Group

SUBJECT: JCG Update – October - December 2015

- **Newsletters**

- **Project Newsletter** – next issue Pioneer Village Station and is planned to be published in late December, 2015.

- **Communication Activities**

- **YouTube Video** – A time-lapse video featuring a large concrete pour was released on the TTC YouTube channel in early November, 2015. TTC has been working on several videos on Construction Progress and specialized tunnelling. Time-lapse cameras are currently recording footage at Highway 407 Station, to capture the installation of the large escalator systems and the construction of the entrance at VMC Station.

Link to York University Roof Pour Video: <http://www.ttc.ca/Spadina/Tunnelling/Videos-iframe.jsp>

- **Media Update**

- **DDC (Design, Develop, Construct) Journal** – published an article on TYSSE in the fall 2015 issue. Link to the article: <http://www.ddcjourn.com/issues/winter2015/>

- **Milestone Events Planning**

- No events are planned for 2015 year.
- JCG has added a possible event for March/early April 2016 to mark the end of track construction for the project. JCG is being updated on track progress.

- **Award Presented to TTC**

- TTC, along with a team of contractors and consultants, was awarded the Canadian Tunnelling Association's "2015 Project of the Year" for the TYSSE Twin Tunnel Project. Information about the award is posted on the TYSSE website: www.spadina.ttc.ca

- **TTC Communications** (Brad Ross) is preparing a communications strategy to address the upcoming announcement regarding the Project Reset and Cost Analysis. The JCG will be briefed in advance of the announcement in mid-January.

**TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE)
BCF MANAGEMENT COMMITTEE (MC) MINUTES
MEETING NO. 30**

Tuesday March 8, 2016 10:00 am. to 11:30 a.m.
Conference Call (ID [9831867](#)), Local Dial-in Number: 613-960-7514
Toll-free Dial-in Number: 1-877-413-4790
Teleconference

Present:

TRANSPORT CANADA

Martin McKay (MM) (Co-Chair)
Sean Bradley (SB) (MC Member)

CITY OF TORONTO

Karyn Spiegelman (KS) (Acting Co-chair)
Paul Chan (PC) (Acting MC Member)

REGION OF YORK

Ed Hankins (EH) (Co-Chair)
Paul May (PM) (MC Member)
Sarah Harris (SH)

**TORONTO TRANSIT COMMISSION/
TORONTO-YORK SPADINA SUBWAY EXTENSION**

Keith Sibley (Ke S)
Mike Roche (MR)
Jennifer Imbrogno (JI)
Joanna Kervin (JK)

MINISTRY OF TRANSPORTATION ONTARIO

Anthony Antonacci (AA)

Distribution:

All present
Dale Albers
Dina Bolognone
Debbie Cole-Gauer
Robert Conjek
Danielle Hutson
Danny Nicholson
Mike St. Amant
Shairoz Murji
Deborah Blackstone
Allan Ireland
Barry Bahm

Item	Details	Action
1.0	<u>OPENING REMARKS</u>	
	- Opening remarks by Martin McKay & Sean Bradley	TC
2.0	<u>ADMINISTRATIVE DETAILS</u>	
2.1	- City of Toronto agreed to be note-taker for this meeting.	KS
2.2	Approval of Meeting Minutes	
	- Minutes of Meeting 29 approved as amended. - Final minutes of Meeting 28 to be recirculated	All
3.0	BCF PROGRAM MANAGEMENT	
3.1	Financial	
3.1.1	Revision to Schedule B	
	- Schedule B will be revised to reflect amended project timeline once amending agreement is signed by the Minister.	TC
3.1.2	Claims, Contracts, PAYEs	
	- There will be two more claims to be submitted in relation to the 2016 fiscal year end. April 6, 2016- Final deadline for submission. - Two new project contracts will be added: i) Station Finishings; and ii) Steeles West (i.e. Pioneer Village Station) Commuter Parking lot	TTC, TC
3.1.3	Annual report and audit	
	- Nothing new to report.	
3.1.4	Financial Risks	
	- No new risks at this time.	
3.1.5	Contribution Agreement Revision	
	- This agreement is in the process of being signed by all parties. Best efforts will be made to complete signing by March 31, 2016, although if the timeline slips there will be no repercussions.	TC
3.2	Communication Update	
	- See attached Communication Summary from Sarah Harris.	Info
3.3	Management Committee	
3.3.1	Site Visits	
	- Tentatively scheduled for June 7, 2016, pending TC availability	All
4.0	<u>STATUS OF PROJECT</u>	
4.1	Environmental Assessment (EA)	
4.1.1	- No new risks - One last monitoring report, covering the period ending in December 2015, will close out reporting requirements in relation to the monitoring of Black Creek.	Info

4.2	Project	
4.2.1	Project Update	
	<p>Keith – Project on schedule. Mild winter 2015/16 helped the station schedules. Downsview Park station is furthest advanced, with green roof already on, trees already planted.</p> <p>Track completion anticipated within the next two weeks. Traction power is well underway. ATC/signalization has commenced. Project working aggressively to resolve commercial issues.</p> <p>Joanna– Presentation of Project Update Photos</p>	TTC
4.2.2	Schedule Risks	
	<ul style="list-style-type: none"> - Critical path continues to be well managed. December 2017 revenue service date is still anticipated 	Info
4.2.3	TDM Plan	Toronto, York
	<ul style="list-style-type: none"> - Karyn, Ed to follow up on status of draft TDM Plan that is to be provided to TC 	
4.2.4	Other Project-related Information	
	None	Info
5.0	<u>OTHER ITEMS</u>	
	None	Info
6.0	Next Management Committee Meeting	
6.1	<p>Date: June 6, 2016 - 10:00 a.m. to 11:30 a.m.</p> <p>Location: In-person/Teleconference- TBD</p>	All



DATE: March 8, 2015

REPORT TO: Management Committee from Joint Communications Group

SUBJECT: JCG Update – January – March 2016

- **Newsletters**

- **Project Newsletter**

- Newsletter featuring Pioneer Village Station was published in early January 2016.
- Next newsletter will focus on York University Station. Publication date – end of March 2016.

- **2015 Construction Year in Review** was published by the project on February 29, 2016.

- **Communication Activities**

- **YouTube Video** –TTC is working on several videos on Construction Progress, specialized tunnelling and track installation. Release date(s) to be determined.

- **Media Update**

- **Media Tour** – TTC media tour was held on Friday, January 15, 2016 where the media was provided with a tour of York University Station. Andy Byford briefed the media on the bus en-route to the station about a report to be reviewed at the January 21, 2016 TTC Board meeting concerning a TYSSSE budget increase request of \$400M. Links to various articles and on-line blogs that appeared following the tour, and other related articles, are included in Appendix A.
- **Ontario RoadBuilder** – an article about the project will appear in the Winter-2016 Issue of RoadBuilder Magazine, produced by the Ontario Roadbuilders' Association. Not published as yet.

- **Milestone Events Planning**

- JCG has been monitoring track progress in anticipation of an event to mark the completion of trackwork. Trackwork is scheduled to be completed late in March 2016. Preliminary planning for an event is being initiated. Event date is yet to be determined.



Toronto-York Spadina Subway Extension



Appendix A

Links to media reports following the January 15, 2016 media tour, and other related articles:

- <http://www.thestar.com/news/gta/2016/01/17/subway-budgets-timetables-politicians-take-none-of-them-seriously-hume.html>
- <http://www.canadianmanufacturing.com/financing/torontos-spadina-subway-extension-400m-over-budget-160477/>
- <http://www.cbc.ca/news/canada/toronto/spadina-subway-cost-1.3404472>
- <http://www.chumfm.com/news/2016/01/15/cost-of-york-spadina-subway-extension-clears-3b>
- <http://www.insidetoronto.com/news-story/6234641-toronto-s-york-spadina-subway-extension-can-t-be-completed-without-more-money/>
- <http://www.thestar.com/news/gta/transportation/2016/01/15/spadina-subway-extension-could-cost-an-additional-400-million.html>
- <http://www.citynews.ca/2016/01/15/ttc-woes-toronto-york-spadina-subway-extension-550-million-budget/>
- <http://globalnews.ca/news/2456328/spadina-subway-extension-to-cost-400-million-more-on-budget-reset/>
- <http://reportca.net/2016/01/ttc-woes-toronto-york-spadina-subway-extension-400-million-over-budget/>
- <http://www.cp24.com/news/spadina-subway-extension-400m-over-budget-ttc-1.2738817>
- http://www.blogto.com/city/2016/01/ttc_subway_extension_is_400_million_over_budget/
- <http://www.640toronto.com/2016/01/15/spadina-subway-extension-another-400m-over-budget/>
- <http://livenewsca.org/toronto/2016/01/17/9361-toronto-york-spadina-subway-extension-400m-over-budget.html>
- <http://www.newstalk1010.com/news/2016/01/15/cost-of-york-spadina-subway-extension-clears-3b>
- <http://toronto.ctvnews.ca/ttc-asking-for-another-440m-for-overdue-spadina-subway-extension-1.2738873>
- <http://www.torontosun.com/2016/01/15/ttc-shouldnt-lead-transit-construction-projects>



Toronto-York Spadina Subway Extension



- <http://www.torontosun.com/2016/01/21/ttc-asks-council-to-bail-out-spadina-subway-extension>
- <http://www.cp24.com/news/ttc-board-debates-cost-overruns-on-spadina-subway-extension-1.2746309>
- <http://www.thestar.com/news/gta/2016/01/21/tough-questions-ahead-on-cost-design-of-scarborough-transit.html>
- <http://www.yorkregion.com/opinion-story/6241781-column-subway-to-york-region-mega-project-a-mega-headache/>
- <http://www.torontosun.com/2016/01/21/ttc-asks-council-to-bail-out-spadina-subway-extension>
- <http://dailycommercialnews.com/Projects/News/2016/1/Spadina-subway-extension-costs-soar-by-400-million-1012979W/>
- <http://www.torontosun.com/2016/02/04/council-agrees-to-foot-bill-for-spadina-subway-overruns>
- <http://www.torontosun.com/2016/02/06/bad-business-at-city-hall>

APPENDIX E

Communications:

Project Logo

Project Signage

Project News

Website Information

Project Tactics Plan

Notification Protocol

Communications Protocol –
Elected Officials' Requests for Site Visits

Project Logo



Toronto-York Spadina Subway Extension

Project Signage

Canada



TORONTO

York Region



BUILDING
CANADA

CHANTIERS
CANADA

Ontario
ReNew Ontario
ReNouveau Ontario

TORONTO-YORK SPADINA SUBWAY EXTENSION

PROLONGEMENT DE LA LIGNE DE MÉTRO TORONTO-YORK SPADINA

Project News



Toronto-York Spadina Subway Extension



PROJECT NEWS

JULY 2015

spadina.ttc.ca



Construction Update

HIGHWAY 407 STATION

Highway 407 Station is the second last stop on the new Toronto-York Spadina Subway Extension. Located on the west side of Jane Street, just south of Highway 407, this intermodal station will include an 18-bay bus terminal for GO and York Region Transit, a 550-space commuter parking lot, and a connection for the future Highway 407 Transitway.

From the air, the completed station and bus terminal will resemble a boomerang made of aluminum. A coloured glass art panel on the east side of the station box will allow sunlight to cascade into the station to track level.

Station History

Prior to station construction, a bridge was constructed over Black Creek which is the permanent access to Highway 407 Station and the adjacent provincial development lands. Black Creek was realigned in 2010 to make room

for the station. Read more about moving Black Creek in the Summer 2013 project [newsletter](#).

Also of significance is the fact that Highway 407 Station was the launch site for tunnelling operations north of Steeles Avenue West.

Station Construction Update

The Highway 407 Station structure is nearly complete. Mechanical and electrical installation and architectural finishing work is under way inside the station. Construction of both wings of the bus terminal is also in progress. Later this year, the escalator systems, some of the longest continuous escalator runs in the TTC system, will be installed. By the end of 2015, the main finishes should be well under way, including terrazzo flooring, and the exterior glazing on the bus terminal, which features a bird-friendly glass wall.



Highway 407 Station from above, looking south. The wings of the bus terminal are under construction. – May 21, 2015



The structural steel roof trusses on top of the bus terminal. – May 22, 2015



Interior view of the station including the skylight. – May 27, 2015

The TYSSSE project is an 8.6-kilometre extension of the Toronto Transit Commission's Yonge-University-Spadina subway line from its present terminus at Downsview Station (to be renamed Sheppard West Station when the extension is complete) to the Vaughan Metropolitan Centre Station at Highway 7. It will have six new stations. The expansion of the subway will bring the line into The Regional Municipality of York. The new line is expected to open by the end of 2017.

Web: spadina.ttc.ca
Call: 1-800-223-6192
Email: tysse@ttc.ca to receive regular construction notices
YouTube: Visit the Official TTC YouTube Channel <http://www.youtube.com/officialttcchannel> to view our project videos.

For More Information

The Toronto-York Spadina Subway Extension project is jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and The Regional Municipality of York.





Toronto-York Spadina Subway Extension



PROJECT NEWS

JANUARY 2016

spadina.ttc.ca



Above: Station south entrance rendering. Inset: Entrance progress. – December 14, 2015

Construction Update

PIONEER VILLAGE STATION

Pioneer Village Station is the third to last stop on the Toronto-York Spadina Subway Extension and is located on Steeles Avenue West between Jane Street and Keele Street. The station, which straddles the border between the City of Toronto and York Region, has two entrances, one on each side of Steeles Avenue West.

The south entrance will be automated and is located on the east side of Northwest Gate at the north end of the new TTC bus terminal. The main entrance sits on the north side of Steeles Avenue West, with paths to the passenger pick-up and drop-off area, a commuter parking lot for 1,850 vehicles and a York Region Transit bus terminal. A TTC power substation is situated between the main subway entrance and the York Region Transit bus terminal.

Travellers passing through the area will see that the station entrance and TTC bus terminal structures are in place. Within the station, all escalators are installed, mechanical and electrical infrastructure is underway, and work on the terrazzo flooring has begun. The substation building, which feeds power to the tracks and the station, is complete and electrical equipment continues to be installed. Track is installed in the station.

The installation of exterior cladding on the south entrance will begin shortly. The north entrance structural steel has been erected and metal decking work is about to start. The TTC bus terminal interior work is underway. Waterproofing the bus terminal roof is ongoing in preparation for the installation of a green roof.



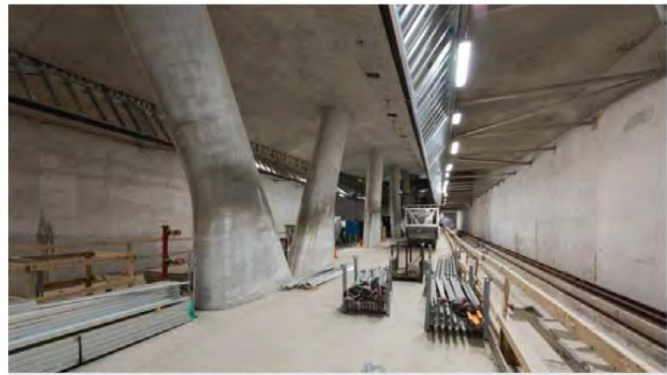
Rendering of Pioneer Village Station (south) entrance and TTC bus terminal.



TTC bus terminal looking north. – December 8, 2015



Rendering of station platform.



Station platform, with elliptical columns and saddle roof. – December 14, 2015



Station entrance (interior view). – December 14, 2015



Station entrance and power substation (on left). – December 14, 2015

The TYSSSE project is an 8.6-kilometre extension of the Toronto Transit Commission's Yonge-University-Spadina subway line from its present terminus at Downsview Station (to be renamed Sheppard West Station when the extension is complete) to the Vaughan Metropolitan Centre Station at Highway 7. It will have six new stations. The expansion of the subway will bring the line into The Regional Municipality of York. The new line is expected to open by the end of 2017.



Web: spadina.ttc.ca

Call: 1-800-223-6192

Email: tysse@ttc.ca to receive regular construction notices



YouTube: Visit the Official TTC YouTube Channel <http://www.youtube.com/officialttchannel> to view our project videos.

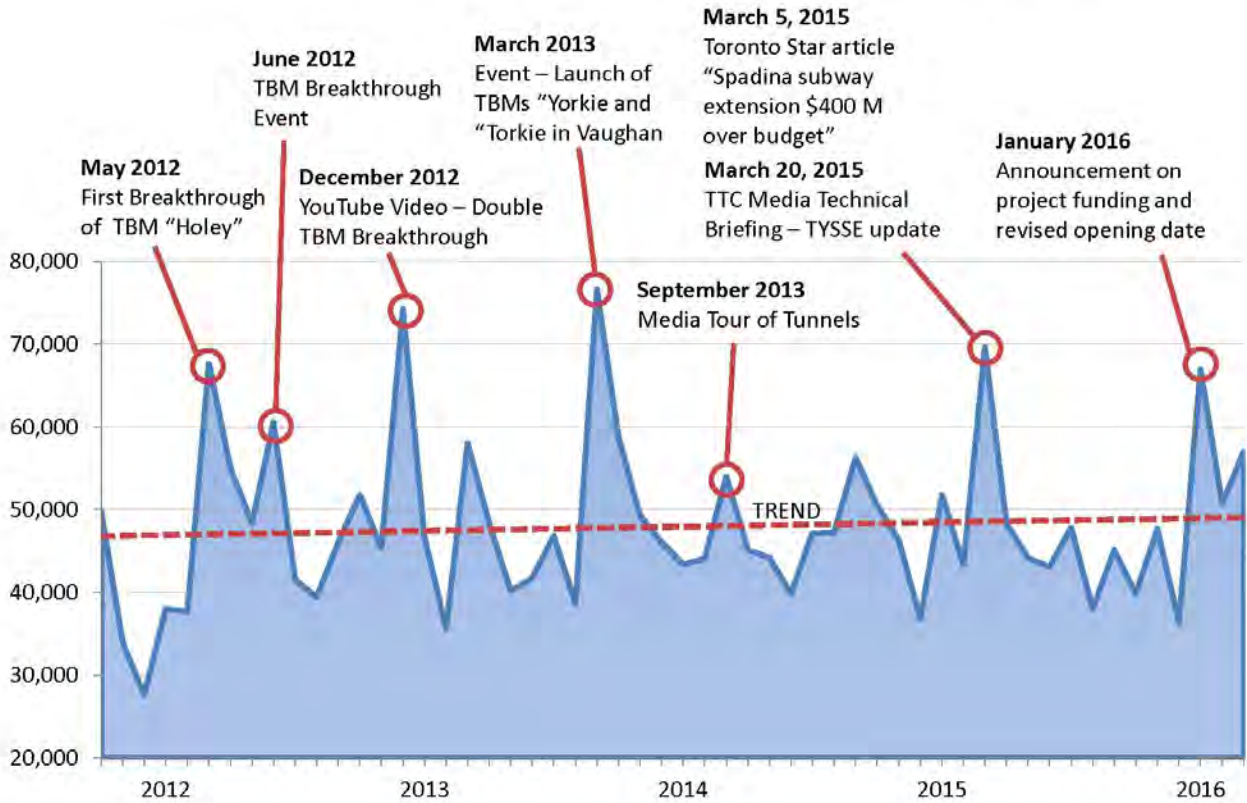
For More Information

The Toronto-York Spadina Subway Extension project is jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and The Regional Municipality of York.



Website Information

TYSSE Website Page Views



Project Tactics Plan

Toronto-York Spadina Subway Extension
Annual Progress Report to Canada 2015-2016

	News Release	Joint Communications Group prepared news releases as required.	<ul style="list-style-type: none"> • No News Releases were issued by the funding partners during this period. •
	YouTube Video (Helps to inform the public about tunnelling and features tunnel boring machine (TBM) operation, tunnel construction and TBM breakthroughs.)	The TTC produces YouTube Videos as required.	<ul style="list-style-type: none"> • Two YouTube videos were posted on the TTC YouTube Channel during this period. On July 4-5, 2015 the progress of a major pour at VMC Station was captured in time-lapse video. On September 26-27 a time-lapse video showed another major pour of the roof at York University Station.
Ongoing	Signage	Joint Communications Group	<ul style="list-style-type: none"> • Approved signage installation at various Project construction sites, as required.

Notification Protocol

Notification Protocol: Toronto York Spadina Subway Extension (TYSSE)

This document is intended to outline timelines required for communication activities under TYSSE.

Schedule C of the TYSSE Contribution Agreement outlines the communications provisions and section 4.1 speaks directly to notification and timelines between the Toronto Transit Commission and the Governments of Canada and Ontario.

Section 4.1 (c) states that "Recipients will advise Canada and Ontario...**regularly** of upcoming public events or community relations activities relating to the project as per the initial communications plan specified in 4.1 (d)." It also states "Each party commits to acknowledge the other party's involvement."

It should also be noted that "...consent shall not be unreasonably withheld by the Parties if a news release or a public announcement must be issued in less than 15 days as a result of unforeseeable circumstances including matters of public safety or where an emergency response is required."

The chart below outlines notification timelines for each type of activity.

Notification Chart for Communications Activities and Products

FYI ONLY	
Communications Activity/Product	# Of Working Days Notice
Meetings- community/ town hall or stakeholder (informational)	2
Meeting- community/town hall or stakeholder (consultations)	4
Media interviews	As soon as possible
PowerPoint presentations (public audience only)	2
Website updates	4 (5 if translation required)
Promotional items (pins, magnets, pens, etc.)	7
Public notices	7
JOINT APPROVAL REQUIRED	
Communications Activity/Product	# Of Working Days Notice
Events – announcements/progress (ex artist selection)	15
Newsletters	15
News releases	15
Publications (pamphlets, brochures)	15

May 2009

Communications Protocol –
Elected Officials' Requests for Site Visits



Communications Protocol – Elected Officials’ Requests for Site Visits

Subject	Classification	Date Approved	Reference Number
Request for Construction Site Tours by Elected Officials	Joint Communications Group (JCG)	09/10/12 Revised: 06/13/14	03-04-000064371

Objectives:

- Manage requests from elected officials for site visits so that the visits do not interfere with project construction.
- Provide appropriate opportunities to elected officials to view project construction.
- Respond in a consistent manner to requests from elected officials for site visits/tours.

1. SOURCE OF ENQUIRY

Elected officials including:

- Mayors – (Toronto, Vaughan); Chair of the Toronto Transit Commission; local Councillors (Toronto, Vaughan)
- Premier; Minister of Transportation (Ontario Ministry of Transportation); local MPPs
- Prime Minister; Minister of Transport, Infrastructure and Communities (Transport Canada); local MPs

2. ISSUE

Several enquiries have been made by elected officials requesting tours of the TYSSE construction sites.

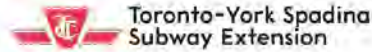
3. ROLE OF THE JOINT COMMUNICATIONS GROUP (JCG)

All requests for site visits/tours by elected officials are to be shared with the JCG, as a subgroup of the Management Committee, in keeping with the original, agreed upon Communications Protocol.

4. RESPONSE PROTOCOL FOR REQUESTS

Requests for site visits will be reviewed and approved by the TYSSE in consultation with the Project contractor based on this communications protocol using the following criteria:

- Request for site visit/tour is being made by Prime Minister, Premier or a Mayor, local councillor, MPP or MP (whose ward/riding is within the construction zone) – visits will be accommodated wherever feasible.
- Request for site visit/tour by other councillors, MPPs, MPs will be answered with a positive message that they will be accommodated at an upcoming planned milestone or event where they will have the opportunity to access a TYSSE construction site.



Communications Protocol – Elected Officials’ Requests for Site Visits

Response Wording Should a Request be Declined

“Thank you for your interest in the Toronto-York Spadina Subway Extension (TYSSE) project. Your request for a tour of the (insert name of construction site) has been considered by the TTC/TYSSE staff in conjunction with the YYSSE contractor. Safety is the paramount consideration for the YYSSE project. Entering a YYSSE construction site can be dangerous and can interfere with meeting projected construction schedules. At this time, we are unable to accommodate your request, but we would be pleased to accommodate you on a date when we are planning (insert name of a planned event/milestone).”

5. SAFETY PROTOCOL ON CONSTRUCTION SITES

TYSSE construction sites are under the control of the contractor and governed by the Occupational Health and Safety requirements on the worksite. It is up to the contractor to determine who is/is not allowed on site.

Entering a construction site poses hazards. Any person entering a YYSSE contractor worksite must receive specified training and is required to wear appropriate safety equipment (including but not limited to hard hat, safety goggles, safety vest, and steel-toed footwear).

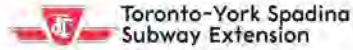
Note: Tours of the tunnels will not be considered during construction as there is significant safety training required and entering the tunnels can be very dangerous.

6. CONSTRUCTION SITE TOURS

Periodic site tours for elected officials may be arranged. Access to construction sites requires approval by the YYSSE Contractor(s). Attendance will be based on criteria, as outlined in item #4. These tours should have pre-set dates with confirmation of arrangements, and are to be executed as cost effectively as possible. For example, TTC vehicles should be used, tours should be limited to one hour, no food or beverages will be provided. All site visitors will be required to take a short construction safety orientation session and must wear appropriate Personal Safety Equipment (PPE). The JCG will work closely with YYSSE staff to plan and execute construction site tours, as required.

Media

The purpose for a Project tour is to provide an elected official with a construction update and is not considered to be a media event. There will be a number of opportunities through the life of the Project in which the media will be invited to attend Project/milestone events. Should an elected official wish to have photographs taken while on the tour, the Project photographer may be made available to take the photos. If an elected official brings his/her own photographer, any photos taken will need to be approved by the Project management team to ensure that the photos do not contain any unsafe conditions or individuals lacking the necessary PPE. Photos will be shared with members of the JCG.



Communications Protocol – Elected Officials’ Requests for Site Visits

7. Elections

Once either a federal or, provincial election is called, there will be a moratorium on TYSSSE events and no tours or access to TYSSSE sites will be permitted for candidate(s) running in an election, if they are seeking access as a candidate rather than as an elected official. For municipal elections, the guidelines established by the City of Toronto and the TTC will be followed.

8. INDIVIDUALS/DEPARTMENTS TO BE INCLUDED/COPIED IF REQUEST IS MADE

Chief Executive Officer, EC&E Chief Capital Officer, Chief Project Manager, Director, Third Party, Planning and Property, Construction Liaison Officers, members of the Joint Communications Group.

9. FOLLOW-UP

Individuals noted under item 7, including members of the JCG, are to be informed about any plans for Construction site tour(s).

APPENDIX F

Status of CEAA Environmental Compliance

TORONTO TRANSIT COMMISSION

TO **Joanna Kervin**

FROM **Bob Burdett**

DATE **May 1, 2016**

SUBJECT **Status of CEAA Environmental Compliance as of March 31, 2016**

The 2013 TYSSE Annual Compliance Report (ACR) was submitted to Transport Canada in May 2015. The 2014 ACR will be submitted in May 2016. The 2015 report is in preparation. The ACR includes a discussion of compliance with CEAA Construction commitments as well as Design commitments set forth in the CEAA Screening Report and implemented through the Compliance Monitoring Plan.

CEAA design commitments are nearing completion and the status of each is shown in Table 1 below. CEAA design commitments are tracked on the project's master schedule. Status of construction commitments are summarized in subsequent sections.

Table 1
March 2016 Status of CEAA Design Commitments

ID #	Description	Status of Work
Project Management		
C-01	Compliance Monitoring Program	Submitted & Approved. Update in development for schedule and construction element details.
C-011	2009 & 2010 Annual Compliance Reports 2011 & 2012 ACR 2013 ACR 2014 ACR 2015 ACR in Draft	Submitted March 2011 Submitted September 2013 Submitted May 2015 To be submitted in May 2016 To be submitted in July 2016
C-02	Work Plan	Update for construction commitments prepared.
C-03	Complaints Protocol	Completed
Air Quality Commitments		
C-04	Air Quality Report	Completed.
C-05	Comprehensive Controls and Methods Plan	Ongoing through contract terms for construction specific elements. Contractors to submit individual approaches for dust control for each site. Ambient air quality requirements are included in contract terms.
Contaminants Commitments		
C-06	Phase II Environmental Site Assessments	ESA work completed to date. Additional ESA's may be required if unknown contaminated sites are identified during construction.
C-07	Designated Substance Surveys	Four have been completed for tunnel contracts and advanced work at the Highway 407 Station and at the Finch Station.

**Table 1 continued
March 2016 Status of CEEA Design Commitments**

ID #	Description	Status of Work
Cultural Resource Commitments		
C-08	Stage 2 Archaeological Assessments	Completed.
C-081	Sheppard West – PDP lands	Completed.
C-082	Steeles West Station	Completed.
C-083	Highway 407 Station	Completed.
C-084	Tunnel Design Contract 1- EEBs & Extraction Sites- Toronto	Completed
C-085	Tunnel Design Contract 2- EEBs & Extraction Sites York Region	Completed
Geotechnical, Ground Water & Geo- Environmental Commitments		
C-09	Comprehensive Geotechnical & Geo Environmental Investigation program.	Geotechnical investigations completed. PTTWs completed.
C-10	Soil and Groundwater Management Strategy	Completed. Final submittals sent April 11, 2011.
C-11	Geotechnical Baseline Report (GBR)	Completed
Natural History Commitments'		
C-12	Environmental Management Plan (EMP) for York Woodlots	Construction monitoring of York University Woodlots is completed.
C-13	Inventory of Vegetation to be Removed	Completed.
C-14	Bird Nesting Site Evaluations & Mitigation Plans	Construction phase monitoring –alert sent to construction teams at the start of each week during nesting season to check for birds.
C-15	Vegetation Restoration Plans	Plans completed for all stations and tunnel sites. Elements will need to be confirmed as part of restoration works around stations.
C-16	Environmental Management Plan (EMP)	Highway 407 & North Tunnel EMP and Sheppard West & South Tunnel EMP are completed. Vaughan Corporate Centre EMP completed.

**Table 1 continued
March 2016 Status of CEEA Design Commitments**

ID #	Description	Status of Work
C-17	Emergency Response Plan for Aquatic Habitats	Elements found in EMPs and incorporated into contract requirements for A35-26 and other contracts (Section 01 57 19 of Division 1 of all contracts).
Noise Commitments		
C18	Noise Study	North tunnel and stations noise study submitted to MOE.
Parc Downsview Park Commitments		
C-19	PDP Lands Construction Mobilization Impact Assessment	Completed.
Surface Water and Storm Water Commitments		
C-20	Meander Belt Analysis for Black Creek	Completed.
C-21	Erosion & Sediment Control (ESC) Plans	Contractors choosing to following ESC plans in design packages. ESC measures incorporated into the EMPs and Environmental Controls Specification. Implementation through construction.
C-22	Operations & Maintenance Plans	Nothing to report at this time.
Technology Conversion Plans		
C-23	Technology Conversion Plan	Completed.
Traffic Commitments		
C-24	Traffic Management Plans	Contractor's implementing from tender packages and amending as necessary with approval by permitting agencies.
Utilities Commitments		
C-25	Utility Relocation Plans	Balance of relocations being designed and executed through station and tunnel contracts.

Construction Phase Environmental Commitments

A total of 44 environmental construction monitoring commitments are included in the CEEA Screening Report and Compliance Plan. Responsibility for the implementation and reporting on the majority of these commitments has been placed on TYSSSE's construction contractors. The requirements have been incorporated into the contract language. The TTC standard environmental control specification has been reworked to incorporate applicable construction phase environmental compliance requirements. Commitments made in the various Environmental Management Plans (EMPs) have also been incorporated into the construction contract language. Site- specific or contract-specific approaches can then be used to mitigate environmental issues. Overall consistency is maintained where needed through uniform performance thresholds and reporting formats across contracts.

Examples of specific construction commitments and the implementing construction contract sections are listed in Table 2. (Please refer to either the CEEA Compliance Monitoring Plan January 2009 or one of the Annual Compliance Reports submitted.)

Table 2 Construction Compliance Component and Implementing Contract Specifications

Environmental Discipline	CEEA Construction Compliance Commitment Number	Contract Specification Section/Article
Terrestrial Habitat Protection	#C45, #C46, #C47, #C48, #C49, #C50, #C52, and #C55)	Environmental Control Specification Section 01 57 19 Article 13 et. Seq.
Erosion and Sediment Control	#C41, #C42, #C43, and #C44	Section 01 57 19 Article 10
Hydro Geotechnical, Geo-Engineering, Soil and Groundwater Management	#C36, #C39, and #C40	Excavated Soils Specification 31 23 15, Geotechnical Monitoring Specification 01 71 19, and Dewatering Specification 31 23 19.
Dust and Air Quality	#C56, #C57, #C58, and #C59	Section 01 57 19 Article 8
Noise and Vibration	#C61 and #C62	Section 01 57 19 Article 9
Safety and Spill Management	#C63	Section 01 57 19 Article 17

Note: Copies of either the CEEA ACR or contract specifications can be provided upon request.

Construction monitoring requirements and site inspections are required on either a daily, weekly or monthly basis. Continuous dust control, noise and vibration monitoring as well as settlement monitoring by the contract is required.

Respectfully submitted,



Bob Burdett
Environmental Co-ordinator
Toronto-York Spadina Subway Extension

70-29-44
03-04-000200618

Copy: Keith Sibley, Tony Baik, Michael Dunham

APPENDIX G

2016 Financial Compliance Audit Report



June 16, 2016

Independent Auditor's Report

To the City Council of the City of Toronto

We have audited the claimed expenditures of \$214,782,309 as reported in the Statement of Federal Contribution Claims #60 - #70 for the period from April 1, 2015 to March 31, 2016 (the Statement) of the City of Toronto (the City). The eligible costs reported in the Statement were prepared by management of the City based on the criteria detailed in Schedule A of the Building Canada Fund Contribution Agreement for the Toronto-York Spadina Subway Extension dated July 25, 2008 and the Amending Agreement dated March 21, 2016, with Schedule B revised on June 18, 2015 between the Government of Canada, the City of Toronto and the Regional Municipality of York (collectively, the Agreements).

Management's responsibility for the Statement

Management of the City is responsible for the preparation of the Statement in accordance with the basis of accounting described in note 2, this includes determining that the basis of accounting is an acceptable basis for the preparation of the Statement in the circumstances, and for such internal controls as management of the City determines is necessary to enable the preparation of the Statement that is free from material misstatement, whether due to fraud or error.

Auditor's responsibility

Our responsibility is to express an opinion on the financial information based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial information is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial information. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial information, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation of the financial information 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 City's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial information.

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

*PricewaterhouseCoopers LLP
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T: +1 416 863 1133, F: +1 416 365 8215, www.pwc.com/ca*

PwC refers to PricewaterhouseCoopers LLP, an Ontario limited liability partnership.



Opinion

In our opinion, claimed expenditures included in the Statement for the period from April 1, 2015 to March 31, 2016 is prepared, in all material respects, in accordance with the criteria detailed in Schedule A and Schedule B of the Agreements.

Basis of accounting and restriction on distribution and use

Without modifying our opinion, we draw attention to note 2 of the Statement which describes the basis of accounting. The Statement is prepared to assist the City in complying with the financial reporting provisions of the Agreements. As a result, the Statement may not be suitable for another purpose. Our report is intended solely to assist the City in complying with the financial reporting provisions of the Agreements and except for distribution to the Regional Municipality of York and submission to the Minister of Transport, Infrastructure and Communities it should not be distributed to or used by any other parties.

PricewaterhouseCoopers LLP

Chartered Professional Accountants, Licensed Public Accountants



City of Toronto
Statement of Federal Contribution Claims #60 - #70
For the period from April 1, 2015 to March 31, 2016

Project #	Contract Grouping	Amount \$
1.1	Mainline Construction/Tunneling	10,954,385
1.2	Sheppard West Station	10,446,455
1.3	Finch West Station	10,831,658
1.4	York University Station	41,015,462
1.5	Steeles West Station	25,792,774
1.6	407 Transit way Station	31,508,636
1.7	Vaughan Corporate Centre Station	28,219,989
1.8	Systems Installation	29,421,705
1.9	Other Structures	26,030,995
1.10	Utility Contracts	560,250
Total Claimed Expenditures		\$ 214,782,309



City of Toronto
Notes to City of Toronto Statement of Federal Contribution Claims #60 - #70
For the period from April 1, 2015 to March 31, 2016

1. General Description

The Toronto-York Spadina Subway Extension (TYSSE) Project (the Project) is an 8.6 kilometer six station extension of the existing Yonge University-Spadina Subway line from its present terminus at Downsview Station, to the Vaughan Corporate Centre in the Regional Municipality of York (York Region).

The YYSSE is comprised of 6.2 kilometers within Toronto, and a further 2.4 kilometres within the York region. Three of the six new stations are to be constructed within the City of Toronto, two are in York Region and one straddles the boundary between York Region and the City of Toronto.

2. Significant Accounting Policies

Eligible Expenditures

Subject to subsection A.2 of Schedule A of the Agreement, Eligible costs will be all necessary direct costs incurred properly and reasonably for the implementation of the Project from April 1, 2015 to March 31, 2016.

Eligible costs include:

- (a) the capital costs of acquiring, constructing or renovating a tangible capital asset, as defined and determined according to accounting principles generally accepted in Canada;
- (b) the costs of joint communication activities (press releases, press conferences, translation, etc.) and road signage recognition set out in the Communication Protocol that will form part of this Agreement;
- (c) all planning (including plans and specifications) and assessment costs specified in the Agreement such as the costs of environmental planning, surveying, engineering, architectural supervision, testing and management consulting services, as limited by subsection 4.1a)ii) of the Agreement;
- (d) the costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the Canadian Environmental Assessment Act and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment, as limited by subsection 4.1a)ii) of the Agreement;
- (e) costs of project-related signage, lighting, project markings and utility adjustments;
- (f) costs of aboriginal consultation, as limited by subsection 4.1a)ii) of the Agreement;



City of Toronto
Notes to City of Toronto Statement of Federal Contribution Claims #60 - #70
For the period from April 1, 2015 to March 31, 2016

- (g) the costs of developing and implementing innovative techniques for carrying out the Project, as limited by subsection 4.1a)ii) of the Agreement;
- (h) recipient audit and evaluation costs as specified in the Agreement; and
- (i) other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful implementation of the Project and have been approved in writing, by the Management Committee, prior to being incurred.



City of Toronto
Notes to City of Toronto Statement of Federal Contribution Claims #60 - #70
For the period from April 1, 2015 to March 31, 2016

Eligible expenditures are included in the Statement if the expenditure was incurred within the period from April 1, 2015 to March 31, 2016, approved by the Government of Canada (Canada), and paid for by or on behalf of either the City of Toronto or York Region before March 31, 2016.

Under the Agreement, the Government of Canada allows the allocation of certain general expenses. These expenses are allocated based on the specific guidelines contained within the Agreement.

Ineligible Costs

The following costs are ineligible:

- (a) costs incurred prior to the signing of this Agreement;
- (b) costs incurred after the Project Completion Date;
- (c) the cost of developing a business case or proposal for funding;
- (d) the cost of purchasing land and associated real estate and other fees;
- (e) financing charges and interest payments on loans;
- (f) leasing land, buildings, equipment and other facilities;
- (g) general repairs and maintenance of a project work and related structures, unless they are part of a larger capital expansion project tied to capital expansion;
- (h) services or works normally provided by the Recipient, incurred in the course of implementation of the Project, except those specified as eligible costs;
- (i) the cost of any goods and services which are received through donations or in kind;
- (j) employee wages and benefits, overhead costs as well as other direct or indirect operating, maintenance and administrative costs incurred by the Recipients, and more specifically costs relating to services delivered directly by permanent employees of the Recipients, or of a Crown Corporation or corporation owned and controlled by the Recipients or in cases where the Recipients can demonstrate value for money and that the costs are incremental;
- (k) provincial sales tax and Goods and Services Tax, for which the Recipients are eligible for a rebate, and any other costs eligible for rebates;
- (l) legal fees; and
- (m) the costs of developing and implementing a Transportation Demand Management plan and the associated measures.

Attachment 2 - VMC Station Facilities

