

Clause 21 in Report No. 6 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on March 26, 2015.

Corporate State of Infrastructure Report

Committee of the Whole recommends adoption of the recommendation contained in the following report dated March 3, 2015 from the Chief Administrative Officer:

1. Recommendation

It is recommended that Council receive this report for information.

2. Purpose

This report provides a summary of the first Corporate State of Infrastructure Report, which is a consolidation of the 2013 State of Infrastructure Reports prepared by the following departments: Transportation Services, Environmental Services, Community and Health Services and York Regional Police. It also includes 2013 information relating to the state of Region owned administrative facilities, prepared by Corporate Services.

3. Background

York Region owns and maintains approximately \$9 billion worth of infrastructure assets

York Region owns and maintains approximately \$9 billion worth of infrastructure assets, including assets from Community and Health Services, Corporate Services, Environmental Services, Transportation Services and York Regional Police.

Asset Management is gaining focus at all levels of government

Infrastructure plays a key role in the delivery of essential services to the public and is vital to the health of the economy and well-being of the community.

The different infrastructure assets owned by York Region function to provide various key services including transportation, water treatment, waste management and health care.

In 2013, the Province of Ontario, through the Ministry of Economic Development, Employment and Infrastructure, launched its *Building Together: Municipal Infrastructure Strategy* to promote asset management, including the requirement that all municipalities seeking provincial infrastructure funding develop asset management plans.

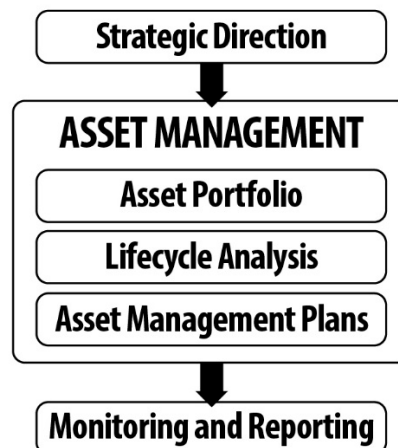
Recognizing the importance of asset management to the sustainability of services provided to the public, the Corporate Asset Management Steering Committee was formed in 2012 to assist the Region in developing its asset management policies and practices.

Council adopted a Corporate Asset Management Policy in November 2013

In November 2013, Council adopted a Corporate Asset Management Policy that details principles for a consistent and systematic approach for the management of Regional assets. Figure 1 illustrates the high-level asset management framework included in the Corporate Asset Management Policy. Ensuring infrastructure is managed with the least impact on service at the lowest lifecycle cost is one of the key principles of this Policy framework.

Figure 1

Asset Management Framework



In 2014, York Region submitted four department level State of Infrastructure Reports

Following the Corporate Asset Management Policy, the first State of Infrastructure Report was prepared by the Environmental Services Department in 2009. In 2011, both the Transportation Services Department and Environmental Services Department reported on their states of infrastructure.

By 2014, four departments reported on their 2013 State of Infrastructure, representing a total of ten core services. Community and Health Services, Environmental Services, and Transportation Services reported to Council in spring of 2014 and York Regional Police reported to the Police Services Board in spring of 2014.

Additionally in 2014, Corporate Services undertook a review of Region owned administrative facilities. While their 2013 State of Infrastructure Report will be presented to Council at a later date, information on administrative facilities has been included in this Corporate State of Infrastructure Report for completeness.

4. Analysis and Options

The Corporate State of Infrastructure Report provides Council with a 'one-window' view of the state of Regional assets

A key goal of this inaugural Corporate State of Infrastructure Report is to provide an overview of the Region's infrastructure assets summarizing results of the 2013 Department reports.

The main difference between the Corporate and Departmental State of Infrastructure Reports is that reporting is done by "core service" and not by department. The list of "services" used in the Corporate State on Infrastructure Report is shown on Table 3 and represents services that the community receives and experiences.

The Corporate State of Infrastructure Report uses three main criteria and a grading system consistent with the approach used in all Departmental State of Infrastructure Reports

Infrastructure within each service area has been graded using three criteria and a five scale alphabetical system, as shown in Tables 1 and 2.

Table 1
Grading Criteria

Criteria	Definition
Condition	A measure of the physical condition of the infrastructure, its age and maintenance performance. Condition provides an understanding of the remaining service life of the assets.
Reliability	Reliability is a measure of the ability to meet requirements for quality, standards, service interruptions, statutory compliance, functionality, safety and security.
Capacity	A measure of ability to meet the required service levels based on current requirements. Measurement of capacity for the future provides insight into future impacts of growth, including how to prepare for what will be required of infrastructure in the future.

Table 2
Grading Systems

Grade	Definition
	Fit for the Future
A	Very Good Well maintained, good condition, new or recently rehabilitated
	Adequate for Now
B	Good Acceptable, generally approaching mid-stage or expected service life
	Requires Monitoring & Attention
C	Fair Signs of deterioration, where some elements exhibit deficiencies
	At Risk of Affecting Service
D	Poor Approaching end of service life, condition below standard, large portion of the system exhibits significant deterioration
	Unfit for Sustained Service
F	Failed Near or beyond expected service life, widespread signs of advanced deterioration; some assets may be unusable

Overall, the Region scored primarily 'A' and 'B' across all its services areas

The Corporate State of Infrastructure Report overall grades by service area are presented in Table 3.

Table 3
Overall Grades

Service Area	2013 Grade
Administrative Facilities	C
Forestry	B
Housing	B
Long Term Care	B
Paramedic Services	A
Police	B
Roads	B
Transit	B
Waste Management	A
Wastewater	A
Water	A

Grades in 2013 for each service area were either an A (Very Good) or a B (Good), with the exception of administrative facilities that were awarded a C (Fair) grade. The lower grade for administrative facilities is primarily because of three functionally obsolete facilities that are planned to be decommissioned as part of the Administrative Centre Annex project. Facilities that directly support other service areas are included under each individual service area.

A discussion of each service area and its infrastructure grade is found in the Corporate State of Infrastructure Report 2013 (Attachment 1).

Continued investment in our infrastructure is essential to delivering quality services

Generally, York Region's assets are in good condition. This reflects the relatively young age of some of the Region's assets. As infrastructure assets age, the investment required to rehabilitate and maintain infrastructure will increase. It is prudent to establish comprehensive asset management programs and not wait until the assets deteriorate before taking remedial actions. Studies by the Ministry of Infrastructure have indicated that it can be five to seven times more costly to

rehabilitate and repair infrastructure in a reactive manner. To this end, departments are moving towards developing asset management plans that would allow the management of assets in a systematic and proactive manner, with the goal to increase the longevity of assets, optimize investments in maintenance and rehabilitation and maintain levels of service. Condition assessment is a key component of a sound asset management plan and is essential to provide the data required to assess the condition of the asset and determine the optimized timing for rehabilitation and replacement. It is expected that condition assessment related projects will increase over time and successful use of the data obtained from condition assessment will create value towards minimizing the cost of maintaining assets.

Continued reinvestment in corporate infrastructure is essential to maintain services to support the community. Bi-annual reporting of the State of Infrastructure allows tracking of asset conditions and highlights areas for improvement. The 2015 Corporate State of Infrastructure Report is planned for 2016.

Link to key Council-approved plans

The Corporate State of Infrastructure Report promotes asset management and aligns with the following 2011-2015 and 2015-2019 Strategic Plan Priority Areas:

- Continue to deliver and sustain critical infrastructure – through proactive protection of our infrastructure and assets (2011-2015)
- Manage the Region’s finances prudently – working to optimize decision-making to ensure investments are made to the right assets at the right time for the right reason (2011-2015)
- Strengthen organizational capacity – improve business intelligence and management practices to reflect a more proactive and informed use of resources (2011-2015)
- Provide Responsive and Efficient Public Service – Strategic Objective: Stewardship of the Region’s Assets (2015-2019)

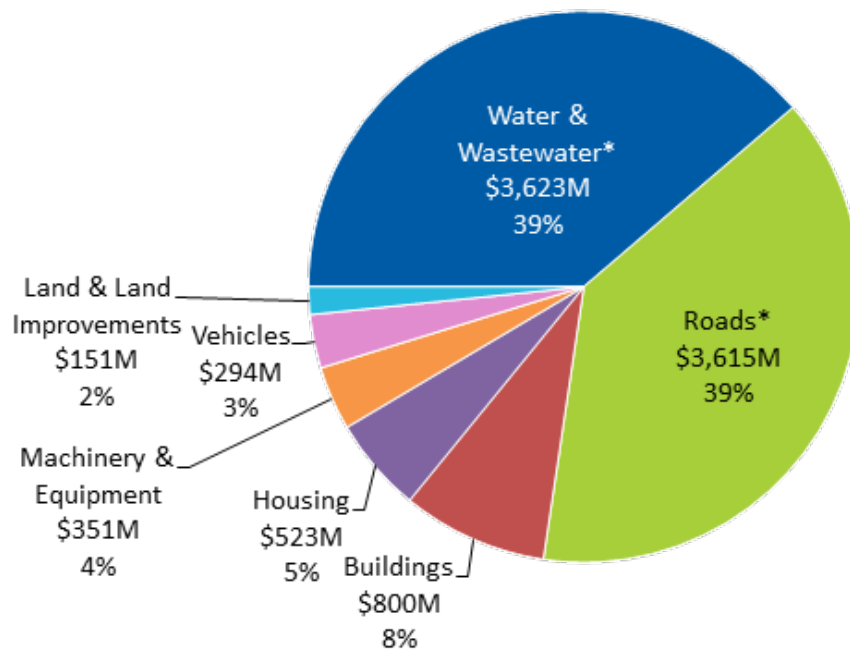
5. Financial Implications

Understanding the financial state of infrastructure is fundamental to maintaining assets in a state of good repair

York Region owns and maintains approximately \$9 billion worth of infrastructure assets, including assets from Community and Health Services, Corporate Services, Environmental Services, Transportations Services and York Regional Police. As of December 31, 2013 the replacement cost of the Region’s existing capital asset inventory is estimated to be more than \$9 billion. Figure 2 shows the asset breakdown by category.

It should be noted that some departments are undertaking studies to assess the real cost of replacing an asset, taking into account additional costs due to increasingly stringent regulatory requirements, complexity of construction in an urbanized environment and the potential need to relocate the replacement asset in a new location. One typical example is a watermain and/or sewer previously constructed under a rural road. Replacement will be more costly if the road has since been urbanized. This adjusted replacement cost will assist to inform the true cost of the asset replacement program.

Figure 2
Current Replacement Value as of December 31, 2013 - \$9.4 Billion



*includes land, land improvements, buildings, equipment and vehicles associated with the services

Council is investing in the replacement and rehabilitation of assets

The key goal of asset management planning in York Region is to maximize asset service life while maintaining levels of service at the lowest lifecycle cost. Through asset management initiatives, such as condition assessments and asset management plans combined with responsible, prudent fiscal policies and proactive financial planning processes, York Region strives to ensure this goal can be met.

The Region has been building up its reserves for future capital replacement and rehabilitation needs and this will continue to be a priority going forward. Long-term rehabilitation and replacement needs will continue to be guided by the key goal of asset management and will inform future debt and reserve management policies laid out in the council-approved Regional Fiscal Strategy.

The Region has a robust budget and business planning process that requires each department to prepare 10-Year Capital Plans, which analyzes the various funding sources to meet specific budget pressures. In addition, all departments are developing asset management plans to further inform the level of annual contribution the Region needs to allow for regular rehabilitation while also allowing for adequate reserves to be maintained for larger, more infrequent major rehabilitations or replacements.

6. Local Municipal Impact

The Region is collaborating with local municipalities on asset management

The Region owns, maintains and operates an extensive infrastructure network. Some of York Region's infrastructure, such as Roads, Water, Wastewater and Waste Management infrastructure, deliver services to residents in partnership with local municipal infrastructure. York Region is actively engaging local municipal partners in the development of Asset Management strategies and plans. York Region hosted the first Regional Asset Management Symposium in November 2014 and currently shares information with local municipalities through initiatives such as the YorkInfo Partnership and the All Pipes Database. Continued collaboration and knowledge sharing between the Region and local municipalities on asset management is the key to the efficient delivery of service.

7. Conclusion

Overall, the current condition, reliability and capacity of York Region infrastructure assets are good. Continued capital investment in asset management is necessary to ensure the system continues to provide reliable services to York Region residents.

All York Region departments are continuing to develop and implement sustainable asset management practices through the implementation of the Corporate Asset Management Framework.

Corporate State of Infrastructure Report

For more information on this report, please contact Daniel Kostopoulos, Commissioner Transportation Services, at ext. 75070 or Erin Mahoney, Commissioner Environmental Services, at ext. 75125.

The Senior Management Group has reviewed this report.

March 3, 2015

Attachment (1)

Accessible formats or communication supports are available upon request



ATTACHMENT 1



THE REGIONAL MUNICIPALITY of YORK

State of Infrastructure

REPORT 2013



Mayor
Frank Scarpitti
City of Markham



Regional Councillor
Jack Heath
City of Markham



Regional Councillor
Jim Jones
City of Markham



Regional Councillor
Joe Li
City of Markham



Regional Councillor
Nirmala Armstrong
City of Markham



Mayor
David Barrow
Town of Richmond Hill



Mayor
Maurizio Bevilacqua
City of Vaughan



Chairman & CEO
Wayne Emmerson



Regional Councillor
Vito Spatafora
Town of Richmond Hill



Regional Councillor
Michael Di Biase
City of Vaughan

The Regional Municipality of York's Corporate State of Infrastructure Report, a first for York Region, has been designed to help us gain a strong understanding of the state of the Region's infrastructure assets. Maintaining and monitoring our assets is essential to delivering reliable and efficient services to our residents.



Regional Councillor
Brenda Hogg
Town of Richmond Hill



Regional Councillor
Mario Ferri
City of Vaughan

Over \$9 billion worth of infrastructure assets from 11 service areas was assessed based on condition, reliability and capacity, with results showing Regional infrastructure meeting and, in many cases, exceeding current and future service needs.



Mayor
Tony Van Bynen
Town of Newmarket



Regional Councillor
Gino Rosati
City of Vaughan

York Region is fortunate to own some of the best infrastructure in the Greater Toronto and Hamilton Area, due in part to our growth needs and the age of our assets. Although our assets are relatively young and in a state of good repair, mature infrastructure exists and requires appropriate attention and maintenance. By providing a consistent and coordinated reporting approach to managing our assets, long-term sustainability and fiscal stewardship can be obtained.



Regional Councillor
John Taylor
Town of Newmarket



Mayor
Margaret Quirk
Town of Georgina



Regional Councillor
Danny Wheeler
Town of Georgina



Mayor
Geoffrey Dawe
Town of Aurora



Mayor
Virginia Hackson
Town of East Gwillimbury



Mayor
Steve Pellegrini
Township of King



Mayor
Justin Altmann
Town of Whitchurch-Stouffville

A Message from York Regional Council



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State of Infrastructure Report

1.0 Background

1.1 What is this Report Card?

Over the past few years many organizations have developed a “State of the Infrastructure Report”. York Region is among those and the first department to complete one was Environmental Services in 2009. Other departments followed using a similar format so that York Region is able to report on the state of its infrastructure across eleven service areas. These detailed reports provide a window into our services and the assets necessary to support them.

In November 2013, Council adopted its Corporate Asset Management Policy.

“The Corporate Asset Management Policy details principles for a consistent and coordinated approach for the management of Regional assets to ensure long-term sustainability and to demonstrate fiscal stewardship.”

As part of this Policy was the development of a State of Infrastructure Report. This Corporate State of Infrastructure Report will assist in informing future capital planning decisions and will also be used to inform corporate reserve management strategies.

York Region’s Corporate State of Infrastructure Report has been developed to allow Regional Council and the public to gain an understanding of the state of its infrastructure assets. The report is important as it provides awareness to the community that benefit from the many services the Region provides.

York Region residents and businesses are supported by over \$9 billion worth of assets. Maintaining our infrastructure assets and reporting on their state is essential to delivering services in a safe, reliable and efficient way. These reports also provide a tool for evaluating our infrastructure and help to identify areas for improvement that can be addressed through current and future initiatives and budgets.



State of Infrastructure Report

1.2 What is contained in this Report Card?

The state of infrastructure is usually synonymous with condition, however the development of this State of Infrastructure Report includes not only an assessment of physical condition, but also capacity and reliability. It is for this reason the following questions need to be answered to gain a better understanding of the infrastructure assets the Region owns and operates:

- What assets do we own?
- What physical condition are they in?
- Do they meet current needs?
- What is their reliability and quality?
- What are the assets worth?

This Corporate State of Infrastructure Report, the first produced in the Region, is a summary of the departmental reports; Transportation and Community Planning, Environmental Services, York Region Police, Community and Health Services and Corporate Services. It provides a snapshot of how well the Region is keeping up with demand in providing and maintaining the assets for the services required by the community. A key difference between the Corporate and Departmental State of Infrastructure Reports is that the reporting is done by “service” as opposed to department. This better reflects what the community experiences and is independent of how the Region is organized.

A key goal of this State of Infrastructure Report is to communicate information about progress and achievement as well as future direction and needs to stakeholders including council, senior management, local municipalities, the public and all levels of staff. If you require more detail into how the various grades were developed or specifically what was taken into account, please review each of the respective departmental reports.



State of Infrastructure Report

1.3 Grading

The entire infrastructure within a service area has been graded using three criteria across a five scale alphabetical grading system. **Table 1** provides criteria definitions and **Table 2** provides an understanding of the alphabetical grading used.

Table 1 Criteria Definitions

Criteria	Definition
Condition	A measure of the physical condition of the infrastructure, its age and maintenance performance. Condition provides an understanding of the remaining service life of the asset
Reliability	A measure of the ability to meet requirements for quality, standards, service interruptions, statutory compliance, functionality, safety and security
Capacity	A measure of the ability to meet the availability of services provided based on current requirements. Measurement of capacity for the future provides insight into future impacts of growth, including how to prepare for what will be required of infrastructure in the future

Table 2 Grading System

Grade	Definitions ²
A Very Good	Fit for the future. Well maintained, good condition, new or recently rehabilitated
B Good	Adequate for now. Acceptable, generally approaching mid stage or expected service life
C Fair	Requires attention. Signs of deterioration, some elements exhibit deficiencies
D Poor	At risk of affecting service. Approaching end of service life, condition below standard, large portion of the system exhibits significant deterioration
F Failed	Unfit for sustained service. Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable

²Definitions from Canadian Public Works Association (CPWA)



State of Infrastructure **Report**

1.3 Grading (continued)

In addition to grading the infrastructure, trends were also developed to focus on how the grades are likely to develop over the next few years. This considers a range of factors including new and planned projects and programs and how the outcomes of these initiatives are likely to impact the infrastructure in the near term. Trends are identified as positive, neutral and negative, as shown in **Table 3**.

Table 3 Trend Symbols and Description

Symbol	Trend Description
↑	Positive
↔	Neutral
↓	Negative



State of Infrastructure Report

1.4 Limitations of this Report Card

Comparability of Grades

This Corporate State of Infrastructure Report is a summary of departmental State of Infrastructure Reports. While the grading system used was uniform, the measures were not. This is not surprising as the measures supporting the criterion (condition, reliability and capacity) will vary by service area.

For example:

- The interpretation of “capacity” for wastewater service is relatively easy to define and understand, however less so for forestry service
- Which assets are included in which service area - when the departmental State of Infrastructure Reports were reviewed, some departments included facilities while others had not

Therefore, in developing this report minor modifications were made to existing reports.

Asset Valuations

Most departments have a historical value, the amount paid at the time, derived from the Public Sector Accounting Board values managed by the Finance department. Some departments have developed replacement values so a more realistic value is presented. However, not all departments have completed this exercise so values presented in the departmental State of Infrastructure Reports and this report are not necessarily comparable.

Data

To develop measures supporting the criterion in fact, there is data available to support it. In some cases this data may be empirical data or potentially based on professional judgment or experience. Data confidence varies by department and this asset management challenge will continue to be addressed going forward; by developing methods and systems that can collect the appropriate data, store it, analyze it and report it.

The currency and accuracy of the data used for the reports vary by department; one of the challenges in developing State of Infrastructure Reports is sourcing appropriate data to develop the grades. York Region has responded to this by actively seeking out technology solutions that gather, store and report on appropriate measures and indicators.



State of Infrastructure **Report**

1.4 Limitations of this Report Card (continued)

This is a work-in-progress and a State of Infrastructure Report will use better data with better quality each time it is produced.

Given the data sources and status, there are limitations in comparing quality grades across different service areas. For example, an "A" grade for wastewater service may have a different context meaning to an "A" grade in police services. Please review each of the respective departmental State of Infrastructure Reports for further details.

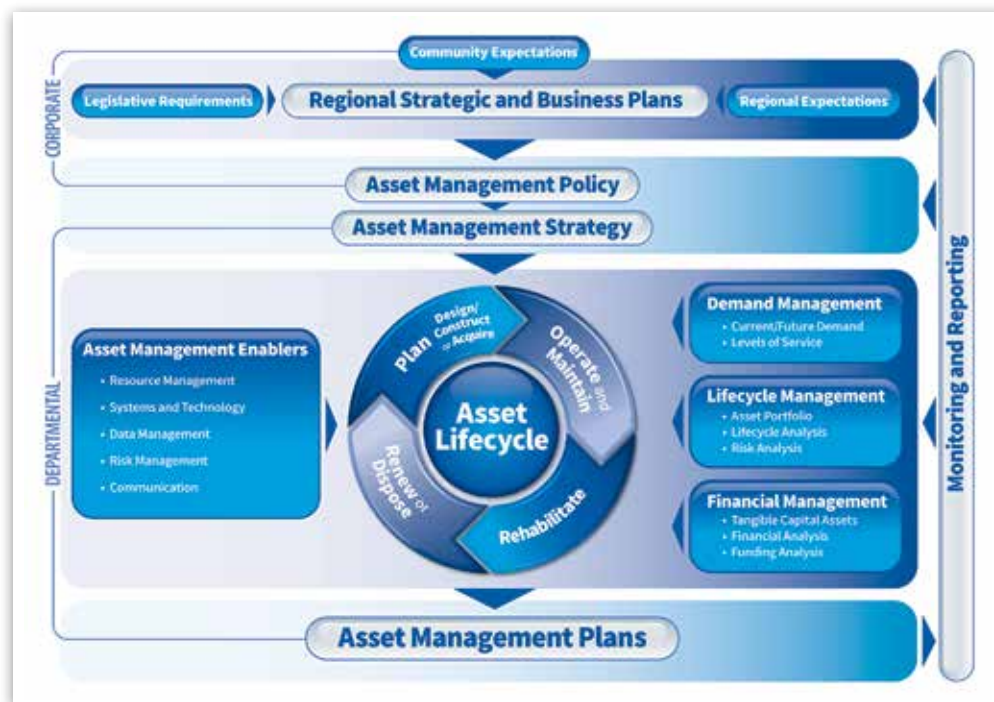


State of Infrastructure Report

1.5. The future of asset management within the Region

As part of the Corporate Asset Management Policy adopted by Council, an asset management framework (see **Figure 1**) was adopted which provides the basis for the asset management activities that are and will be undertaken by the Region.

Figure 1 Corporate Asset Management Framework



As we look to achieve our broader goal of creating a consistent and coordinated approach for the management of Regional assets, a baseline of asset knowledge and information will support the ability to make smarter decisions in the future. This Corporate State of the Infrastructure is one step in gaining a better understanding of our assets.



State of Infrastructure Report

1.5. The future of asset management (continued)

York Region is in an enviable position when it comes to asset management planning, as the majority of Regional assets are still relatively young in terms of their overall infrastructure age. This allows us sufficient time to plan proactively to ensure York Region's infrastructure continues to meet the demands of our residents over the long-term.

To allow this to occur, a key goal of Regional asset management planning is to promote financial sustainability by achieving greater value from infrastructure investments. Having an accurate timeline of when strategic investments are required enables the Region to closely align infrastructure needs with funding, ensuring adequate funding is available for specific projects when needed. This increased predictability makes it possible to develop a funding strategy that smooths expenditures over time, leading to increased stability for taxpayers and greater equity between current and future generations.

In developing a robust asset management plan, the condition of assets will be assessed on a regular basis, facilitating timely investments that can extend the useful life of assets, lead to enhanced efficiencies and lower lifecycle costs.












Each asset owning department is currently developing robust capital asset inventories and with the support of corporate finance developing funding strategies to ensure the right asset investments are made at the right time. By the time the next Corporate State of Infrastructure Report is issued, the Region will be in a better position to identify the state of good repair gap existing throughout the Region.



State of Infrastructure Report

2.0 Summary of Results

Resulting overall grades and predicted trends for 10 services areas across the corporation are summarized in the table below.

Service	Overall Grade	Trend
 Administrative Facilities	C	↔
 Forestry	B	↑
 Housing	B	↔
 Long-Term Care	B	↔
 Paramedic Services	A	↔
 Police	B	↑
 Roads	B	↔
 Transit	B	↔
 Waste Management	A	↔
 Wastewater³	A	↔
 Water	A	↔

Grade

- A** Very Good
- B** Good
- C** Fair
- D** Poor
- F** Failed

Trend

- ↑ Positive
- ↔ Neutral
- ↓ Negative

Grades in 2013 for each service area ranged from A (Very Good) to B (Good) with the exception of Administrative Facilities which was awarded a C (Fair). A complete discussion of each service and its infrastructure grade is included in the body of this report.

While these positive results demonstrate the Region’s overall positive state of infrastructure given the young age of some infrastructure assets, opportunities still exist to improve the infrastructure. When investments are made and projects move forward, service is stabilized or improved and likewise, so do the grades.

³Wastewater results are changed (overall grade now includes Duffin Creek)



State of Infrastructure **Report**

2.0 Summary of Results (continued)

Continued reinvestment in infrastructure is essential to support healthy, vibrant communities. Infrastructure is also critical for long-term economic growth and supporting businesses and employment. The reverse is also true – without prioritizing infrastructure needs, deteriorating conditions can lead to deteriorating infrastructure and increased risk of failures across our communities.





Administrative Facilities

2013
GRADE
C

The overall grade of **C** indicates that the majority of the assets are meeting basic functional requirements. However it should be noted that criteria for capacity scored low for all buildings and several older facilities scored poorly for reliability. These lower criteria grades are offset by the maintenance management practices that support good facility condition, a robust energy conservation program, and the overall higher scores of newer administration facilities.

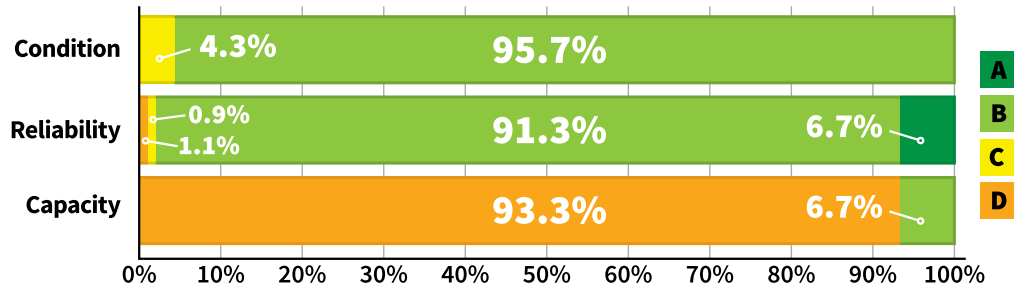
The current grading for facility -related assets is neutral. It is projected that future trends will be positive as newer facilities such as 9060 Jane Street are incorporated into the reporting cycles.

Assets that support the SERVICES

- Seven administration offices

ASSET VALUE
\$300 Million

Corporate and Administration Office Asset Value by Criteria



Condition C	Overall the results show an asset base that is well managed producing fair grades despite issues with some of the older and aging facilities. This reflects the investment on facility maintenance programs and capital rehabilitation.
Reliability B	Newer facilities such as EMS headquarter with high reliability grades have offset the lower grades of older Community and Health Services administration facilities.
Capacity D	All Region owned office facilities are at maximum capacity with many exceeding the acceptable occupancy ratings. As an example the Administrative Centre is 15 per cent over capacity which equates to approximately 115 people. It should be noted that administration office accommodation is a mix of owned and leased facilities with the majority, 55 per cent being leased. The leased portfolio is not captured in this report.

Further details can be found in the Property Services State of Infrastructure Report Card 2013. To be presented to Council at a later date.



Assets that support the SERVICES

- Urban Forest
- York Regional Forest

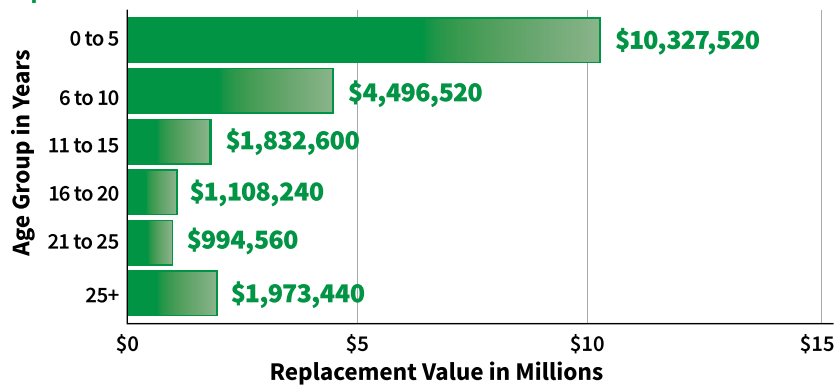
ASSET VALUE OF STREET TREES
\$20 Million

The Region is responsible for maintaining over **36,000 Regional street trees** within the urban forest. The Region continues to focus on maintaining the existing tree canopy through planting new trees and properly managing and expanding the Regional Forest.

The York Regional Forest was the first public forest to be Forest Stewardship Council certified in Canada and demonstrates that York Region maintains these assets in a sustainable manner.

The overall 2013 State of infrastructure is a **B** with a positive trend to 2015.

Street Tree Asset Value by Age Group



Condition B	<p>Condition is impacted by maintenance performed as well as age of the various species of trees</p> <p>The condition score for the York Regional Forest is based upon results of the Forest Stewardship Council audit for 2013</p>
Reliability B	<p>The Region maintains a comprehensive database of all Regional street trees within urban areas. This database information as well as routine assessment of trees, contributes to the positive trend in Urban Forest reliability</p> <p>Of the 2,365 hectares of Regional Forest, 992 hectares were deemed to have adequate regeneration</p> <p>In addition to thinning of the forests, the Region continues to plant seedlings underneath the canopy of existing trees</p>
Capacity B	<p>78% of available planting spaces along Regional roads in urban areas have been planted</p> <p>Based upon the population of York Region, there are 2 hectares of the York Regional Forest per 1,000 people</p>

Further details can be found in the Environmental Services State of Infrastructure Report Card 2013 - Clause No. 2 in Report No. 10 of Committee of the Whole **adopted by Council May 15, 2014.**





Housing

2013
GRADE
B

The Region administers approximately **6,000** social housing units through **43** independent non-profit and cooperative housing providers. This includes **2,341** social housing units that are managed by the Region's housing company, Housing York Inc. It also operates supportive housing services, and a variety of day and outreach programs for seniors and adults with disabilities.

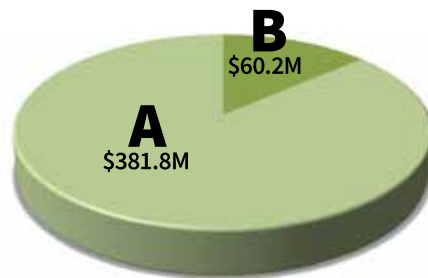
The overall 2013 State of Infrastructure grade is a **B** with a stable trend in the next few years.

Assets that support the SERVICES

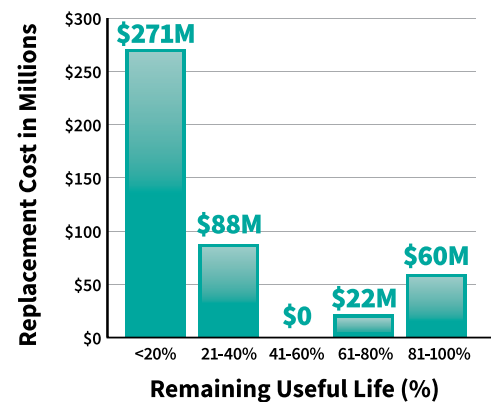
- Housing
- Shelter

ASSET VALUE
\$442 Million

 **Housing York Inc. All Facilities Asset Value by Grade**



 **Housing York Inc. Remaining Useful Life**



Condition B	<p>All facilities rated a B through a building condition audit</p> <p>Housing captures the condition of its facilities through conducting periodic condition audits</p> <p>There is a significant range in the age of the buildings that constitute the portfolio</p>
Reliability B	<p>High compliance with requirements with the Accessibility for Ontarians Disability Act</p> <p>Exceeded target of 80% through customer satisfaction survey</p> <p>All housing multi-storey units have access control systems in place</p>
Capacity B	<p>Current occupancy rate exceeds acceptable rate of 98%</p>

Further details can be found in the Community and Health Services State of Infrastructure Report Card 2013 - Clause No. 7 in Report No. 11 of Committee of the Whole **adopted by Council June 26, 2014.**



2013
GRADE
B

Long-Term Care



Assets that support the SERVICES

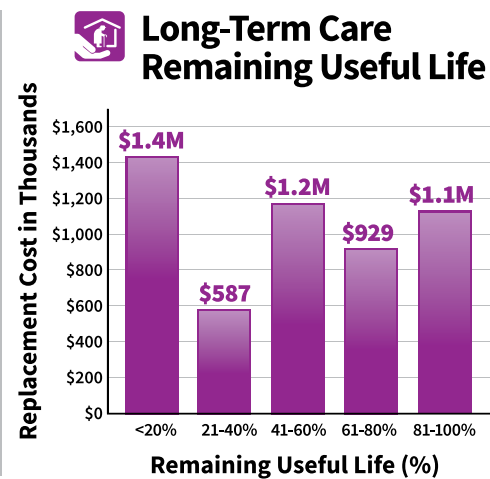
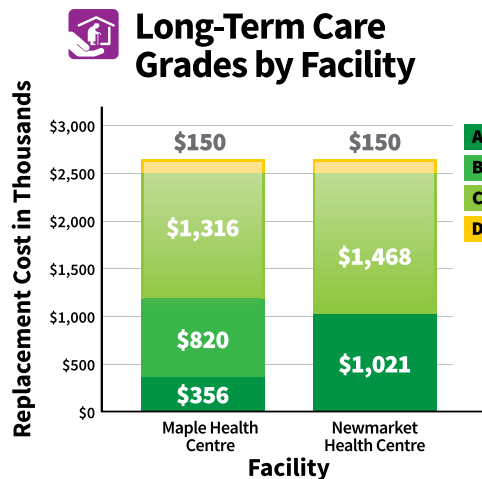
- Facility program assets
- Long-term care homes

ASSET VALUE
\$5.3 Million

The Region manages two long-term care homes, Newmarket Health Centre and Maple Health Centre that are similar in design, functionality, and size. Newmarket Health Centre has **132 beds**, and Maple Health Centre has **100 beds**. These homes are owned by the Region.

The overall 2013 State of Infrastructure grade is a **B** which demonstrates the Region's commitment to providing safe and reliable long-term care homes to its residents. Individual results show an asset base that is well managed, in good condition, reliable, and fully meeting capacity measures of availability. A stable trend is expected in the next few years.

Improvements are expected in reliability in the near term when Long-Term Care completes work on the fire safety sprinkler systems for the administration rooms of the Maple Health Centre.



Condition B	Rating generated via a building condition audit Reactive maintenance issues are minor
Reliability B	The Maple Health Centre has 100% standby power capability Good compliance to Accessibility for Ontarians with Disabilities Act regulations No compliance issues with Ministry of Health and Long-Term Care regulations Buildings rated high for access control of the secure units
Capacity A	97% target achieved for long-term bed stays 50% target achieved for short-term bed stays 80% target achieved for convalescent-bed stays

Further details can be found in the Community and Health Services State of Infrastructure Report Card 2013 - Clause No. 7 in Report No. 11 of Committee of the Whole **adopted by Council June 26, 2014.**





Paramedic Services provides emergency and non-emergency medical response to patients, including patient assessment, lifesaving treatment and monitoring, and safe and timely transport to appropriate facility for continuing medical care.

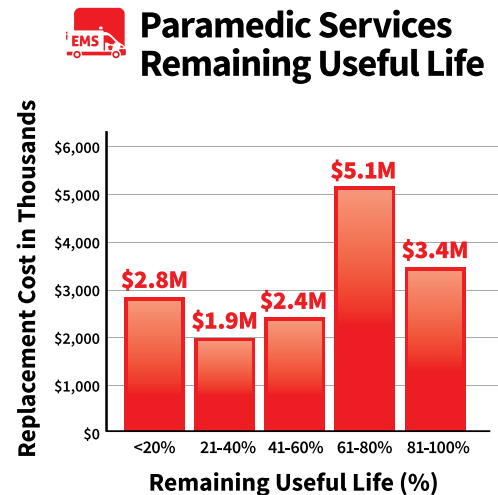
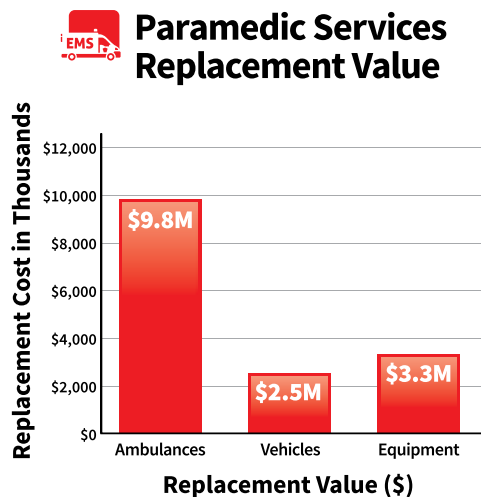
There are **21** stations which contain a number of facility program assets including vehicle hoists, Paramedic Services response training room equipment and a high-bay vehicle wash station. Rolling stock includes ambulances, support vehicles and supervisor vehicles. Equipment includes equipment for each ambulance and spares. The program equipment includes defibrillators and stretchers.

The overall 2013 State of Infrastructure grade is an **A** with a stable trend over the next few years.

Assets that support the SERVICES

- Ambulances
- Vehicles
- Equipment

ASSET VALUE
\$15.7 Million



Condition	A	Strict preventative maintenance program used Detailed maintenance schedules available and executed
Reliability	A	Ambulance reserve of 30% maintained No incidents where a duty ambulance was needed and was not ready High grade for asset replacement program
Capacity	A	Over-performs Canadian Triage and Acuity Score (CTAS) targets in all five categories

Further details can be found in the Community and Health Services State of Infrastructure Report Card 2013 - Clause No. 7 in Report No. 11 of Committee of the Whole **adopted by Council June 26, 2014.**



2013
GRADE
B

Police

Assets that support the SERVICES

- Facilities
- Equipment
- Fleet

ASSET VALUE
\$195 Million

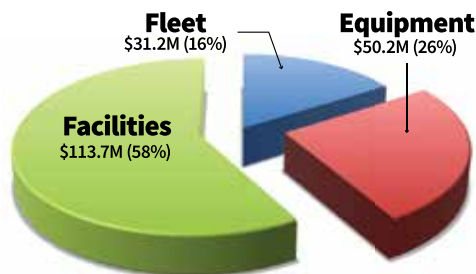
Facilities are owned or leased, including York Regional Police headquarters, five district headquarters, the Community Safety Village and telecommunications towers.

Equipment includes information technology, telecommunications equipment and specialized equipment.

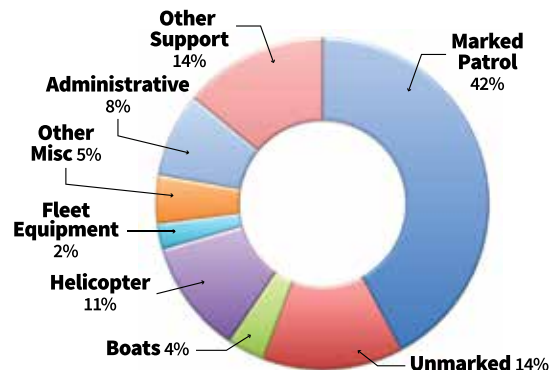
Fleet assets consist of vehicles and related equipment, including a police helicopter, marine boats and patrol vehicles.

The overall 2013 State of Infrastructure grade is a **B**, with a positive trend toward improvement in the next few years.

Asset Value Breakdown 2013



Percentage Cost Breakdown 2013



Condition	 B	<p>Most facilities are relatively young compared with their useful life Average age of the facilities is 26 years The District 1 headquarters has been identified as a high priority Average age of police vehicles is 3.4 years</p>
Reliability	 B	<p>Data shows that during the past three years each facility has had relatively few major repairs done Data shows the number of major fleet component failures per 8,000 kilometres is 1% to 2%</p>
Capacity	 B	<p>In 2013 the new Headquarters in Aurora was opened Still face challenges dealing with insufficient office, training and parking spaces in each of its five districts The capacity of the fleet meets demand A 20-year Facilities Master Plan has been developed to address the space challenge</p>

Further details can be found in the Police Services State of Infrastructure Report Card 2013 - **adopted by the Police Services Board April 16, 2014.**





The Regional road network consists of approximately **4,000** lane-kilometres (with over 250 structures) and the Region's mandate is to assist in the safe and efficient transport of goods and people through interconnecting roads between urban and rural areas.

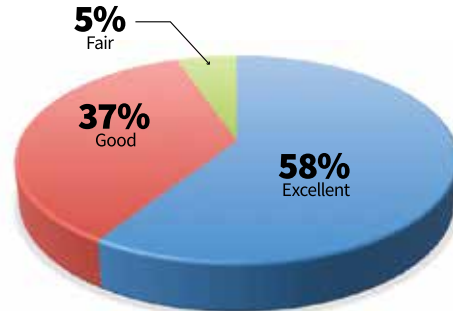
The overall 2013 State of Infrastructure grade is a **B**, showing a road network that is very reliable, relatively new and in good condition. Capacity in our more urban southern areas is a continuing concern and is being further considered in the upcoming Transportation Master Plan.

Assets that support the SERVICES

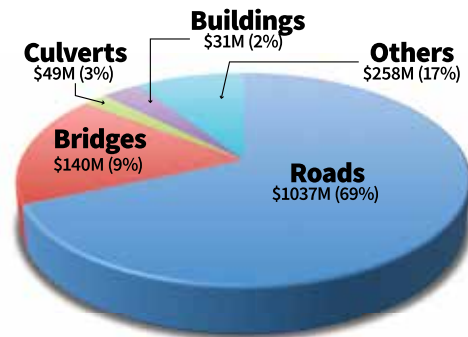
- Urban Roads
- Rural Roads
- Bridges
- Buildings
- Culverts
- Retaining Walls

ASSET VALUE
\$1.6 Billion

Results of 2013 Road Condition Index
Percentage of Lane kms by RCI



Asset Value Breakdown
By \$ Millions (%)



Condition B	<ul style="list-style-type: none"> 58% of Roads rated Excellent 88% of Bridges rated Good 83% of Culverts rated Good
Reliability A	<ul style="list-style-type: none"> 7% of road network have a weight restriction 2 bridges have load restrictions 11 areas identified prone to flooding
Capacity C	<ul style="list-style-type: none"> 59% of Regional road capacity rated Good 40% of Regional urban road capacity rated Good

Further details can be found in the Transportation and Community Planning State of Infrastructure Report Card 2013 - Clause No. 4 in Report No. 9 of Committee of the Whole **adopted by Council May 15, 2014.**



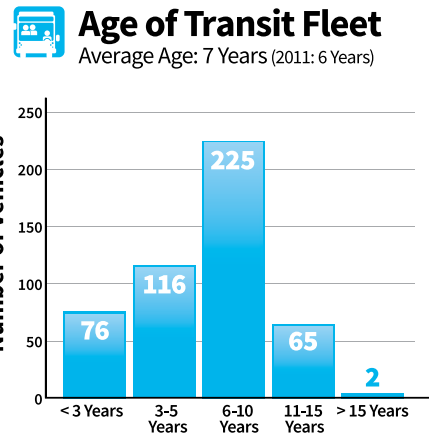
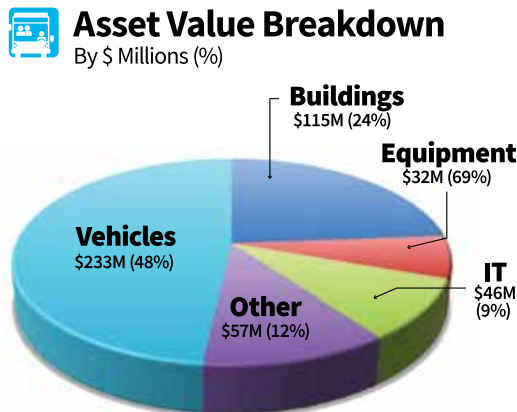
Assets that support the SERVICES

- Vehicles
- Support fleet
- Buildings
- Facilities
- Technology
- Equipment

ASSET VALUE
\$483 Million

The Region's transit mandate is to provide high quality, reliable, safe, accessible and convenient transit services to meet the needs of York Region residents through the Family of Services model. This model includes: Conventional York Regional Transit (YRT), Bus Rapid Transit (Viva), Community Bus, Dial-a-Ride and Mobility Plus door-to-door service.

The overall 2013 State of Infrastructure grade is a **B**. Overall it shows a system in good condition with vehicles on average a third of their way through their useful life. Reliability of the vehicles is steadily improving as a result of investments in proactive maintenance. Capacity exists on current vehicles which will allow for growth.



Condition B	<p>Average age of Viva fleet is 6 years, conventional fleet 7 years and mobility 3 years</p> <p>Capital Asset Life Assurance Program completed on 85 BRT vehicles</p> <p>Viva equipment (signal priority and ticket machines) due to be replaced in 2015</p> <p>Viva shelters are at their mid-life expectancy</p> <p>10 Year Capital Plan includes \$258M for transit asset rehabilitation and replacement</p>
Reliability B	<p>Data indicates the majority of monthly mean distance between failures are higher than the service level required</p> <p>On-time trip start for Conventional reached 88% and 91% for Viva</p>
Capacity B	<p>The average demand to capacity ratio of all routes combined is 42%</p> <p>North transit garage is currently over capacity but is planned to be addressed by 2016</p>

Further details can be found in the Transportation and Community Planning State of Infrastructure Report Card 2013 - Clause No. 4 in Report No. 9 of Committee of the Whole **adopted by Council May 15, 2014.**





Waste Management

2013
GRADE
A

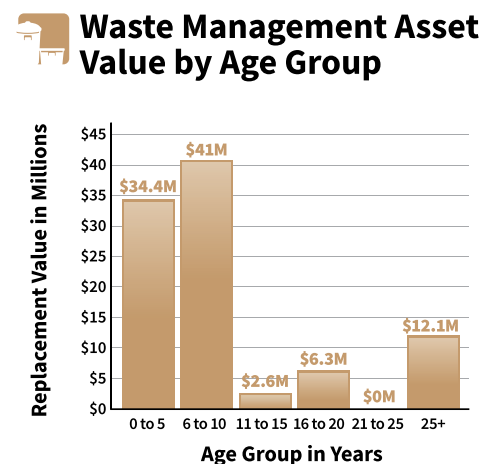
Waste management services are a shared responsibility between York Region and local municipalities. Local municipalities are responsible for collection of garbage, blue box and yard waste materials, bulky items, white goods, and source separated organics. The Region assumes responsibility for transfer and processing of waste, in addition to the operations of Community Environmental Centres and Household Hazardous Waste facilities throughout the Region.

The overall 2013 State of Infrastructure grade is an **A**, demonstrating the Region's successful waste reduction initiatives. The outlook for waste management is a neutral trend projected for the future.

Assets that support the SERVICES

- Material recovery facility
- Transfer stations
- Hazardous waste facilities
- Community environmental centres

ASSET VALUE
\$97 Million



Condition	A	Waste management facilities owned by the Region are maintained by Property Services and operated by third-party contractors In 2013 96% of work orders recorded for Waste Management Centre were proactive
Reliability	A	ISO 14001 Environmental Certification for the Elgin Mills Community Environmental Centre and the Waste Management Centre was received in 2012 Following third party registration audits for seven of the Region's solid waste management facilities, six received ISO 14001 accreditation
Capacity	A	To enhance residents' customer service experience, the Vaughan Household Hazardous Waste facility will be relocated to the McCleary Court CEC. New Regionally-owned source-separated organics (green bin) processing strategy developed to meet capacity needs

Further details can be found in the Environmental Services State of Infrastructure Report Card 2013 - Clause No. 2 in Report No. 10 of Committee of the Whole **adopted by Council May 15, 2014.**



2013
GRADE
A

Wastewater



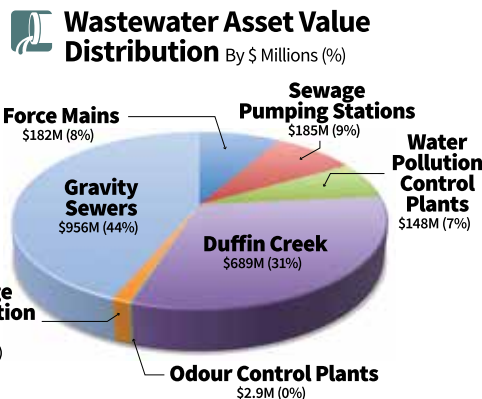
Assets that support the SERVICES

- Trunk sewers
- Force mains
- Pumping stations
- Wastewater plants
- Pollution control

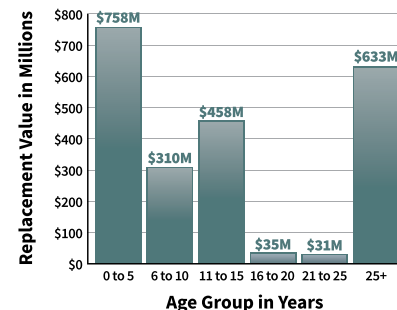
York Region is responsible for the collection and treatment of wastewater from local municipalities through the York-Durham Sewage System. The collection system serves the communities of Aurora, King City, Newmarket, Richmond Hill, Markham, Vaughan and Whitchurch-Stouffville. Eighty-five per cent of all wastewater flows collected within the Region are treated at the Duffin Creek Water Pollution Control Plant and treated water is discharged to Lake Ontario. Treated water is also discharged to various streams and tributaries leading into Lake Ontario and Lake Simcoe.

ASSET VALUE
\$2.2 Billion

The overall 2013 grade for Wastewater is an **A**. Improvement in wastewater capacity was made between 2011 and 2013 based on the Region's ability to service both current demand and future growth. For 2013, this translates to an improvement in the overall grade for Wastewater with a neutral trend projected for the future.



Wastewater Asset Value by Age Group



Condition	 B	<p>Condition ratings for new assets have increased the overall condition rating of the wastewater asset base</p> <p>The Region has numerous capital improvement projects underway</p> <p>A proactive maintenance program is provided in Duffin Creek</p>
Reliability	 A	<p>The ongoing upgrade of wastewater facilities has contributed to the Region's ability to meet or exceed new regulatory requirements</p> <p>York Region has achieved compliance with the standards at all new treatment plants that have come online since 2011</p> <p>Meeting current Environmental Compliance Approval requirements and other related standards</p>
Capacity	 A	<p>Wastewater capacity continues to trend positively</p> <p>The Region completed two key capital projects to address capacity issues: the Southeast Collector Trunk Sewer Project and the Keswick WPCP Effluent Outfall Expansion</p> <p>Wastewater services have a combined rated capacity that serves the Region's current needs</p> <p>Current planned projects address growth needs</p>

Further details can be found in the Environmental Services State of Infrastructure Report Card 2013 - Clause No. 2 in Report No. 10 of Committee of the Whole **adopted by Council May 15, 2014.**





Water

2013
GRADE

A

The City of Toronto and the Region of Peel supply approximately **87 per cent** of York Region's drinking water which is distributed to local municipalities via York Region's transmission system. Approximately **77 per cent** of the Region's water customers receive drinking water from the York Water System.

Smaller individual drinking water systems service the remaining **23 per cent** of the Region's customers.

Approximately **3 per cent** of the Region's total water uptake is drawn from Lake Simcoe and **10 per cent** is drawn from groundwater aquifers.

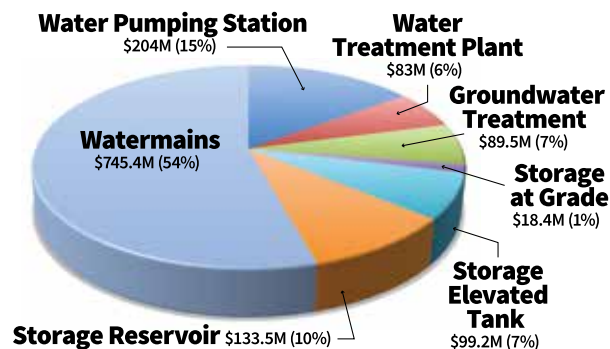
The overall 2013 State of Infrastructure grade is an **A**, which demonstrates the Region's continued commitment to provide customers with reliable water service. Overall trend for water infrastructure is neutral to 2015 with the current grade expected to be sustained.

Assets that support the SERVICES

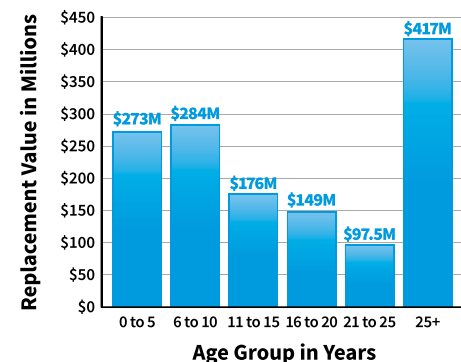
- Watermains
- Surface and ground water treatment
- Water storage
- Pumping stations

ASSET VALUE
\$1.4 Billion

Water Asset Value Distribution By \$ Millions (%)



Water Asset Value by Age Group



Condition | **B**

Condition ratings for new assets have **increased** the overall condition rating of the water asset base
The Region has numerous capital improvement projects underway

Reliability | **A**

All surface water treatment facilities are equipped with back-up generators
99.9% of York Region's tested drinking water samples were within regulatory compliance limits

Capacity | **A**

2014 Capital Plan includes plans for the investment of approximately **\$346 million** to increase water transmission system capacity
Strategy in place for comprehensive guidance for Regional water conservation and efficiency programming and a framework to reduce water demand per capita

Further details can be found in the Environmental Services State of Infrastructure Report Card 2013 - Clause No. 2 in Report No. 10 of Committee of the Whole **adopted by Council May 15, 2014.**





For more information please visit

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or call **905-830-4444**
Extension **75561**





THE REGIONAL MUNICIPALITY of YORK

State of Infrastructure REPORT 2013

