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## Executive Committee

<b>Meeting No.</b>	28	<b>Contact</b>	Patsy Morris, Committee Administrator
<b>Meeting Date</b>	Monday, January 5, 2009	<b>Phone</b>	416-392-9151
<b>Start Time</b>	9:30 AM	<b>E-mail</b>	pmorris@toronto.ca
<b>Location</b>	Committee Room 1, City Hall	<b>Chair</b>	Mayor David Miller

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### Item

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- EX28.1 Yonge Subway Extension – Environmental Assessment Submission and Project Update (Ward: All)
- 
- EX28.2 Donation of Decommissioned Ambulances (Ward: All)
- 
- EX28.3 Federal Gas Tax Funding Agreement – Amendment for Extension from 2010 to 2014 (Ward: All)
- 
- EX28.5 AOCC Settlement of Operating Results for Year 2007 (Ward: All)
- 
- EX28.7 Operating Variance Report for the Nine-month Period Ended September 30, 2008 (Ward: All)
- 
- EX28.8 Proposed Amendment to Chapter 27, Council Procedures – Deletion of Part (b) of Section II Special Committees
- 
- EX28.9 Response to Fiscal Update, Expectations from Provincial Government and Implications for Action
- 
- EX28.24 Toronto Transit Commission - Public Forum on Accessible Services
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## Executive Committee

<b>Meeting No.</b>	28	<b>Contact</b>	Patsy Morris, Committee Administrator
<b>Meeting Date</b>	Monday, January 5, 2009	<b>Phone</b>	416-392-9151
<b>Start Time</b>	9:30 AM	<b>E-mail</b>	exc@toronto.ca
<b>Location</b>	Committee Room 1, City Hall	<b>Chair</b>	Mayor David Miller

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EX28.1	Amended			Ward: All
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### **Yonge Subway Extension – Environmental Assessment Submission and Project Update Presentation Item**

#### **City Council Decision**

City Council on January 27 and 28, 2009, adopted the following:

1. City Council, as co-proponent with York Region and TTC, approve the submission of the Environmental Project Report for the Yonge Subway Extension Project to the provincial Minister of the Environment and authorize the issuance of a joint Notice of Completion.
2. City Council confirm that the major components of the Project on which the Environmental Project Report is based (and which are more fully described in this report and the accompanying TTC staff report) comprise:
  - a. A 6.8 kilometre extension of the Yonge Subway line from its current terminus at Finch Station to the Richmond Hill Centre (Highway 7);
  - b. The construction of six new stations at Cummer/Drewry, Steeles, Clark, Royal Orchard, Langstaff/Longbridge, and Richmond Hill Centre, resulting in an average station spacing of 1.13 kilometres;
  - c. The provision of major inter-modal bus terminals at Steeles Station and Richmond Hill Centre Station and provision of a bus loop at Cummer/Drewry Station on the north side of Drewry west of Yonge Street;
  - d. The provision of sufficient commuter parking facilities at the

Langstaff/Longbridge station to serve existing Finch station customers (who will find it more convenient to park further north) and to attract new riders to the subway extension;

- e. The conversion of the existing Finch Station pocket track/tail track to a double ended configuration, a crossover at Steeles Station and a crossover/tail track arrangement at Richmond Hill Centre Station; and
  - f. A bridge structure for the subway extension over the East Don River (between Clark and Royal Orchard Stations).
3. City Council direct the City Manager and Chief General Manager of the TTC to commence discussions with Metrolinx, the Province of Ontario, York Region and Government of Canada for the purposes of securing the appropriate funding and service agreements on the basis of the following requirements:
- a. Consistent with the MoveOntario 2020 commitments, the City expects the Province of Ontario will be responsible for all capital costs, including property acquisition costs, necessary to implement the Yonge Subway Extension;
  - b. Any increases in net operating costs resulting from the operation of the Yonge Subway Extension will be at no cost to the City of Toronto;
  - c. TTC will be responsible for project management and delivery of the Yonge Subway Extension Project;
  - d. TTC will operate and maintain the subway infrastructure (including commuter parking lots) but excluding passenger pick up and drop off and bus terminals in York Region;
  - e. TTC will own the property, assets and subway facilities within York Region except for bus terminals and passenger pick up and drop off facilities/bus terminals located in York Region;
  - f. Stations and bus interface facilities used by the TTC will be designed and built consistent with TTC design standards and practices;
  - g. The Subway Rail Yard Needs Study to support the Yonge Subway Extension and service increases on the Yonge-University-Spadina (YUS) subway, being conducted by the TTC, may identify location options in York Region and may provide for further funding needs beyond those currently reflected in the preliminary budget;
  - h. The Spadina Subway Extension and Automatic Train Operation/Control (ATO/ATC) system on the YUS line must be in place prior to the opening of the Yonge Subway Extension;
  - i. The cost of measures to address potential capacity constraints at the Yonge-Bloor

Station and North York Service Road arising from the proposed Yonge Subway Extension are to be included as project costs;

- j. The proposed new subway stations and related properties (e.g., bus loops, parking lots) be built in such a manner as to optimize the development potential of those sites;
  - k. The EA process also identify development sites along the route and explore/protect for direct links into the proposed new subway stations from those sites;
  - l. Metrolinx be requested to prioritize the Downtown Relief Line within its 15-year plan, noting that Transit City is the first priority for the Toronto Transit Commission and the City of Toronto; and
  - m. Metrolinx be requested to prioritize the Downtown Relief Line in advance of the Yonge North Extension in order to accommodate capacity issues resulting from the extension of the Yonge Subway.
- 4. The Toronto Transit Commission be requested to confirm that the SRT project as recommended as part of the Regional Transportation Plan includes the extension of the SRT to Malvern Town Centre in the first 15 years.
  - 5. The Toronto Transit Commission be requested to come up with a more inspiring name for the Downtown Rapid Transit Line that reflects the communities and neighbourhoods it will serve.
  - 6. The following motions be referred to the Toronto Transit Commission for consideration:

Moved by Councillor Minnan-Wong:

The Toronto Transit Commission be requested to commence the proper studies, including Environmental Assessments as required, to evaluate the merits of the Downtown Rapid Transit Line and Don Mills LRT for the purpose of moving these projects up on the priority list of Metrolinx and making it a greater priority for Transit City, and that these studies form part of the discussions occurring with the other project partners.

Moved by Councillor Shiner:

- a. Recommendation 3 of the Executive Committee be amended by adding the following requirements:
  - i. The Steeles Avenue Station be designed in such a manner that if additional land is required that is not currently part of the Steeles Avenue road allowance, all new lands be on the north side of Steeles Avenue and there be no lands expropriated on the south

side of Steeles Avenue.

- ii. As part of the Yonge Street Subway Extension project into York Region, the Sheppard Subway line be extended from Yonge Street to the Downsview Station and Maintenance Yards so as to provide an alternative route to the Yonge Street subway line into downtown Toronto and access the Downsview Toronto Transit Commission subway maintenance facility.
  - iii. There be no capital cost to the City of Toronto for the construction of the Yonge Street Extension and the Sheppard Subway Extension.
- b. The Toronto Transit Commission be requested to proceed with the studies necessary to construct the Downtown Relief Line.
7. City Council provide a copy of this report and Council's recommendations to York Region, Metrolinx, and Province of Ontario for information.

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### **Committee Recommendations**

The Executive Committee recommends that:

1. City Council, as co-proponent with York Region and TTC, approve the submission of the Environmental Project Report for the Yonge Subway Extension Project to the provincial Minister of the Environment and authorize the issuance of a joint Notice of Completion.
2. City Council confirm that the major components of the Project on which the Environmental Project Report is based (and which are more fully described in this report and the accompanying TTC staff report) comprise:
  - a. A 6.8 kilometre extension of the Yonge Subway line from its current terminus at Finch Station to the Richmond Hill Centre (Highway 7);
  - b. The construction of six new stations at Cummer/Drewry, Steeles, Clark, Royal Orchard, Langstaff/Longbridge, and Richmond Hill Centre, resulting in an average station spacing of 1.13 kilometres;
  - c. The provision of major inter-modal bus terminals at Steeles Station and Richmond Hill Centre Station and provision of a bus loop at Cummer/Drewry Station on the north side of Drewry west of Yonge Street;
  - d. The provision of sufficient commuter parking facilities at the Langstaff/Longbridge station to serve existing Finch station customers (who will find it more convenient to park further north) and to attract new riders to the subway extension;

- e. The conversion of the existing Finch Station pocket track/tail track to a double ended configuration, a crossover at Steeles Station and a crossover/tail track arrangement at Richmond Hill Centre Station; and
  - f. A bridge structure for the subway extension over the East Don River (between Clark and Royal Orchard Stations).
3. City Council direct the City Manager and Chief General Manager of the TTC to commence discussions with Metrolinx, the Province of Ontario, York Region and Government of Canada for the purposes of securing the appropriate funding and service agreements on the basis of the following requirements:
- a. Consistent with the MoveOntario 2020 commitments, the City expects the Province of Ontario will be responsible for all capital costs, including property acquisition costs, necessary to implement the Yonge Subway Extension;
  - b. Any increases in net operating costs resulting from the operation of the Yonge Subway Extension will be at no cost to the City of Toronto;
  - c. TTC will be responsible for project management and delivery of the Yonge Subway Extension Project;
  - d. TTC will operate and maintain the subway infrastructure (including commuter parking lots) but excluding passenger pick up and drop off and bus terminals in York Region;
  - e. TTC will own the property, assets and subway facilities within York Region except for bus terminals and passenger pick up and drop off facilities/bus terminals located in York Region;
  - f. Stations and bus interface facilities used by the TTC will be designed and built consistent with TTC design standards and practices;
  - g. The Subway Rail Yard Needs Study to support the Yonge Subway Extension and service increases on the Yonge-University-Spadina (YUS) subway, being conducted by the TTC, may identify location options in York Region and may provide for further funding needs beyond those currently reflected in the preliminary budget;
  - h. The Spadina Subway Extension and Automatic Train Operation/Control (ATO/ATC) system on the YUS line must be in place prior to the opening of the Yonge Subway Extension;
  - i. The cost of measures to address potential capacity constraints at the Yonge-Bloor Station and North York Service Road arising from the proposed Yonge Subway Extension are to be included as project costs.

- j. The proposed new subway stations and related properties (e.g., bus loops, parking lots) be built in such a manner as to optimize the development potential of those sites; and
  - k. The EA process also identify development sites along the route and explore/protect for direct links into the proposed new subway stations from those sites.
4. City Council provide a copy of this report and Council's recommendations to York Region, Metrolinx, and Province of Ontario for information.

### **Committee Decision Advice and Other Information**

The Executive Committee:

- I. Requested the City Manager, in consultation with the General Manager, Toronto Transit Commission, to submit a report directly to Council for its meeting scheduled to be held on January 27, 2009 on:
  - 1. The range of possible ancillary costs to the Yonge Street extension, including the following:
    - i. Yonge-Bloor Station alterations;
    - ii. Subway fleet expansion;
    - iii. Possible need for 2nd entrances at Yonge Stations south of Bloor Street;
    - iv. Possible need for an eastern downtown relief line from Pape Station to downtown;
    - v. Subway yard costs;
    - vi. Possible need for the Sheppard subway to be extended westbound to Downsview and the Downsview Yard.
  - 2. Possible sequencing scenarios of major public transit infrastructure projects and their relationship to the Yonge Street extension project.
- II. Requested the Toronto Transit Commission to direct staff to review the report entitled "Analysis of Yonge Subway Extension Final Report on TPAP and Future Actions" prepared by Mr. Karl Junkin; meet with Mr. Junkin to discuss his concerns, and report thereon directly to Council for its meeting scheduled to be held on January 27, 2009.

Mr. Rod McPhail, Director, Transportation Planning, Ms. Joanna Kervin, Program Manager, Transportation Planning, and Mr. Charles Wheeler, Deputy Chief Project Manager, Toronto Transit Commission, gave a presentation to the Executive Committee on the Yonge Subway Extension - Environmental Assessment Submission and Project Update and filed a copy of their presentation material.

### **Origin**

(December 16, 2008) Report from the City Manager

## Summary

A key purpose of this report is to obtain Council approval to submit the Environmental Project Report (EPR) for the Yonge Subway Extension Project to the Minister of the Environment and authorization to jointly issue, with York Region, a Notice of Completion. York Region initiated the early functional planning work on the Project and, in October 2008, the City/TTC became a co-proponent in the Transit Project Assessment Process (TPAP) process which has resulted in the completion of the EPR as required under the Environmental Assessment Act Regulation 231/08. A summary of the public's participation in the Project to this point is included in Attachment 1 of this report. The submission of the EPR is only one step in the planning and implementation of the Yonge Subway Extension Project.

This report establishes a number of principles on which subsequent steps in the process should be based. First, the City Manager and Chief General Manager of the TTC should initiate discussions with Metrolinx, the Province, York Region and the Federal government to negotiate funding and service agreements. Key principles include: the Project should incur no additional capital or net operating costs to the City; the TTC will manage, deliver, operate, maintain and largely own the Project; and provision should be made for funding related infrastructure costs, notably the provision of additional storage yards and expansion of the capacity of the Bloor-Yonge subway station.

The City will need to complete the North York Service Road as part of the Yonge Subway Extension Project implementation and undertake an area study for the Yonge corridor between Cummer/Drewry and Steeles Avenue to assess the impacts of new subway service on the future pattern of land use and activities. From a City/TTC perspective the extension of the Yonge subway line is not viewed as a priority transit project but it is key to York Region's plans for growth and development and is included in the top fifteen transit projects of the Regional Transportation Plan as approved by Metrolinx in November, 2008.

## Background Information (Committee)

Yonge Subway Extension - Environmental Assessment Submission and Project Update  
(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17894.pdf>)

Yonge Subway Extension - Final Report on Transit Project Assessments Process and Future Actions  
(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-18085.pdf>)

## Background Information (City Council)

(January 22, 2009) communication from the Chief General Manager, Toronto Transit Commission (EX28.1b)

(<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-18706.pdf>)

(January 22, 2009) communication from the General Secretary, Toronto Transit Commission (EX28.1c)

(<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-18709.pdf>)

(January 23, 2009) supplementary report from the City Manager (EX28.1d)

(<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-18658.pdf>)

Presentation material submitted by the Chief General Manager, Toronto Transit Commission (EX28.1e)

(<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-18782.pdf>)



### **Communications (Committee)**

(January 5, 2009) presentation from the Toronto Transit Commission to the Executive Committee on January 5, 2009 (EX.Main.EX28.1.1)

(January 5, 2009) presentation from Karl Junkin (EX.Main.EX28.1.2)

### **Speakers (Committee)**

Mr. Karl Junkin (Submission Filed)

Councillor Mike Del Grande, Ward 39, Scarborough-Agincourt

Councillor Doug Holyday, Ward 2, Etobicoke Centre

Councillor Karen Stintz, Ward 16, Eglinton-Lawrence

Councillor Michael Thompson, Ward 37, Scarborough Centre

Councillor Michael Walker, Ward 22, St. Paul's

## **1a Yonge Street Subway Extension - Final Report on Transit Project Assessment Process and Future Actions**

### **Origin**

(December 18, 2008) Letter from the General Secretary, Toronto Transit Commission

### **Summary**

Letter from the General Secretary, Toronto Transit Commission advising that at its meeting on Wednesday, December 17, 2008, the Commission considered the attached report entitled, "Yonge Subway Extension – Final Report on Transit Project Assessment Process and Future Actions."

The Commission approved, in principle, the Recommendations contained in the report, subject to amending Recommendation No. 2 to read as follows:

- "2. Make its support for the implementation of the Yonge Subway extension project contingent on the following requirements:
- a. The TTC's base capital funding needs must continue to be fully funded including replacement streetcars and the Transit City lines are the first priority for implementation;
  - b. The TTC's future base capital funding needs for rail yard expansion the expanded subway car fleet to support reduced headways on the YUS line and increased capacity of Yonge-Bloor Station must also be funded.
  - c. The Spadina Subway Extension and ATO/ATC on the YUS line must be in place prior to the opening of the Yonge Subway Extension.
  - d. It will not be possible to implement improved headways on the YUS line (with ATO/ATC) without a significant investment in Yonge-Bloor Station capacity

prior to the availability of the new signal system in 2016, and the Yonge-Bloor Station improvements must therefore be fully funded.

- e. The capacity of the Yonge Subway line to accommodate future ridership from this extension (and other network improvements that connect to the Yonge Subway) is a significant operational issue that requires further study and resolution before the project can proceed.
- f. The current budget for the Yonge Subway project includes an allowance for storage/maintenance of Yonge Subway Extension vehicles in an existing yard (Wilson or Davisville). Should a stand alone yard (or a satellite facility at the north end of the Yonge Subway Extension project) be required, the capital cost of the Yonge-Subway project will increase from the current estimate of \$2.4 billion (2008 dollars). The Subway Rail Yard Needs Study to support the Yonge Subway Extension and other planned increases on the YUS Subway line currently being undertaken by the TTC will identify future yard requirements to 2031 including the capital cost implications for yards over and above the existing Yonge Subway extension budget, and these needs must be met prior to implementation.
- g. The estimated \$125 million cost to acquire property for the Yonge Subway project has not yet been confirmed as eligible for funding from the Province of Ontario based on draft capital cost eligibility guidelines. The TTC/City position is that property costs for the project should not be born by the TTC/City, and
- h. The design of Yonge Subway Extension stations and surface facilities be designed to a high standard of excellence in collaboration with proven architects, including integrated artwork and be environmentally sustainable consistent with City/TTC standards.
- i. An origin-destination study of the travel demand in the proposed service area be undertaken, and that this report identify other transit projects that serve this demand.
- j. The feasibility of accommodating the increased ridership in stations on the YUS line must be determined and funded, with specific regard to all stations south of Eglinton on the Yonge line.”

The Commission also approved the following ancillary motions:

- 1. Noting the complexity of the project and the multiple and diverse implications of the project for the TTC, staff be requested to report to the next TTC Commission meeting and the Executive Committee of the City on the implications and possibilities that may be provided by using an Individual EA process or a Class EA process to review this project.
- 2. That staff be requested to report back to the Commission in January on:

- a. The projected operating costs of the completed project;
  - b. Likely inter-regional fare scenarios;
  - c. Expected ridership figures on opening day; and
  - d. Impacts to the Yonge Extension from GO Transit expansion projects, specifically in the Yonge Corridor.
3. That staff be requested to report back on the feasibility of purchasing a 7th car or lengthening the six cars that would make up a new train.

The Commission also forwarded the foregoing to the City Executive Committee for consideration at its meeting on January 5, 2009.

### **Background Information (Committee)**

Yonge Subway Extension - Final Report on Transit Project Assessment Process and Future Actions

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17907.pdf>

Analysis of Yonge Subway Extension Final Report on TPAP and Future Actions by Karl Junkin

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-18180.pdf>

EX28.2	Adopted			Ward: All
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### **Donation of Decommissioned Ambulances**

#### **City Council Decision**

City Council on January 27 and 28, 2009, adopted the following:

1. City Council authorize Toronto EMS to donate two of its decommissioned ambulances, vehicles that would normally go to auction, at no cost to the City of Soyapango, El Salvador.

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#### **Committee Recommendations**

The Executive Committee recommends that City Council:

1. authorize Toronto EMS to donate two of its decommissioned ambulances, vehicles that would normally go to auction, at no cost to the City of Soyapango, El Salvador.

#### **Origin**

(December 4, 2008) Report from the City Manager

## Summary

This report seeks Council approval for Toronto Emergency Medical Services to donate two decommissioned ambulances to the City of Soyapango, El Salvador, for use in humanitarian purposes. This follows Council's previous approval, in December 2007, for the donation of one decommissioned ambulance to Soyapango, as part of the technical partnership between Toronto and Soyapango, under the umbrella of the Federation of Canadian Municipalities.

The Toronto EMS ambulance life-cycle process results in the replacement of thirty ambulances annually. Many of these vehicles have a number of years of service still available for purposes other than emergency response. The overall value of the benefit to Soyapango will far surpass the relative market value of the revenues received by the City of Toronto through the normal auction disposal process.

## Background Information (Committee)

Donation of Decommissioned Ambulance

(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17895.pdf>)

Appendix 1 - Letter from Carlos Alberto Garcia Ruiz, Municipal Mayor of Soyapango

(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17896.pdf>)

Appendix 2 - Letter from Father Hernan Astudillo, San Lorenzo Anglican Church

(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17897.pdf>)

EX28.3	Adopted on Consent			Ward: All
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## Federal Gas Tax Funding Agreement – Amendment for Extension from 2010 to 2014

### City Council Decision

City Council on January 27 and 28, 2009, adopted the following:

1. City Council ratify the September 3, 2008 agreement to extend the Canada-Ontario-AMO-City of Toronto Agreement for the Transfer of Federal Gas Tax Revenues under the New Deal for Cities and Communities to 2014.

### Committee Recommendations

The Executive Committee recommends that:

1. Council ratify the September 3, 2008 agreement to extend the Canada-Ontario-AMO-City of Toronto Agreement for the Transfer of Federal Gas Tax Revenues under the New Deal for Cities and Communities to 2014.

### Origin

(December 5, 2008) Report from the City Manager

### Summary

This report recommends Council ratify the agreement which extends the flow of Federal Gas Tax Revenues from 2010 to 2014. The extension will result in the contribution of an additional \$619,112,844 in federal funding to the City of Toronto for public transit.

### **Background Information (Committee)**

Federal Gas Tax Funding Agreement - Amendment for Extension from 2010 to 2014

(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17898.pdf>)

Appendix 1 - Federal Gas Tax Agreement Extension

(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17899.pdf>)

EX28.5	Adopted on Consent			Ward: All
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### **AOCC Settlement of Operating Results for Year 2007**

#### **City Council Decision**

City Council on January 27 and 28, 2009, adopted the following:

1. The accumulated surpluses of \$16,120 be paid to the City of Toronto for three AOCCs and be used to partially fund the payment of operating deficits of \$228,182 for the other seven AOCC's core administration operations resulting in a net payment of \$212,062 to AOCC (as detailed in Attachment 1) to be funded from under-expenditures reported through the final 2008 year-end variance report.

Confidential Attachment 1 to the report (December 15, 2008) from the Acting Deputy City Manager and Chief Financial Officer remains confidential in its entirety, in accordance with the provisions of the City of Toronto Act, 2006, as it contains information related to labour relations or employee negotiations.

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#### **Confidential Attachment - Labour relations or employee negotiations**

#### **Committee Recommendations**

The Executive Committee recommends that:

1. The accumulated surpluses of \$16,120 be paid to the City of Toronto for three AOCCs and be used to partially fund the payment of operating deficits of \$228,182 for the other seven AOCC's core administration operations resulting in a net payment of \$212,062 to AOCC (as detailed in Attachment 1) to be funded from under-expenditures reported through the final 2008 year-end variance report.

#### **Origin**

(December 15, 2008) Report from the Acting Deputy City Manager and Chief Financial Officer

#### **Summary**

This report recommends settlement with the 10 Community Centres (Association of Community Centres or AOCCs) on their Core Administration Operations for 2007 based on audited financial results.

### **Background Information (Committee)**

AOCC Settlement of Operating Results for Year 2007  
(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17901.pdf>)

EX28.7	Adopted on Consent			Ward: All
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### **Operating Variance Report for the Nine-month Period Ended September 30, 2008**

#### **City Council Decision**

City Council on January 27 and 28, 2009, adopted the following:

1. City Council approve an expenditure increase of \$0.300 million in the 2008 Non-Program Operating Budget funded from the Arbitration and Legal Awards Reserve to enable the City Solicitor to pay court orders and legal settlement faster and more efficiently.
2. City Council approve the technical adjustments detailed in Appendix D to amend the 2008 Council Approved Operating Budget between Programs with no Net Budget impact in order to ensure accurate reporting and financial accountability.

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#### **Committee Recommendations**

The Executive Committee recommends that:

1. City Council approve an expenditure increase of \$0.300 million in the 2008 Non-Program Operating Budget funded from the Arbitration and Legal Awards Reserve to enable the City Solicitor to pay court orders and legal settlement faster and more efficiently.
2. City Council approve the technical adjustments detailed in Appendix D to amend the 2008 Council Approved Operating Budget between Programs with no Net Budget impact in order to ensure accurate reporting and financial accountability.

#### **Origin**

(November 18, 2008) Letter from the Budget Committee

#### **Summary**

The purpose of this report is to provide Council with the City of Toronto Operating Variance for the nine-month period ended September 30, 2008, together with operating variance

projections for the year ending December 31, 2008; and to obtain Council’s approval for amendments to the City of Toronto Operating Budget between Programs to ensure accurate reporting and financial accountability with no increase to the 2008 Council Approved Net Operating Budget.

At the end of the nine-month period ended September 30, 2008, actual net expenditures were under budget by \$12.528 million or 0.5 per cent of the 2008 Operating Budget. Projections to year-end indicate that the 2008 Council Approved Net Operating Budget will be under-spent by \$6.882 million or 0.2 per cent. As indicated in Appendix A, City Operations project a favourable variance at year-end of \$4.657 million primarily due to under-expenditures in various City Programs including Social Services, Office of the Treasurer, and Shelter, Support and Housing Administration. These under-expenditures are partially offset by significant over-expenditures in Transportation Services because of higher than budgeted snow removal costs and increases in new winter maintenance and salt contracts to be incurred in the fourth quarter.

Agencies, Boards and Commissions (ABCs) collectively project an unfavourable variance at year-end of \$5.705 million net as a result of increased employee benefit costs, higher than expected overtime expenses, increased snow removal costs due to higher than normal snowfall in early 2008, as well as passenger revenue loss during the 2-day transit strike in April all attributed to Toronto Transit Commission (TTC) – Conventional Services. Corporate Accounts will be under-spent by \$7.930 million attributed to delays in issuing new debt given uncertain capital market conditions resulting in lower than budgeted debt charges of \$5.000 million; higher than budgeted interest, dividend and investment earnings of \$4.746 million, and higher than expected revenue of \$1.810 million generated from off-street and on-street parking facilities by Toronto Parking Authority. These favourable variances will be partially offset by higher than planned vacancy rebates and tax deficiencies.

**Background Information (Committee)**

Operating Variance Report for the Nine-month Period Ended September 30, 2008  
<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17902.pdf>

<b>EX28.8</b>	Amended			
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**Proposed Amendment to Chapter 27, Council Procedures – Deletion of Part (b) of Section II Special Committees Public Notice**

**City Council Decision**

City Council on January 27 and 28, 2009, adopted the following:

- Chapter 27, Council Procedures, be amended by deleting the following from “Section II – Special Committees - B. Composition”, Part (2) (b), to provide that a Chair of a Community Council will be able to sit on the Audit Committee:

“(2) (b) Chair of a Community Council”.

2. City Council appoint the following members-at-large to the Audit Committee for a term of office starting on January 28, 2009, and ending on November 30, 2010, and until successors are appointed:

Councillor Mike Del Grande  
Councillor Rob Ford  
Councillor Doug Holyday  
Councillor Chin Lee  
Councillor John Parker  
Councillor Anthony Perruzza

(The Audit Committee elects its Chair from its Members)

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### **Committee Recommendations**

The Executive Committee recommends that Chapter 27, Council Procedures, be amended by deleting the following from “Section II – Special Committees - B. Composition”, Part (2) (b), to provide that a Chair of a Community Council will be able to sit on the Audit Committee:

“(2) (b) Chair of a Community Council”.

### **Committee Decision Advice and Other Information**

The Executive Committee held a public meeting on January 5, 2009, to consider an amendment to Toronto Municipal Code, Chapter 27, Council Procedures, and in accordance with *City of Toronto Act, 2006*, notice of the proposed amendment was posted on the City’s web site for a minimum of 5 days.

### **Origin**

(November 10, 2008) Letter from the City Clerk

### **Summary**

Letter dated November 10, 2008, from the City Clerk advising that the Executive Committee on November 10, 2008, deferred consideration of the following motion until its meeting scheduled to be held on January 5, 2009, in order that appropriate notice can be given with respect to the following proposed amendment to Chapter 27, Council Procedures:

Moved by Councillor De Baeremaeker on behalf of Councillor Del Grande:

“That Chapter 27, Council Procedures, be amended by deleting the following from “Section II – Special Committees - B. Composition”, Part (2) (b), to provide that a Chair of a Community Council will be able to sit on the Audit Committee:

“(b) Chair of a Community Council;”.



**Background Information (Committee)**

Proposed Amendment to Chapter 27, Council Procedures - Deletion of Part (b) of Section II  
Special Committees

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17904.pdf>

**Background Information (City Council)**

(December 8, 2008) transmittal from the City Clerk (EX28.8a)

<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-18479.pdf>

EX28.9	Adopted on Consent			
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**Response to Fiscal Update, Expectations from Provincial Government  
and Implications for Action**

**City Council Decision**

City Council on January 27 and 28, 2009, adopted the following:

1. City Council advocate the following, that:
  - i. The Government of Ontario and the Government of Canada address fairness in artists' incomes.
  - ii. To this end:
    - a. The Federal Government consider the early adoption of an income averaging system for artists.
    - b. The Federal Government exempt a reasonable portion of income derived from royalties and residuals from income tax, on the model of the Quebec Government's artistic exemption program.
    - c. The Government of Ontario implement similar measures in the provincial income tax system.

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**Committee Recommendations**

The Executive Committee recommends that:

1. City Council advocate the following, that:
  - i. The Government of Ontario and the Government of Canada address fairness in artists' incomes.
  - ii. To this end:

- a. The Federal Government consider the early adoption of an income averaging system for artists.
- b. The Federal Government exempt a reasonable portion of income derived from royalties and residuals from income tax, on the model of the Quebec Government's artistic exemption program.
- c. The Government of Ontario implement similar measures in the provincial income tax system.

### Origin

(November 19, 2008) Letter from the Toronto Film Board

### Summary

Letter (November 19, 2009) from the Toronto Film Board advising that the Film Board on November 20, 2008, heard an update by Mr. Brian Topp on the Response to Fiscal Update, Expectations from Provincial Government and Implications for Actions and provided a communication entitled "Economic Measures To Help Artists" to members of the Toronto Film Board.

### Background Information (Committee)

Response to Fiscal Update, Expectations from Provincial Government and Implications for Action

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17909.pdf>

Economic Measures to Help Artists

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17910.pdf>

EX28.24	Adopted			
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### Toronto Transit Commission - Public Forum on Accessible Services

#### City Council Decision

City Council on January 27 and 28, 2009, adopted the following:

1. City Council receive, for information, the letter (December 18, 2008) from the General Secretary, Toronto Transit Commission, entitled "Public Forum on Accessible Services".

#### Committee Recommendations

The Executive Committee recommends that:

1. City Council receive, for information, the letter (December 18, 2008) from the General Secretary, Toronto Transit Commission, entitled "Public Forum on Accessible Services".

## **Origin**

(December 18, 2008) Letter from the General Secretary, Toronto Transit Commission

## **Summary**

Letter from the General Secretary, Toronto Transit Commission advising that at its meeting on Wednesday, December 17, 2008, the Commission considered the attached report entitled, "Public Forum on Accessible Services."

The Commission adopted the Recommendation contained in the report, as listed below:

"It is recommended that the Commission:

1. Note that:
  - a. Two public forums were held on May 20, 2008 and October 22, 2008 to provide an opportunity for members of the public to provide input and suggestions on accessible services at the TTC.
  - b. The forums, which were undertaken jointly with the Advisory Committee on Accessible Transportation (ACAT), and were attended by Commissioners and TTC Senior Management, fulfill one of the commitments made by the TTC in response to the Ontario Human Rights Tribunal of Ontario Order regarding the provision of stop announcements on the surface systems.
  - c. The forums were generally well attended, and the TTC received over 300 comments and suggestions regarding ways of improving its service which have been documented and are being acted on;
  - d. TTC staff, in conjunction with ACAT, plan to hold an annual forum on TTC accessibility issues, with the next forum planned for May 2009; and,
2. Forward this report to City Council, Metrolinx, and the Ontario Human Rights Commission and the Ontario Human Rights Tribunal of Ontario."

The Commission forwarded the foregoing to City of Toronto Council, through the City Executive Committee, for information.

## **Background Information (Committee)**

Toronto Transit Commission - Public Forum on Accessible Services  
(<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-17908.pdf>)

*Submitted Monday, January 5, 2009  
Mayor David Miller, Chair, Executive Committee*