

ROAD **Builder**

SPRING 2016

The quarterly publication of Ontario Road Builders' Association

DRIVING PERFORMANCE

2016 **ORBA** CONVENTION

**Allan West
Takes the Wheel**

**Convention
Tackles Top Issues**

ORBA Honours





EQUIPMENT

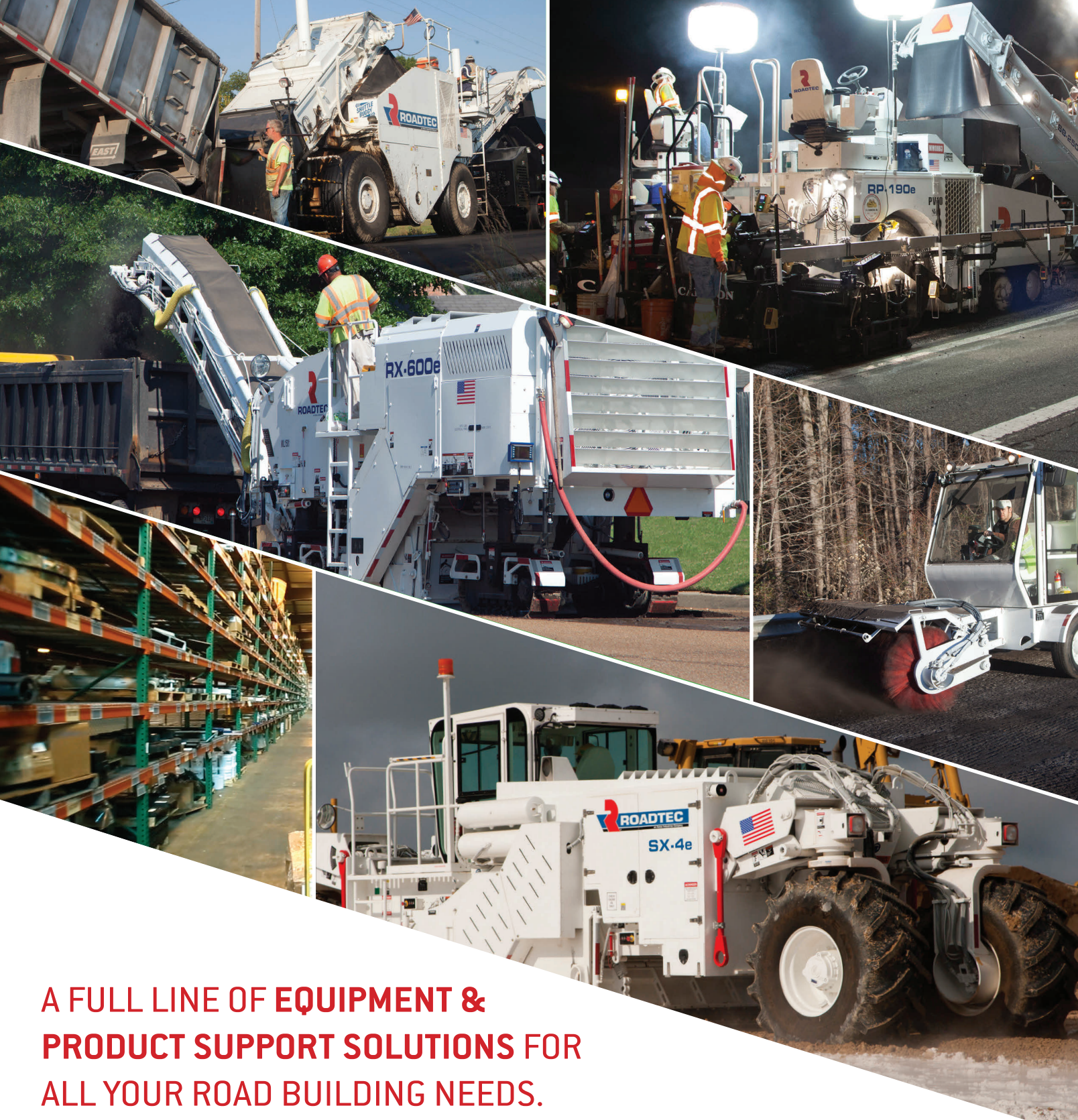
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EXECUTIVE DIRECTOR'S MESSAGE

Setting the Course

Here we are with the spring 2016 issue of *Road Builder* magazine. And while we're only a few months into the new year, there's already plenty to discuss.

Those who attended our 89th Annual Convention and General Meeting will recognize many of the issues, developments and ORBA announcements featured in the pages ahead. This year's event was a huge success, welcoming approximately 900 ORBA members and partners to Toronto's Fairmont Royal York hotel for two full days of industry sessions, panels and networking opportunities.



by **GEOFF WILKINSON**
Executive Director

Thank you to our fantastic speakers, including Canadian Motorsport Hall of Fame inductee Alex Tagliani who did a fantastic job of kicking off the Convention's "Driving Performance" theme into high gear from day one. Special thanks also goes out to Allan West, Convention Committee Chair, ORBA staff and volunteers who made this event possible; the industry representatives, experts and leaders who presented throughout; and our attendees for making this the highest attended Convention in our history.

ORBA is also proud to mark the success of its 2016 Road Building Academy. This year's goal was to expand the



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program by including courses in sales and marketing, human resources, and health and safety to educate more staff of both our contractor and associate members. I believe we accomplished this goal, and our growing number of attendees is a testament to the program's value. Thanks to everyone who registered and we appreciate hearing your feedback and ideas for next year's courses.

Speaking of which, I welcome you to subscribe to ORBA's new website (orba.org) for exclusive member access, if you haven't already (a member bulletin was sent earlier this year with instructions on how to get the full - and free - member experience). We've endeavoured to design a one-stop-portal for industry news, tender information, member connections and association news. I'm confident you'll find our new online home to be an excellent resource. Also be on the lookout for ORBA's new logo, and details about upcoming association events such as the popular ORBA Summer Round-Up.

As you'll discover in this edition, ORBA has been busy addressing key issues in 2016. This spring, we will be wrapping up our Open for Business talks with a view to resolve the red tape issues we've identified. Around that same time, we're also aiming to deliver members a final report from our Alternative Delivery Models (ADM) Roundtables and continue seeking solutions for our outstanding challenges.

There are a number of ongoing issues we will be tackling in the coming year, and as we work to make progress on topics like Ontario's Cap and Trade program, winter

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maintenance concerns, ADMs and health and safety initiatives, I encourage you to add your expertise by getting involved with our many committees and volunteer opportunities.

Certainly, there is much to look forward to in the months ahead and much to address as well. We will continue bringing you the highlights in *Road Builder*, but always feel free to reach out to me with your article ideas or feedback at geoff@orba.org.

Correction: In the Technology article featured in our Winter 2015/2016 issue of *Road Builder*, we incorrectly identified Bryce Jaspers as the Business Development Manager for Super Sucker. He is the Business Development Manager for Ox Equipment.



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AROUND QUEEN'S PARK

2016/17 Budget Makes Transportation and Infrastructure a Priority



by **ASHLEY DE SOUZA**
Director, Government Relations

All eyes were on Queen's Park this February as Charles Sousa, Ontario's Minister of Finance, made public the 2016/17 Provincial Budget. Revealed on February 25, 2016, the "Jobs for Today and Tomorrow" budget promises several investments and initiatives that are of particular importance to the road building sector.

For the most part, the budget appears to make Ontario's transportation and infrastructure a high priority. \$8.3 billion will be spent in 2016-17 alone towards transportation infrastructure; while the government has upped its investment in transit to \$5.3 billion.

Equally promising is the government's intent to stay the course with its \$137 billion, 10-year funding program. This bodes well for longevity of the *Moving Ontario Forward*, which is using \$31.5 billion of those funds to improve transit and core infrastructure in and outside of the Greater Toronto and Hamilton Area.

Additionally, this year's budget provides a significant increase in funding for the Ontario Community Infrastructure Fund (OCIP), up from \$100 million to

\$300 million by 2018-19; and an increase in funding for its Connecting Links program, which will reach \$30 million in the same time frame. On a related note, it appears the Small Communities Fund will remain active, albeit unaltered.

Ontario Premier Kathleen Wynne has told our industry many times that she believes in the importance of infrastructure investments, and components of this budget certainly seem to back that claim. In a statement to press prior to the budget's release, she insisted, "Ontario's long-term prosperity and future success is directly tied to improving infrastructure across the entire province. By expanding the Ontario Community Infrastructure Fund and the Connecting Links program, our government is providing small, rural, and northern communities with the predictable infrastructure funding they need to improve their productivity, stimulate growth and create jobs."

These sentiments were also echoed by our government partners at the recent ORBA Convention & Annual General Meeting. For further perspective, however, here's a breakdown of the funds Ontario has earmarked for 2016/17 year:

SECTOR HIGHLIGHTS	2016-17 ANNOUNCED SPENDING
Provincial Highways	\$2.15 billion
Transit Projects	\$5.389 billion
Other Transportation (i.e. property acquisition, highway service centres, and planning)	\$768 million
Total Infrastructure Spending	\$13.03 billion

Of course, the health of our industry is tied directly to that of the province. It's promising, then, that this year's



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ONTARIO ALBERTA

budget forecasts a 2.2 per cent GDP growth in 2016 and a smaller deficit than what was originally projected.

With every budget comes room for improvement. Specifically, the decision to reduce the Provincial Highways Management budget (albeit slightly) to \$2.15 billion creates some concern over where those funds have been diverted. Secondly, MTO's under spend increased in 2015-16 to \$260M up from \$111M in 2014-15 and higher than the \$168M under spend in 2013-14 (as per estimates provided to ORBA at Budget lock-up).

Nevertheless, ORBA is optimistic that the province recognizes its infrastructure and transportation needs, and we hope to see this focus continue.

CAP AND TRADE

Budget news notwithstanding, industry eyes are also on the province's incoming Cap and Trade program. As detailed in Dawson Strategic's convention presentation, our asphalt plants aren't likely to reach the emissions cap anytime soon; however, the effects of the Cap and Trade program may still be felt. Specifically, ORBA anticipates fuel, electricity, and natural gas costs will rise as producers and distributors look to their consumers to cover their Cap and Trade costs.

We recognize that the Cap and Trade program is an important issue – even if it doesn't have a direct link to our activities. To that end, ORBA is continuing to work with Dawson Strategic to identify the potential effects on our industry and ensure our members' concerns are included in the consultation process. Look for a full report on Cap and Trade to be released shortly.

As always, we encourage members to get involved in this and other activities; either through a role in one of ORBA's committees or as a voice at the table in our numerous industry consultations. We welcome your questions and feedback about ORBA's initiatives. Please don't hesitate to contact me directly at ashley@orba.org or by phone at 905-507-1107 ext. 223. ■

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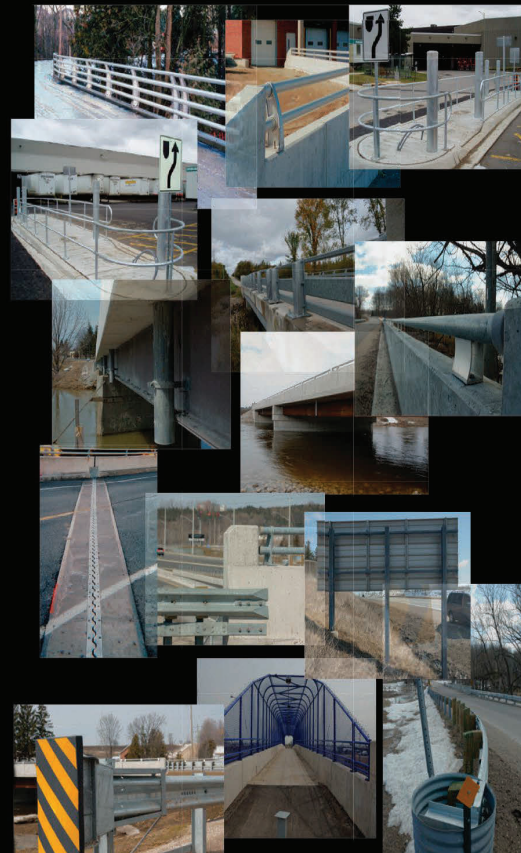
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ALLAN WEST

TAKES THE WHEEL



With almost 40 years of industry experience to guide him, Allan West is ready to mark a new career milestone. This February, the K.J. Beamish vice-president assumed the role of ORBA's president, building on years of work with the association and decades of senior leadership.

"I've been a VP of Beamish for a long time but never been a president, so this is a new experience for me," West told *Road Builder*. "One of Blair McArthur's [ORBA past-president] comments to me at the 2016 Annual Convention was that he left the keys in the ignition with the engine running, so now it's my job to take the wheel and guide us down the track."

Construction has been part in West's blood since childhood. Growing up, he had a front row seat to his father's earthmoving business and worked at the company over several seasons. This sparked an interest for the industry, which he later pursued through Ryerson University's Civil Engineering Technology program. Upon graduating in 1975, he took his first job at K.J. Beamish assisting the superintendent and dipping his toes into the many aspects of the business.

Four decades later, West maintains a senior position at the company and enjoys a unique industry perspective. "I remember starting off and thinking that in 10 years this job would be a lot easier. The funny thing is, if anything, it's gotten more complex. There's so much information to consider and there's certainly more to do."

West's new role with ORBA is a natural next step. He began his work with the association in 2010 after being asked to take up a role on the Appointments Council for Ontario College of Trades. Shortly thereafter, he was asked to join ORBA's Board of Directors where he later became its 2nd vice-president.

Throughout his time with ORBA, West has been involved in many of the association's initiatives, the latest of which involved planning the 2016 Annual Convention. Now, he is eager to continue building upon its current objectives, which include highlighting the association and its members as the trusted voice of the province's road building industry.

"My priority is to support ORBA and its members in getting their jobs done. That means working together to do what we can to achieve what is right for the industry," he said.

Hot issues such as the Ontario Cap and Trade program, winter maintenance contracts, alternative delivery models, and MTO relations are also on his immediate radar; as is a continued focus on enhancing the health, safety, and reputation of the industry.

To that end, West said he plans to leverage the talent on ORBA's Board and within its membership. "We have quite a distinguished group of industry leaders working on the board of directors, as well as volunteers working to improve certain areas within the industry ... To me, ORBA is not unlike a business in that if we all try and do just a little bit better together, that effort multiplies over time and eventually makes a difference."

West admits there will always be challenges and obstacles to overcome. Nevertheless, he's confident his industry experience and the strength of ORBA's team will steer him right.

"You never know what's in store, but I'm hopeful that my experience and the way I approach things will help overcome anything unexpected that comes our way," he said. ■

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DRIVING PERFORMANCE AT ORBA'S 89TH CONVENTION



ORBA's 89th Convention & Annual General Meeting pulled into Toronto this February, inviting members, partners, and road building stakeholders to the Fairmont Royal York Hotel for two full days of industry programming.

Dubbed "Driving Performance," this year's convention was designed to help attendees navigate the obstacles and opportunities on their path to continued success. The event was split between two themed days, Big Picture Day and Transportation Infrastructure Day; each of which included interactive panels, expert

sessions, industry exhibitors and ample networking opportunities.

Big Picture Day came out of the gate strong with a keynote from Canadian Motorsports Hall of Famer Alex Tagliani, who brought a taped introduction from his friend and fellow professional race car driver James Hinchcliffe.

"I'm excited to be here," Tagliani told the audience. "Don't ever underestimate the similarities between your business and racing. We're both faced with a lot of adversity and even though there may be a driver in the seat, the reality is there's a big team behind us and we're always looking for the best chemistry to make sure everything runs smoothly."

Tagliani's presentation set a brisk momentum for the convention. Throughout Big Picture Day, attendees were invited to a wealth of sessions and panels. These included

concurrent sessions on alternative delivery models with David Caplan of Global Public Affairs, dispute resolution with James LeBer of Advocates LLPs, and Ontario's Cap and Trade with René Drolet and Jeffrey Phillips of Dawson Strategic.

Additionally, the morning included an Occupational Health and Safety (OH&S) Panel Discussion with Carissa Tanzola of Sherrard Kuzz LLP, John Vander Doelen with the Ministry of Labour, Enzo Garriano from the Infrastructure Health & Safety Association (IHSA), Jean Serge Bidal with the Workplace Safety & Insurance Board (WSIB), and Jim LaFontaine from Dufferin Construction and ORBA's Health and Safety committee.

"Changes are coming, but our job is to monitor what's happening and share what we know with you," said LaFontaine.

Similar to previous years, ORBA made donations to the Salvation Army, serving Ajax, Pickering, and Uxbridge, in lieu of speaker gifts.

Big Picture Day's afternoon's lineup was equally packed. From sessions on performance management to succession planning; and fraud protection to an update from the Canadian Construction Association (CCA), ORBA's opening day presented plenty to discuss. This carried on into Transportation Infrastructure Day, where over 20 regions and municipalities informed members on their 2016 transportation infrastructure projects, and representatives from the MTO, Infrastructure Ontario (IO), and Metrolinx shared insights into their ongoing strategies.

Woven between these were sponsored meals featuring awards ceremonies and special guest presentations, including an appearance from Minister of Transportation Hon. Steven Del Duca.

"I've said it before and I'll say it again: as an organization, a sector, and an industry you show tremendous commitment to serving the public good and, at the same time, building strong businesses that create thousands of jobs," said Del Duca.

Outside of the dining hall, attendees had opportunities to meet with industry product and service representatives during the convention tradeshow, while mixing with colleagues during the many reception breaks.

No doubt, the most talked about social event was the Contractor Round-Up, held on-site at the Royal York. This year's party featured special guests, catered eats, all-night refreshments, and James Hinchcliffe's replica race car. The evening was capped with a grappa and wine tasting in the late night convention suite.

Offering timely insights, industry updates, and the chance to reconnect with friends and colleagues, ORBA's event set a record pace for conventions to come. Visit orba.org for highlights and continue reading for more in-depth reviews. ■



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ORBA HONOURS

ORBA's Honours program recognizes individuals and member companies for their accomplishments and contributions to the road building industry. Congratulations to the following award recipients who were recognized during ceremonies at the Inaugural Awards Breakfast.

DIRECTOR OF THE YEAR



Geoffrey Stephens, President of Capital Paving Inc., received ORBA's Director of the Year for contributing his time and expertise to numerous ORBA committees. He serves as Co-Chair of the Education committee and a member of the

Alternative Finance & Procurement, Audit and Management committees. This year, he became the Board of Director's 1st vice-president under president Allan West.

DISTINGUISHED SERVICE AWARD

Honours were also bestowed upon Dave Read, COO of Cruickshank Construction Limited, who received ORBA's Distinguished Service Award.

COMMUNITY LEADERSHIP AWARD

With fond memories, ORBA's first ever 2015 Community Leadership Award was given posthumously to Leo McArthur. A mentor and role model to many, McArthur laid the foundation for The Miller Group's success and gave freely of his time, wisdom, and skills to many industry and community initiatives. His philanthropic spirit lives on through Miller Paving's outreach programs, and his legacy will be remembered by all.

ORBA SCHOLARSHIPS



ORBA awards four, post-secondary financial awards to students working toward a career in the industry. Congratulations to the 2015 recipients:

Joe Bunting Civil Technology Scholarship (\$3,000): Amy Isbister, final year, Civil Engineering Technology at Fanshawe College.

J.D. Chick Civil Engineering Scholarship (\$3,000): Amy Grzywnowicz, final year, Civil Engineering at Western University.

ORBA Civil Technology Scholarship (\$2,000): James Thompson, first year, Civil Engineering Technology, St. Clair College.

ORBA Civil Engineering Scholarship (\$2,000): Claudius Dalm, first year, Civil Engineering, Windsor University.



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ROUTLY SAFETY AWARDS



The Routly Safety Awards recognize member companies that have worked the greatest number of consecutive man-hours without a lost-time injury. The awards cover man-hours recorded up until the end of 2014, which is the latest time for which statistics for this award are available.

Cornell Construction Limited was awarded the Routly Safety Award in Category I for contractors that have worked 100,000 average man-hours or less without a lost-time injury; and Pioneer Construction Inc. received the Routly Safety Award for Category II, which recognizes contractors that have worked over 100,000 average man-hours without a lost-time injury.

Three companies were also awarded ORBA’s Milestone Award, which honours companies that have reached between 500,000 and 1,000,000 consecutive man-hours without a lost-time injury. They included Dragados

Canada, Inc. (735,364 man-hours), Powell Contracting Limited (650,271) and Birmingham Foundation Solutions Limited (524,170).

Thank you to this year’s Routly Safety Award recipients and all road builders who invest their time, resources, and training towards maintaining road safety.

MTO PAVER OF THE YEAR



The MTO Paver of the Year awards spotlight road building achievements throughout the province. This year, Lavis Contracting Co. Limited was named the 2015 MTO Hot Mix Paver of the Year for its work on Highway 23, North of London from Highway 7 to Highway 8 (Contract 2013-3018).

Finalists include:

- Aecon Construction and Materials Limited: Contract 2014-5106, Highway 17, east of North Bay from Highway 94 to Highway 531.

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- Capital Paving Inc.: Contract 2014-2054, Highway 6, north of Burlington from Highway 5 to Hamilton Rd 543, and South of Hamilton from Greens Rd. to Upper James St.
- Pioneer Construction: Contract 2014-6001, Highway 17, east of Kenora between Highway 71 and Gordon Lake Rd.

ORBA GREEN AWARD



The ORBA Green Award is given to member companies that have demonstrated environmental stewardship in the Ontario road building industry. The award is

presented annually at the Convention in partnership with Ministry of Transportation and Ontario Good Roads Association (OGRA).

Miller Paving took home the 2015 Outstanding Achievement Award for its application of stress absorbing membrane interlayer (SAMI) on 19-kilometres of Old Homestead Road in York. Tomlinson received the 2015-2014 Outstanding Achievement nod for demonstrating the potential of recycled asphalt in 15 construction projects across Ottawa in 2015, equalling an increase in the usage of recycled concrete by 40 per cent.

Honourable mention was also given to Roto-Mill Inc. for its use of municipal and surplus reclaimed asphalt pavement (RAP) to create a stabilized asphalt base layer for two recent municipal road rehabilitation projects.

For full details on ORBA’s award program, visit orba.org/awards. ■

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ONTARIO ROAD BUILDING HALL OF FAME



ROBERT (BOB) BUGDEN

The President's Dinner featured the inclusion of Robert (Bob) Bugden as the 20th inductee into the Ontario Road Building Hall of Fame. Bugden, who began his career as Manager of Engineering for McAsphalt Industries in 1970, joined Miller Paving in 1976 where he went on to play an instrumental role in its growth.

Outside of the office, Bugden has sat on numerous ORBA committees, participated in industry task forces, and held board positions with organizations such as the Toronto and Area Road Builders Association, Ontario Stone, Sand, & Gravel Association, and Ontario Hot Mix Producers Association. He retired from Miller as COO in 2012. ■



The Ontario Road Building Hall of Fame was created by ORBA in 2005 to honour distinguished individuals within the industry for their achievements, leadership, and dedication to the field.

For a list of inductees, and more about nominating, visit orba.org/awards.



Hall of Fame Inductees Charles Lawrence and Les Cruickshank received their Hall of Fame jackets at the President's Dinner ceremony. A framed jacket was also presented to Leo McArthur's family in his honour.



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PRESIDENT'S DINNER

It was an evening of final thoughts, raised glasses, and Hall of Fame recognition as attendees of ORBA's 89th Convention & Annual General Meeting gathered for the President's Dinner.

Served in the Fairmont Royal York Hotel's iconic Concert Hall, the dinner featured an address from outgoing ORBA President Blair McArthur, who shared some insights of his own before moving on from the big chair.

"It has been an honour to serve as ORBA's President and Chairman over the past year," he said. "I met wonderful people and worked alongside them, from our ORBA staff to our Board of Directors, and committee members to our key customers."

McArthur thanked ORBA's staff and volunteers for their invaluable help in building the association's reputation within the industry, noting, "Equally important to customer relationships is ORBA's focus on ensuring our industry is well positioned when it comes to transportation infra-



structure spending. ORBA needs to have a strong partnership with the MTO, IO, and Metrolinx – as well as our cities and municipalities – in order to ensure we are delivering on the public's expectations. I know Allan West will also carry this torch into his term."

With final words of appreciation to his industry peers and his colleagues at The Miller Group, Blair welcomed incoming ORBA President Allan West to deliver his inaugural speech. West thanked Blair for his accomplishments before turning his thoughts to his priorities as president for 2016.

"We have tackled a number of issues together over the past couple of years, but there is still many we're working on," he announced. "With the support of the ORBA Board of Directors, I will do my best to help move ORBA's objectives forward ... I believe we can work together with industry owners and partners in the spirit of cooperation to achieve what is best for the industry at large."

West outlined several of those objectives moving forward. These include seeking continual enhancements to health and safety practices within the industry, promoting best practices, supporting discussions with owners about fairness, encouraging greater

member and owner collaboration, and continuing its leadership role in environmental issues and initiatives.

"With the support of the ORBA Board of Directors, I will do my best to help move ORBA's objectives forward," he said, adding, "I believe we can work together with industry owners and partners in the spirit of cooperation to achieve what is best for the industry at large."

In closing, West thanked ORBA's committees, board members, and volunteers for their work in seeing these priorities through, as well as ORBA's staff for being the association's "backbone of support".

The evening concluded with guest speaker Dennis Hull, former professional hockey player with the Chicago Black Hawks and the National Hockey League, brother to Bobby Hull, and uncle to Brett and Bart Hull. After he imparted a few memories and words of wisdom from his time on the ice, attendees were invited to join their colleagues for an after dinner nightcap before closing the convention for another year.

ORBA thanks everyone who came out for this year's event and looks forward to driving performance in the year ahead. ■



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CONVENTION TACKLES TOP ISSUES



Ontario’s road builders face no shortage of challenges on the road through 2016. Fortunately, these obstacles are in full view of ORBA, its membership, and industry stakeholders who are working together to clear the way.

Several of these top issues took the spotlight during Big Picture Day at ORBA’s 89th Convention and Annual General Meeting. Here, they were discussed over a number of Hot

Industry Topics sessions led by ORBA members and representatives across the industry.

The proliferations of Alternative Delivery Models (ADMs) was one such issue. Scott Taylor, President of McLean Taylor Construction and Chair of ORBA’s Documents and Contractors committee and its Alternative Delivery Model subcommittee, began talks with a rundown of ORBA’s work with the MTO, Infra-


structure Ontario (IO), and Metrolinx to raise awareness for ADMs. He noted roundtables have also been held regarding IO’s Alternative Financing and Procurement (AFP) models, and the association recently commissioned an ADM and AFP study through Global Public Affairs -- the results of which were shared in a follow-up session.

“ADMs and AFPs are a very real part of our business; they aren’t going away anytime soon and you have the assurance of ORBA that we’ll stay the whole way with you,” said Taylor, explaining the committee will continue raising awareness for ADMs among ORBA members and identify further room for improvement.

Convention attendees were also updated on ORBA’s work with the MTO concerning the Contract Management Framework (formerly the CFAAST review). Improvements made over 2015 include:




- Members outside of the MTO will now be included in the qualifications committee process;
- a third-party referee will be added to the dispute resolution process;

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- improvements will be made to how liquidated damages are applied;
- annual reviews will be conducted on the infraction process by outside agencies;
- fairer measures will be implemented for contractor performance ratings;
- contractors can continue bidding on MTO contracts even if they are in litigation with the ministry; and
- info on a project's contract administrator will be available prior to the tender on RAQs, when available.

"This modernization is good for us ... It's going to help your business," said Jim Hurst, Vice President with Steed and Evans Limited and Chair of ORBA's Corporate Financial Assurance Audit Service Team (CFAAST) committee. "It's going to be reviewed annually by ORBA's executive committee to make sure it's progressing in the right direction."

Worker safety was another hot topic at ORBA's convention. Jim LaFontaine, Health, Safety, and Environmental Manager with Dufferin Construction and member of ORBA's Occupational Health and Safety (OH&S) committee reported on the committee's work and shared insights on several industry developments. These included upcoming WSIB rate changes, amendments to the use of TC-64s; the Joint Lane Merge initiative; and "working from heights" training requirements.

"Our goal as a committee is prevention. We're out there and we're staying in front of all the issues, so make sure you reach out to us," said LaFontaine.

Lastly, environmental issues were also on ORBA's radar. In addition to discussing the province's incoming Cap and Trade program, Marlene Yakubuski, Vice President of Corporate Affairs with Bot

Construction Group and Chair of ORBA's Environment committee, spoke to several current issues, including changes to the permits to take water and erosion and sedimentation controls.

The committee is also working on species at risk adjustments which will make info more available to contractors to help them better price and plan for work. Recently, it presented to the Ministry of

Economic Development and Trade during the Open for Business forum.

Yakubuski also spoke to the MTO's involvement in the Environment Committee, noting, "We began that process two years ago and it's proving to be an excellent opportunity for very frank discussions."

For full presentations from ORBA's Big Picture Day, visit orba.org/convention. ■



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PROVINCIAL OWNER PRESENTATIONS THE 2016 OUTLOOK

MTO INFRASTRUCTURE OWNERS UPDATE

Top representatives from the Ministry of Transportation (MTO), Metrolinx, and Infrastructure Ontario (IO) shared ORBA's main stage for Provincial Owner Presentations during the second day of the association's 89th Convention & Annual General Meeting.

Shael Gwartz, MTO's Director of the Investment Strategies Branch, launched the presentations with a report on MTO's outlook for the year ahead. Breaking down the agency's \$3.18 billion capital budget for 2015/16 year, he explained \$2.45 billion is earmarked for highway construction, \$425 million for design and property, and \$306 million for other transportation programs.

By the end of the year, MTO aims to complete 70 kilometres of new or expanded highways, 18 new bridges, 1,202 kilometres of repaired highways, and 146 bridge repairs.

Gwartz also restated MTO's efforts to monitor its construction program management, noting, "Things change - we know that. That's why we track expenditures, recalibrate,

and advertise additional projects if we have budget room. You can help us by submitting updated schedules in a timely fashion and invoicing us for the work as it's proceeding."

In closing, Gwartz thanked ORBA and its members for their work, adding, "[MTO] remains committed to sustainable infrastructure and a continued focus on pavements and bridges."

CONTRACT MANAGEMENT

Paul Lecoarer, MTO's Director of the Contract Management and Operations Branch, followed Gwartz with updates on MTO's tendering, alternate contracting, contract management, and claims processes. He explained the agency has qualified 190 contractors, and its average project value has risen to \$10 million in 2015/16, compared to \$1 million in 2010/11 thanks in part to the agency's pursuit of larger initiatives.

Regarding alternative contracting, he said MTO has facilitated 60 design-build projects to date and four construction manager/general

contractor projects - two of which are currently in process.

Lecoarer also spoke to MTO's cloud-based web-based contract management system, its new MTO Concrete Contractor Award, and the agency's collaboration with ORBA at transportation procurement roundtables, concluding, "We've got a lot of good ideas around our model - ways to improve it, strengthen it, and provide better feedback to contractors as we move forward."

METROLINX

Bruce McCuaig, Metrolinx President and CEO, updated convention delegates on the agency's activities. With nearly 250 active construction projects underway across the region, McCuaig said he was confident the community was starting to benefit from its projects, and emphasized the importance of ORBA's role in their delivery.

"Over the past six years, this relationship has grown to influence a number of aspects of Metrolinx, including how it's developing everything

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from our contractor documents to our dispute resolution mechanisms, and how we test new specifications and approaches to how we deliver the program.”

McCuaig broke down Metrolinx’s 2015/16 \$2.5 billion capital plan and reviewed its participation in transportation procurement roundtables with ORBA. He also highlighted several major transportation projects such as the Eglinton Cross-town, Finch light rail transit (LRT), Hamilton LRT, York Viva BRT, and the province’s 10-year Regional Rail Express Program.

Speaking to Metrolinx’s goals overall, he stated, “The scale of the program is large, and there’s lots of opportunities.”

INFRASTRUCTURE ONTARIO

IO’s Chris Gauer, Executive VP of Civil Roads and Transit, wrapped up the Provincial Owner Presentations with a review of IO’s evolution, and its intent to continue seeking partners and projects beyond its original scope. In the meantime, Gauer said IO’s recent focus on highways and transportation has spurred agency-wide improvements, observing, “We’ve always done really well on the budget side, but now we’re really focusing on schedule and quality.”

Gauer explained the organization has taken part in seven rail/transit projects, equaling \$10.81 billion; and five major roads projects, equalling \$6.24 billion. IO is also involved in multiple LRT projects, and initiatives such as the Regional Express Rail electrification and Scarborough Subway.

“There’s a lot of overlap between MTO, Metrolinx, and ourselves,” he said. “We’re there to help both of those organizations deliver on their infrastructure needs in the AFP context ... We’re looking forward to a very robust number of years ahead of us.” ■


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FACTS & FIGURES

EARLY TENDER CALLS

**ANNOUNCED
BY MTO AT THE
ORBA CONVENTION**

72 2015
EARLY TENDER CALLS

THE APPROXIMATE
VALUE OF THESE EARLY
TENDER CALLS WAS **\$785**
MILLION

97 2016
EARLY TENDER CALLS

THE APPROXIMATE
VALUE OF THESE EARLY
TENDER CALLS IS **\$800**
MILLION



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\$31.5 BILLION
COMMITTED TO TRANSIT AND TRANSPORT FUNDING
IN ONTARIO OVER NEXT 10 YEARS

\$16 BILLION
IN TRANSIT PROJECTS IN THE
GREATER TORONTO AND HAMILTON AREA (GTHA)

\$15 BILLION
AVAILABLE OUTSIDE THE GTHA

FEDERAL GOVERNMENT
COMMITTED TO SPEND ADDITIONAL
\$20 BILLION ON PUBLIC TRANSIT
AND A TOTAL OF
\$125 BILLION ON INFRASTRUCTURE
OVER 10 YEARS

2016 TRANSPORTATION INFRASTRUCTURE PROJECTS AMOUNTS



VALUE OF
PROVINCIAL
TRANSPORTATION
INFRASTRUCTURE
PROJECTS*

\$5.7 BILLION



VALUE OF
MUNICIPAL
TRANSPORTATION
INFRASTRUCTURE
PROJECTS**

\$1.6 BILLION

*Approximate amount based on presentations from MTO and Metrolinx
**Approximate amount based on 17 municipal regions and cities that attended 2016 Convention

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2014	72	37	442,732
2013	77	31	440,151
2012	71	33	395,680



*Calculations based on 65 member companies.
**Average based on the total hours of all 65 member companies.

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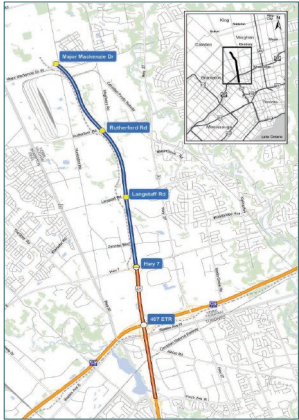


TRANSPORTATION INFRASTRUCTURE DAY FORECASTS

Representatives from regions and municipalities across Ontario joined the ORBA Convention & Annual General Meeting during its Transportation Infrastructure Day to share their transportation infrastructure plans and forecasts with attendees.

The following are brief highlights from each of the afternoon’s presentation. Full presentations can be viewed online at orba.org/convention.

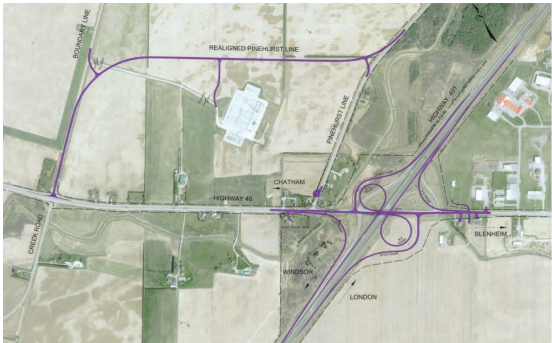
MTO CENTRAL REGION



MTO’s 2016 expansion program will see improvements to numerous regional highways within Ontario’s central region. Projects include the widening and extension of sections of Highway 427, the widening of a portion of Highway 401, and \$400 million in infrastructure rehabilitations with a focus on pavement, bridges, and culverts.

Overall, 2016 will include 38 carry-over projects and 29 new projects. New work will involve 70 structures and over 400 lane kilometres of resurfacing. Beyond 2016, the region is eyeing expansions of Highways 401 and 404, HOV expansions on Highway 407, and work on Highway 7 to Major Mackenzie Drive in York.

MTO WEST REGION



Plans are in place to conduct alternative model delivery (construction manager general contractor [CMGC]) for developments along Highway 401 and 40. The region will also see a design build major project at Highway 401 at Westchester Bourne, Dorchester Road, and Elgin Road; and 401’s Veteran Memorial Parkway; and a new Highway 7 from Kitchener to Guelph.

Ahead, the region will promote innovation through the use of hot in-place recycling return and the use of on-site end of queue on a section of Highway 401.

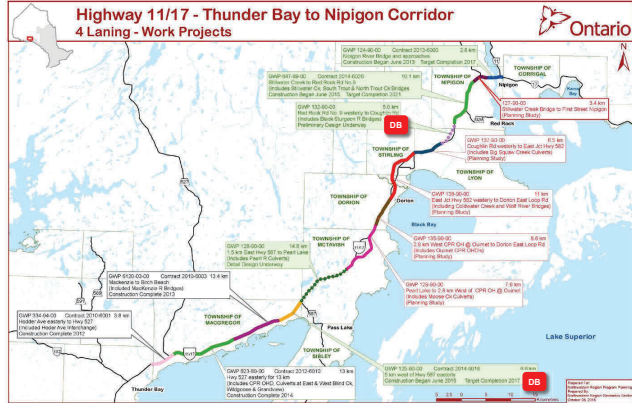
MTO EASTERN REGION



Highlights on MTO’s Eastern Region include Highway 401’s “Low Visibility Detection and Warning System; and rapid bridge replacements such as Ottawa’s Highway 417 Kent Street bridge and the Highway 15 Crosby Creek Bridge.

A Soft Bundling Trial Project is also in the works involving the rehabilitation of Highway 401 St. Hilaire Road Underpass and Switzerville Road Underpass. Bridge replacements at 1000 Island Parkway Jones Creek and Landons Bay Bridge, a Highway 132 re-alignment, and numerous resurfacing and rehabilitations initiatives are also on the books.

MTO NORTHWEST REGION

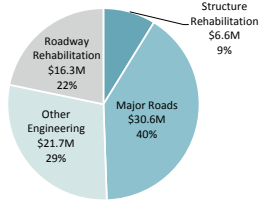


Ontario’s Northwest Region plans to conduct approximately 200-plus kilometres of road rehabilitations and preservations per year, and make significant investments in structures through 2022.

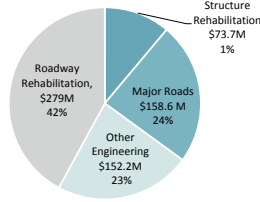
Work also continues on Highway 11/17, Thunder Bay to Nipigon Corridor. It includes four-lane widening throughout the corridor, work on the Nipigon River Bridge, and a section of the highway from Stillwater to Red Rock.

CITY OF MISSISSAUGA

2016 Capital Program Expenditures \$75.2 Million



10 Year Capital Program Expenditures \$664 Million



Numbers have been rounded

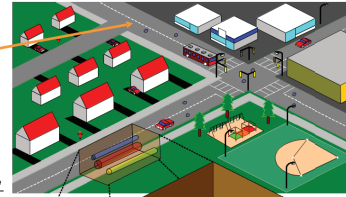
Several transportation projects are taking shape in Mississauga. These include the Dundas Rapid Transit line, 407 Transit Way, Lakeshore Express Rail, and enhanced GO service.

The city's \$664 million, 10-year capital program expenditures plan includes \$75.2 for 2016. Highlights include \$21.7 million for engineering projects, \$16.4 for roadway rehabilitation, and \$6.6 million for bridge and structure rehabilitations.

Major roads initiatives include widenings of Ninth Line West and Financial Drive, a roundabout at Explorer Drive and Skymark Avenue, and numerous studies. Likewise, its road rehabilitation program will include 26 kilometres of road (to be tendered).

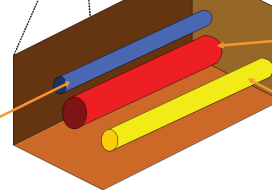
CITY OF NORTH BAY

Road System:
Inventory
Road Length: 371 km
Bridges: 98
Replacement: \$560M
Per serviced property: \$37,300



Water & Wastewater Treatment Facilities:
Replacement Value
Water: \$42M
Wastewater: \$130M
Per serviced property: \$11,500

The Visible Infrastructure
The Invisible Infrastructure



Storm System:
Inventory
Pipe Length: 227 km
of Manholes: 2,700
Replacement: \$124M
Per serviced property: \$8,300

Water System:
Inventory
Pipe Length: 303 km
of Valves: 3,500
Replacement: \$189M
Per serviced property: \$12,600

Sanitary System:
Inventory
Pipe Length: 270 km
of Manholes: 3,400
Replacement: \$114M
Per serviced property: \$7,600

\$19.24 million has been allocated for North Bay's roads network in 2016. That includes \$9.45 million for major roads projects, \$7.01 million for bridge work, and \$2.78 million for other initiatives.

Projects include work on an intersection of Highway 11/17 and Seymour, a \$4 million annual resurfacing program, and \$600,000 rural road program. 2016 will also see construction on the Lakeshore Drive Bridge and a Trout Lake Overpass, with future efforts to focus on infrastructure supporting the North Bay Jack Garland Airport.

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CITY OF KINGSTON

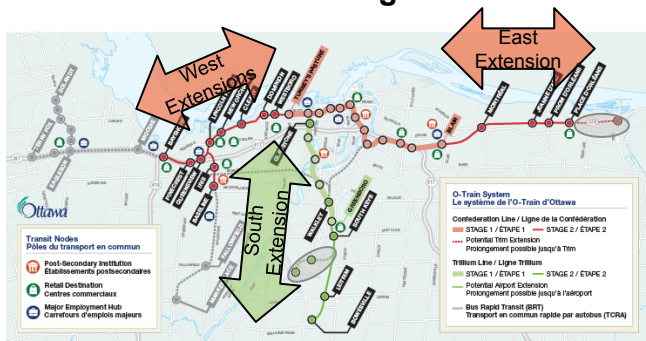


Kingston’s “Right of Way” capital program plans for \$100 million to be invested in transportation and infrastructure initiatives between 2015 and 2018. Current priorities include phase three of its Princess Street reconstruction, which will wrap up by July 2016 followed by a majority of work on all side streets near the end of the year.

Other highlighted projects include the widening of John Counter Boulevard, representing phase three of the John Counter Boulevard Bridge Embankment Construction.

CITY OF OTTAWA

LRT Stage 2



Ottawa has over \$500 million in ongoing construction projects. Among them are the Greenbank Road widening; the West Transitway extension, Alta Vista Hospital Link; and the \$3 billion LRT Confederation Line, which is heading towards a 2023 completion date.

Ottawa is also continuing its Main Street Renewal project, which includes a two-kilometre reconstruction of the urban roadway and related projects. Construction of a combined sewage storage tunnel will also commence in 2016.

CITY OF VAUGHAN

2016 Bridge Rehabilitation Program

Humber Bridge Trail Bridge

- Built in 1914
- EA completed, Currently in Detailed Design



Nort Johnson Pedestrian Bridge

- Built in 1975
- Currently in Detailed Design
- Bridge Rehabilitation



Willis Road Bridge

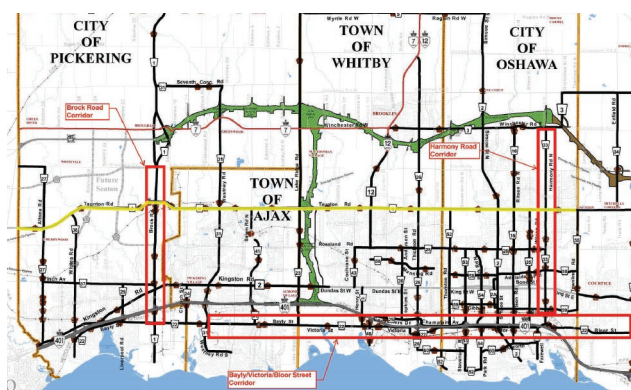
- Built in 1978
- Currently in Detailed Design
- Bridge Rehabilitation



A number of transportation projects are on the books for Vaughan. Among them are a Highway 427 expansion, Highway 400 widening, and expansions to the GTA west. Expansions to Major MacKenzie Drive, Rutherford Road, and Keele Street are also underway; as well as infrastructure projects that will support the Vaughan Metropolitan Centre.

Vaughan’s 2016 State of Good Repair Project – fueled by a \$20 million capital budget – will result in 40 kilometres of road rehabilitation, three bridge rehabilitations, eight kilometres of sidewalk construction, six kilometres of roadway street-lighting, and three new traffic signals.

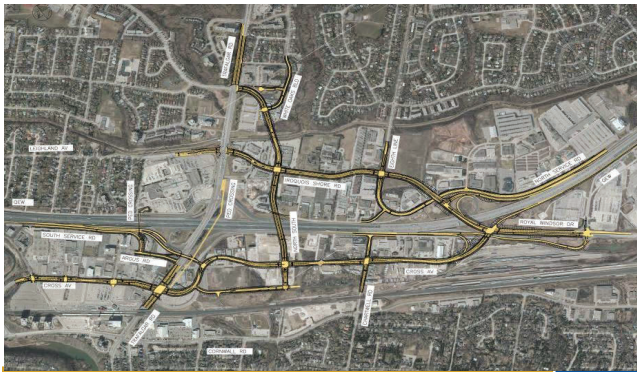
DURHAM REGION



The Durham Region’s 2016 Capital Road Program envisions a \$77.3 million investment in major construction projects (\$24.4 million), road rehabilitation (\$23.7 million), and Highway 407 initiatives (\$12.4 million), among others.

In 2016, the focus will be on road improvements to Brock Road, Harmony Road, Bayly Street, Victoria Street, and Bloor Street; and projects related to Highway 407 East. Two initiatives concerning the Highway 2 BRT plans will also be tendered, including Highway 2 and Whites Road and Highway 2 and Westney Road. Elsewhere, \$4.22 million is earmarked for bridge rehabilitations and replacements across the region.

TOWN OF OAKVILLE



Oakville’s Town Council has pledged to reduce the percentage of deficient roads to zero by 2025. This will be accomplished in part by investing over \$96 million in the next 10 years towards resurfacing and preserving its road system. In 2016, \$7.8 million will be spent towards that goal, covering over 22 kilometres of road.

Core projects in Oakville include the widening and reconstruction of Cornwall Road and Sixth Line. Down the road, Oakville is also planning a Lakeshore Road reconstruction, several grade separation projects, and a Midtown Transportation Network.

HALTON REGION



With an average annual capital budget of \$137 million over the next 10 years, the Halton Region is making its arterial corridors and surrounding infrastructure a priority. Initiatives include major work to a portion of Britannia Road, three kilometres of widening and infrastructure improvements on Dundas Street, and similar improvements on portions of Upper Middle Road.

A number of projects are also planned for Tremaine Road, such as a Highway 401 interchange, James Snow Parkway Extension, and work on Tremaine from Main Street to No. 3 Sideroad, to name a few. Moving ahead, the region is planning numerous road projects and a North Oakville Transportation Corridor.



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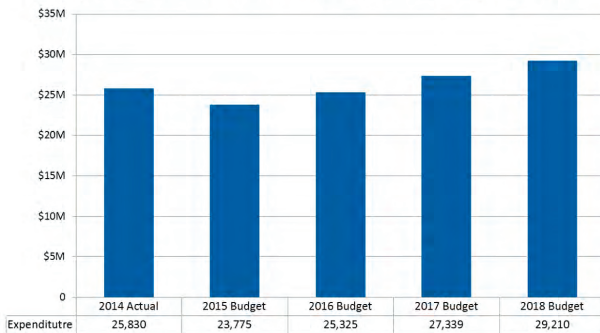
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YORK REGION

Funding on State of Good Repair is increasing

Roads Rehabilitation Capital Spending 2014 to 2018



The York Region has committed \$1.7 billion towards a 10-year Roads Capital Budget. Among the growth projects to be tendered in 2016 include a Highway 404 crossing, linking East Pearce Street in Richmond Hill with Centurian Drive in Markham; multiple widening and reconstruction projects along Major Mackenzie Drive; various intersection improvements; and bridge replacements.

Further work is slated for portions of St. John’s Sideroad, Leslie Street, Bathurst Street, Keele Street, and King Road. Moreover, the region is investing in both its vivaNext Expansion program and State of Good Repair Program.

NIAGARA REGION

Several core projects are taking shape in 2016. These include the widening of Regional Road 81 (King Street), urbanization of Regional Road 87 (Lakeshore Road), the replacement of Reece Bridge; and \$9 million in region-wide road resurfacing.

Niagara is also readying its first design build project, a \$9 million Regional Road 1 (Dominion Road) from Burleigh Road to Buffalo Road in Fort Erie. A number of other new road and reconstruction projects are also on the books from 2017-2020.

CITY OF TORONTO



Ontario’s capital city is undergoing an estimated 56 major road projects in 2016, and approximately \$140 million of road rehabilitation work.

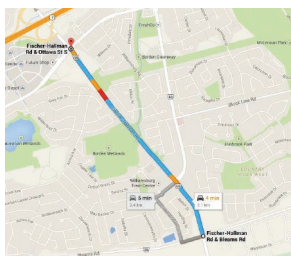
Highlights include its Six Points Interchange Reconfiguration Project, the Yonge/Bay/York Gardiner Expressway Off-Ramp Replacement Project, running mid-2016 to 2017, the Queensway Avenue Bridge rehabilitation, and the Bayview Avenue resurfacing and multi-use trail construction.

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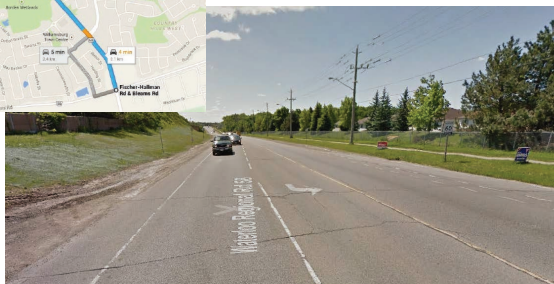
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WATERLOO REGION



Widening of existing 2 lanes to 4 lanes with new curb and gutter, multi-use trails on both sides of the roadway and some storm repairs

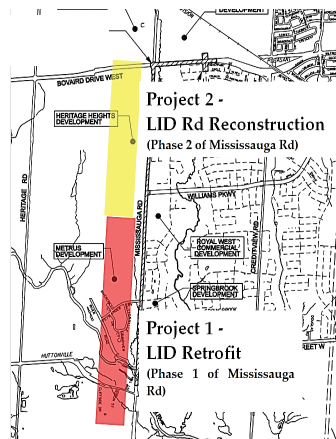


\$153 million has been allotted for the Waterloo Region’s draft budget in 2016, with \$907 million to be spent over its larger, 10-year plan. A number of road and infrastructure projects will come from this spending, including reconstruction work along King Street, Maintou Drive, Ceder Street, Hutchison Road, and Ottawa Street.

Road widening projects are also scheduled for King Street, Erb Street, and Fischer-Hallman Road. The region’s pave-

ment and bridge maintenance program, safety-related projects, capacity deficiencies and development related project will also remain priorities.

REGION OF PEEL



The region has allocated an average of \$1.3 billion annually towards the funding of road and bridge work over the next decade. On its radar include the creation of the Emil Kolb Parkway in Caledon, the Dixie Road reconfiguration in Mississauga; and bridge construction and replacement throughout, among other infrastructure improvements.

Mississauga Road in Brampton is also undergoing low impact development over two phases: retrofit and design. ■

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2016 ORBA CONVENTION



Canadian race car driver Alex Tagliani was the keynote speaker to kick off the 89th Annual ORBA Convention and AGM.



ORBA Past President Blair McArthur welcomes ORBA's 2016 President Allan West.



Canadian race car driver James Hinchcliff's replica car was a great addition to the Driving Performance theme of this year's Convention.



The Hon. Steven Del Duca, Minister of Transportation, spoke at the Transportation Infrastructure Luncheon on Day 2.



ORBA Executive Director Geoff Wilkinson welcomed attendees on Day 1 Big Picture Day.



This year's Convention had a total of approximately 900 attendees, making it the largest Convention in ORBA history.

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LIUNA represents more than 80,000 members in all sectors of the construction industry in Ontario including; industrial, commercial and institutional (ICI), residential, roads, gas pipeline, sewer and watermain, electrical power systems, demolition, utilities and heavy engineering.

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