

Budget Committee

Meeting No.	48	Contact	Merle MacDonald, Committee Administrator
Meeting Date	Friday, April 24, 2009	Phone	416-392-7340
Start Time	9:30 AM	E-mail	buc@toronto.ca
Location	Committee Room 1, City Hall	Chair	Councillor Shelley Carroll

Budget Committee		
Councillor Shelley Carroll (Chair) Councillor Paul Ainslie (Vice-Chair) Councillor Maria Augimeri	Councillor A. A. Heaps Councillor Joe Mihevc	Councillor Gord Perks Councillor Kyle Rae

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Declarations of Interest under the Municipal Conflict of Interest Act**Confirmation of Minutes - February 26, March 3, and March 10, 2009****Communications/Reports**

BU48.1	ACTION			Ward: All
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Creative City Framework Implementation**Origin**

(November 20, 2008) Letter from Economic Development Committee

Summary

Advising that the Economic Development Committee on November 20, 2008, forwarded the report (November 3, 2008) from Deputy City Manager Sue Corke, respecting the Creative City Framework Implementation for consideration.

BU48.2	ACTION			Ward: All
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Toronto Water Capital Budget: 2008 Carry Forward Funding and 2009 Cashflow Reallocations**Origin**

(April 7, 2009) Report from General Manager, Toronto Water

Recommendations

The General Manager, Toronto Water recommends that City Council approve the following:

1. The \$58.6 million in unspent cash-flow from Toronto Water's approved 2008 Capital Budget and related financing, adjusted as detailed in Appendix 1, be carried forward and included in Toronto Water's approved 2009 Capital Budget. As the total carry-forward amount remains unchanged, the adjustments have no net impact on Toronto Water's approved 2009 Capital Budget cashflow of \$498.438 million.
2. The cashflow adjustments and budget reallocations detailed in Appendix 2 of this report, which have no impact on the Toronto Water's total approved 2009 Capital Budget and 2010-2013 Capital Plan, be approved.
3. The appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Summary

The purpose of this report is to seek approval for adjustments to the carry-forward of unspent funding from Toronto Water's approved 2008 Capital Budget to allow the continuation of 2008 approved projects; and in accordance with the City's Financial Control Bylaw, seek approval for reallocations in Toronto Water's approved 2009 Capital Budget and 2010-2013 Capital Plan to better align project budgets with Toronto Water's 2009 work program.

Financial Impact

There are no direct financial impacts to Toronto Water's approved 2009 Capital Budget of \$498.438 million, comprised of \$58.6 million of unspent 2008 carry-forwards and \$439.838 million of approved new 2009 cashflow.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Background Information

Toronto Water Capital Budget: 2008 Carry Forward Funding and 2009 Cashflow Reallocations (<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20444.pdf>)

BU48.3	ACTION			
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Facilities & Real Estate - 2009 Capital Budget Adjustments - 129 Peter St. and CAMS

Origin

(April 8, 2009) Report from Chief Corporate Officer

Summary

Advising that a staff action report entitled, "Facilities & Real Estate - 2009 Capital Budget Adjustments - 129 Peter St. and CAMS", will be on the Supplementary Agenda for the Budget Committee meeting scheduled for April 24, 2009.

Background Information

Report - April 8, 2009

(<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20435.pdf>)

(Deferred from March 10, 2009 - 2009.BU47.5)

BU48.4	ACTION			Ward: All
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State-of-Good-Repair Backlog for Road Repairs**Origin**

(February 4, 2009) Report from General Manager, Transportation Services

Summary

The Ontario Municipal CAO's Benchmarking Initiative (OMBI), has determined that the condition of Toronto's roads, overall, are rated "good to very good" and that compared to their member municipalities across the Province are ranked the highest. Nevertheless, the Transportation Services state-of-good repair backlog currently sits at \$320 million, which is comprised of work that is past due for road repairs in the amount of \$175 million, for bridges in the amount of \$55 million and for the westerly section of the Gardiner Expressway in the amount of \$90 million. What is often misinterpreted by many, however, is that even though the total quantity of work making up the backlog has remained relatively stable over the last several years, the cost to rehabilitate individual assets has increased by the cost of inflation. Therefore, one needs to distinguish between the physical extent of backlog assets against the associated cost. Moreover, individual locations that make up the backlog listing are continually changing as infrastructure that has been rehabilitated is replaced with new locations.

Also important to recognize is that there is an upcoming wave of infrastructure built in the 1950's and 1960's, as the suburbs expanded, that is coming due for rehabilitation, which is exclusive of the defined level of backlog today. To deal with this concern, it is necessary to consider two alternative funding sources: the reallocation of approved funds in-year or the pursuit of third party assistance. In this regard, candidate ready-to-go projects have been identified that are currently beyond the City's current fiscal capacity to implement this year but could be advanced on an as needed basis. Consideration could be given to advance various local resurfacing projects, bridges, traffic plant improvements and major roadways. Various improvements were initially deferred in order to accommodate corporate and legislative priorities including those governing the abatement of basement flooding problems as well as those pertaining to the replacement of lead water services. The advancement of any combination of the above noted works will generate much needed construction jobs and many associated spin-off jobs. To put the matter into some context, the approval of an additional \$30 million has the capacity to create 125 new jobs. Of course, the advancement of any infusion or reallocation of funding for any of the aforementioned work activity would have to be weighed against other council mandated initiatives/undertakings including, but not limited to, recently announced work for the Revitalization of Union Station and the Transit City needs for Sheppard, Finch and Eglinton Avenues.

Background Information

State of Good Repair Backlog for Road Repairs

<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20465.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20466.pdf>

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20467.pdf>)

Attachment 3

(<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20468.pdf>)

BU48.5	ACTION			
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Procurement Authorization Kipling Station East Entrance Contract F7-25

Origin

(April 7, 2009) Letter from General Secretary, Toronto Transit Commission

Recommendations

The Toronto Transit Commission recommends that:

1. City Council approve additional budget and project cost in the amount of \$1.2M for City Project CTT130-Kipling Station Improvement - East Entrance and PPUDO bringing the total to \$12.0M, to be accommodated by an increase of \$1.2 million in the Unspecified Budget Reduction for which TTC staff will subsequently identify project reductions to accommodate this increase.

Summary

Advising of the action taken by the Toronto Transit Commission at its meeting on Friday, April 3, 2009.

Background Information

TTC Letter

(<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20433.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2009/bu/bgrd/backgroundfile-20434.pdf>)