



方卓怡 市議員 **Paula FLETCHER**

Councillor Toronto-Danforth Ward 30

March 26, 2012

Councillor Michael Thompson
Economic Development Chair

Dear Chair and Members,

I would like to thank the Economic Development Committee staff for assisting with the organization and operation of festivals across Toronto, and am very pleased with the efforts of the Committee to support the Festival of South Asia organized by the Gerrard India Bazaar.

The Festival of South Asia requires the closure of Gerrard St. East between Greenwood Ave. and Coxwell Ave., and it is greatly appreciated that for 2012 the TTC is charging the Gerrard India Bazaar \$12,543.10 for cost-recovery. I am concerned however, that in past years the Gerrard India Bazaar was being charged significantly higher fees, including costs based on charter rates in 2011. In 2011 for the same number of buses and hours, the TTC charged \$47,645.32 based on 2011 charter rates, while the charges this year are based on 2011 labour and fuel rates.

I request that Economic Development staff investigate this matter and prepare a report for the Committee, examining whether the Gerrard India Bazaar was improperly charged excessive rates in past years for the closure of Gerrard St. East during the Festival of South Asia.

Sincerely,

Councillor Paula Fletcher
Ward 30 Toronto-Danforth

cc CLK Stinty
CLK McMahon



TORONTO TRANSIT COMMISSION



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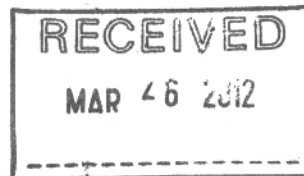


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March 13, 2012

Councillor Mary-Margaret McMahon
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Councillor Paula Fletcher
Ward 30 Toronto-Danforth
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Dear Councillors McMahon and Fletcher:

Thank you for your letters requesting an itemized list of costs for replacement of streetcar service with bus service during the 2011 Festival of South Asia and an explanation for requirement of replacement bus service when none is provided for other festivals (e.g. Beach Jazz Festival and Roncesvalles Polish Festival).

The Festival of South Asia event annually closes Gerrard Street East between the Greenwood Avenue and Coxwell Avenue intersections. The event is a two day event occurring annually, over a weekend date in either July or August. The nature of the road closure requires the rerouting of the 506 Carlton streetcar service over two days, with the roadway reopening to streetcars at midnight on the Saturday evening and 1:00 a.m. on the Sunday evening/Monday morning. The closure of Gerrard Street East commences at 10:00 a.m. on both the Saturday and Sunday mornings.

During the closure of Gerrard Street East, 506 streetcars divert in both directions with the routings as follows:

- Eastbound streetcars diverted from route on Gerrard via Broadview, Queen and Coxwell returning to regular routing at Coxwell and Lower Gerrard
- Westbound streetcars diverted from route at Coxwell and Lower Gerrard via Coxwell Avenue, Queen Street, Parliament Street to regular route north of Gerrard Street

The different and extended routings for the two directions results from the lack of availability of track switches needed to accommodate shorter routings.

Due to the extended portion of Gerrard Street East without service (Broadview Avenue to Coxwell Avenue in the eastbound direction, Coxwell Avenue to Parliament Street in the westbound direction), it is necessary to schedule replacement buses to provide service over the affected portion of the route. A connection is required to Main subway station at the east end of the route because of the extended length of the service disruption. The buses operate between Main Street Station and the Gerrard Street East at Parliament Street intersection, diverting around the event road closure, utilizing Coxwell Avenue, Dundas Street, Greenwood Avenue, and Gerrard Street.

With the road closure occurring during the busiest part of the service hours for the 506 Carlton route, it is necessary to provide six buses for the Saturday and five buses for the Sunday. The costing for the additional "service/resources" provided in 2011 under the old formula of the 50/50 split, and what the 2012 projected costs will be under the new costing of charging the "actual" costs related to operating the buses per hour, per bus is listed below.

2011 COSTS

- Total cost prior to "cost sharing" approximately \$47,645.32, with the net cost to the organizer being \$23,822.66
- Saturday: 6 buses utilized for 14 hours each at a cost of \$26,435.22 (includes HST)
- Sunday: 5 buses utilized for 14 hours each at a cost of \$20,645.10 (includes HST)
- A one-time cost of \$565 (includes HST) for the creation, manufacture, and posting of customer signage advising of the transit changes for the area
- Costs were based on 2011 charter rates: \$767.00 for the first two hours for each bus, then \$261.00 for each additional bus hour (HST to be added to these rates); the TTC waived the normal charge of \$767.00 per bus for the first 2 hours of each bus on the Sunday

2012 COSTS

- The 2012 fee will be \$14,543.10 based on \$80.00 per hour per bus
- Saturday: 6 buses at 14 hours = 84 hours x \$80.00 per hour + HST = \$7,593.60
- Sunday: 5 buses at 14 hours = 70 hours x \$80.00 per hour + HST = \$6,328.00
- A one time cost of \$621.50 (includes HST) for the creation, manufacture, and posting of customer signage advising of the transit changes for the area.
- The 2012 costing is based on the 2011 labour and fuel rate (ie. \$80.00 per bus per hour) and is subject to change if either the labour or fuel rate change



With respect to the lack of replacement bus service for the Jazz festival on Queen, the Coxwell 22 bus provides transit along Kingston Road east of Eastern Avenue at no extra cost. For the Polish festival on Roncesvalles there are no alternate routings to operate a bus safely over that parallel Roncesvalles and connect with Dundas West Station. Displaced TTC customers utilize either the scheduled Dufferin bus or the scheduled Queensway 80 bus via a walking connection on Queen to Parkside Drive at no extra cost to access the Bloor Danforth Subway.

I trust the foregoing explanation is satisfactory. Thank you for writing.

Sincerely,



Andy Byford
Chief Executive Officer

6-46-32

