

## Appendix A: Comparison of Report Recommendations and Council Direction

Theme/Issue Area	City of Toronto (EX31.3) <i>Metrolinx Transportation Growth Funding-Dedicated Revenues</i> May 7-9, 2013	Metrolinx Investment Strategy (IS) Board Approved Recommendations May 27, 2013	Transit Investment Strategy Advisory Panel (Golden Report) December 2013
<b>The Big Move Plan</b>			
<b>Dedicate Revenues for the Big Move</b>	<p><i>CC Dir.#2:</i> Council supported dedicated revenues to be implemented by the Province <u>to fund the Big Move</u></p> <p><i>CC Dir. #5b:</i> New GTHA taxes or fees must be <u>dedicated to funding GTHA transportation expansion.</u></p>	<i>Rec #1b:</i> All transit and transportation investment decision made by Metrolinx, municipalities or other agencies for the <u>use of funds generated by the Investment Strategy should be consistent with the Big Move.</u>	<i>Rec #17:</i> Legislation be used to create a Fund within Metrolinx as a transparent, segregated account to administer <u>solely for funding the Big Move.</u>
<b>Build the Next Wave Rapid Transit projects</b>	<i>CC Dir. #1:</i> City Council supported the Big Move Plan.	<i>Rec #1c:</i> Work with Province, municipalities and other agencies on designing, building and operating the Next Wave of regional rapid transit projects.(Note: Includes Relief Line, Yonge North Subway Extension)	The Panel supports building the Next Wave of projects but suggested building the next wave in smaller phases. (in text)
<b>Phasing of Next Wave projects</b>	<p>Council did not move motion specific on phasing of Next Wave projects.</p> <p><i>CC Dir. #19.</i> Do not proceed with the proposed Yonge North Subway Extension until improvements are made to increase capacity on the existing Yonge-University line by an amount at least equal to the increased ridership generated by the subway extension.</p> <p><i>CC Dir. #20.</i> Council request that the proposed subway between Sheppard Ave and Allen Road, and Yonge Street and Sheppard Ave ("North York Relief line") be recognized as a project priority for Phase 2 Metrolinx funding.</p>	<i>Rec #1d:</i> MX work with Province, municipalities on finalizing scope and phasing of Next Wave projects and report to Metrolinx Board by June 2014.	<p><i>Rec #1:</i> Metrolinx implement the Next Wave projects in accordance with following criteria:</p> <ul style="list-style-type: none"> <li>• Projects must ease congestion</li> <li>• Projects must align with current and future major employment locations</li> <li>• Projects must align where possible with location of public/community institutions</li> <li>• The type of transit must be appropriate for the situation</li> <li>• Projects be built on a practical timeline</li> <li>• Investments must provide tangible benefits and improvements in the short-term and long-term</li> </ul>

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<b>Community Benefits Programs</b>	<i>CC Dir. #24:</i> City Council request Metrolinx and the TTC to undertake Community Benefit Agreements for all transit lines and local projects funded through new revenue tools.	<i>Rec #1e:</i> MX work with communities to develop and implement local jobs and training programs to provide community benefits related to transit infrastructure	
<b>Big Move Legislated Review</b>		<i>Rec #2:</i> As part of the legislated review of The Big Move scheduled to begin in 2014 and completed in 2016, Metrolinx fully integrate the recommendations of the Investment Strategy (IS) including the Next Wave projects.	<i>Rec #4:</i> Fast Track review of the Big Move and integrate with review of the Growth Plan.
<b>Accountability &amp; Transparency</b>			
<b>Metrolinx Board Governance</b>	<p><i>CC Dir #18a:</i> Council directed the City Manager to <u>report back</u> on appropriate changes to Metrolinx board governance</p> <p>Council also stated that before any new revenue tool is implemented:</p> <p><i>CC Dir. #11a.</i> mechanisms be put in place to insure the accountability of Metrolinx, including the appointment of the Mayor or his designate to the Board</p> <p><i>CC Dir#17.:</i> legislation be passed that establishes a new governance model for the Metrolinx, so that: (a.) appointment of the MX Board of Directors is made by the municipal governments that chose the original Metrolinx Board with the</p>	<i>Rec #3:</i> Province consider adjusting composition of Metrolinx Board to provide municipalities in the GTHA opportunity to nominate up to six citizen appointees.	<i>Rec#7:</i> The Panel supports the Metrolinx rec #3 to adjust Board composition by giving GTHA municipalities opportunity to nominate up to six citizen appointees.

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	<p>Chair to be appointed by the Province; (b.) the membership on the new Board is divided equitably between the City of Toronto and other municipalities with the Chair casting a tie-breaking vote</p> <p><i>CC Dir. #6a.</i> The governance and decision-making processes be changed to ensure Toronto has appropriate degree of control over use of new transit related revenue tools applied in Toronto.</p>		
<b>Management of Investment Strategy Funds</b>	<i>CC Dir. #17c.</i> City Council requests that the expenditure of the new sources of revenue are the sole responsibility of a restructured Metrolinx Board with municipal representation (see Metrolinx Board Governance above)	<i>Rec#4:</i> Recommend funds generated by Investment Strategy be dedicated to the construction, financing, management and operation of transit and transportation infrastructure. Recommend that a GTHA Transportation Trust Fund be established and governed by a board of trustees for the management and distribution of the proceeds of the trust.	<i>Rec #17:</i> Legislation be used to create a Fund within Metrolinx as a transparent, segregated account to administer solely for funding the Big Move.
<b>Public Engagement and Reporting</b>		<i>Rec #5:</i> MX enhance public engagement processes and reporting systems in order to establish robust and transparent public reporting on the delivery of projects, including budget and schedule, etc.	<i>Rec# 17:</i> The new Fund would publish its financial statements in a stand-alone annual report that tracks spending against plan and uses plain language.

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Investment Strategy Periodic Review		<i>Rec #6:</i> The Investment Strategy be reviewed at least every 10 years to confirm it continues to be effective and reasonable in delivering a transportation system for the GTHA	
Investment Strategy Reauthorization		<i>Rec#7:</i> The Investment Strategy be subject to a fundamental review after 20 years and require reauthorization.	
<b><i>Integrating Transportation, Growth and Land Use Planning</i></b>			
Transportation Planning Policy Statement	<p>No comment on transportation planning policy statement.</p> <p><i>CC Dir. #23.</i> City Council request that Metrolinx projects and the Toronto Transit Commission local projects be aligned with City Building goals including appropriate transit oriented development on Metrolinx properties.</p>	<i>Rec #9:</i> Minister of Transportation proceed with the development of a Transportation Planning Policy Statement under the provisions of the Metrolinx Act, to encourage greater integration of land use policies with The Big Move and investments in transit and transportation infrastructure.	<p><i>Rec#6:</i> Panel endorses MX rec #9 to proceed with the development of a Transportation Planning Policy Statement under the provisions of the Metrolinx Act</p> <p><i>Rec #5:</i> That Metrolinx and GTHA municipalities adopt a proactive approach to land use planning to achieve zoning that supports intensification along transit corridors and around stations.</p>
Land Value Capture Strategy	<i>CC Dir. #7d.</i> City Council does not support land value capture as a revenue tool.	<i>Rec. #10:</i> Metrolinx work with municipalities and the land development industry to develop a land value capture strategy for the Next Wave of rapid transit projects, which also considers existing and under-construction rapid transit assets.	<p><i>Rec #15:</i> The Panel support MX rec #10 to develop a land value capture strategy</p> <p><i>Rec#16:</i> MX strengthen its capacity and expertise in the real estate field and adopt a proactive and collaborative approach to engage with the private sector to pursue LVC opportunities for each unfunded project.</p>

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Public Owned Lands and Design Excellence		<i>Rec#11:</i> Metrolinx in conjunction with Province and municipalities use transit and transportation projects to increase the quality of the urban environment through design excellence, the support of transit-oriented development, as well as maximizing value through the management of publicly owned property along rapid transit lines.	
<b>Maximizing the Value of Public Infrastructure</b>			
Other Public Infrastructure	<i>CC Dir. #23.</i> Council requested that Metrolinx projects and TTC local projects be aligned with City Building goals including appropriate transit oriented development on Metrolinx properties.	<i>Rec#12:</i> All public agencies give consideration to planning public infrastructure and facilities for locations that support the land use, transit and transportation policies of the Growth Plan and The Big Move. Particular consideration should be given to facilities that are large employment generators or significant focal points for communities (i.e. hospitals, post-secondary institutions, etc.) and ensure that the costs of providing transportation services are considered in deciding on the location of facilities and infrastructure.	<i>Rec#1 (Sub-bullet):</i> Panel supports MX rec #12 in listed criteria for Metrolinx to consider implementation of Next Wave projects: "projects must align, where possible, with location of public and community institutions."
Project Delivery	<i>CC Dir. #15:</i> Council requested that Metrolinx work with Infrastructure Ontario and PPP Canada to explore options to minimize capital costs associated with the delivery of regional transportation projects	<i>Rec#13:</i> All Next Wave projects with a construction value of more than \$50M be evaluated to determine whether they could be delivered through AFP, using Infrastructure Ontario.	<i>Rec #19:</i> Panel endorses MX rec #13 that all Next Wave projects with construction value greater than \$50M be evaluated for AFP delivery using IO.

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<b>Project Evaluation and Selection</b>	CC Dir. #5.a. and #6: All project selections be based on a cost/benefit analysis that emphasizes improving transportation capacity, relief from congestion, reducing travel times and is linked to appropriate land-use planning;	Rec#14: Metrolinx, Province and municipalities build on, and enhance collective capacity to undertake evidence based project evaluation and selection process for the delivery of rapid transit and transportation projects.	Rec#18: That all projects approved by Metrolinx and elected officials must have up-to-date, publicly available, business case analyses that validate the investment, taking into account life-cycle capital, operating, maintenance, and financing costs.
Full-Life Cycle Costing of Transit Projects	CC Dir. #11. City Council advise the Province of Ontario that any taxes, fees, charges or levies should not be implemented or collected until such time as: b. the operating costs of expanded transit are fully costed;		Rec #18: "... taking into account life-cycle capital, operating, maintenance and financing costs."
<b>Optimizing System and Network Efficiency</b>			
<b>Benchmarking Performance</b>		Rec#15: Metrolinx work with transit authorities in the GTHA to build and improve upon a common approach to reporting on performance across region and benchmark against other systems	
<b>Service and Fare Integration</b>		Rec #16:Metrolinx and local transit authorities (a) continue to improve level of service integration across GTHA and develop a GTHA Regional Service Integration Plan; and (b) initiate work no later than 2014 on the development of a GTHA Regional Fare Integration Plan, identifying short and long term strategies with measurable deliverables	

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Customer Experience		<i>Rec#17: Metrolinx and local transit authorities work to improve customer service and develop common reporting mechanisms where appropriate. All transit authorities in the region should move to develop a passenger charter or similar document and report publicly on progress and performance.</i>	
<b>Dedicated Investment Tools</b>			
<b>Allocating Investment Strategy Funds:</b>  75%- Next Wave (Capital, Maintenance, Operating)	<p><i>CC Dir. #6b.</i> Revenues raised must be applied to both new capital transportation infrastructure expansion and its associated ongoing operating expenses;</p> <p><i>CC Dir. #16:</i> Council endorsed the principle that the capital maintenance costs for major regional transportation infrastructure investments that are to be owned by Metrolinx, such as those included in the Big Move, be borne by Metrolinx</p> <p><i>CC Dir. #3:</i> Council indicate its support for the new dedicated revenues to finance the related future operating costs for Metrolinx Big Move Transportation Plan.</p>	<p><i>Rec #18: Revenues generated through the IS be used to establish a dedicated transit and transportation trust fund to be allocated as follows (see a &amp; b):</i></p> <p>a) <u>75% to Next Wave</u> capital construction and financing costs, maintenance costs and the Metrolinx share of ongoing operating costs of the Next Wave regional transit projects.</p>	<p><i>Rec #2:</i> "The Panel endorses the Metrolinx IS recommendation #18 that <u>75% of dedicated revenue be allocated to Next Wave projects (capital, maintenance, and some operating)</u> and up to 25% be allocated to local transit and transportation initiatives.</p>

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25%- Local	CC.Dir#8: Council indicate that its support is conditional on 25% of the new revenues being allocated to incremental funding of local municipal transportation expansion priorities at the discretion of municipal councils;	b) Up to <u>25%</u> for other key elements of the transit and transportation system, including: <u>15%</u> -municipal funding for local transit , road and bridge improvements, to be matched by local contributions <u>5%</u> - for strategic investments in provincial and municipal controlled access highway network <u>5%</u> - other transportation and mobility initiatives	Rec #2: "The Panel endorses the Metrolinx IS recommendation #18 that 75% of dedicated revenue be allocated to Next Wave projects (capital, maintenance, and some operating) and <u>up to 25% be allocated to local transit and transportation initiatives.</u>  Rec #3: A 2 year <u>kick start program</u> be developed to deliver noticeable results to transit riders in the immediate-term
<b>New funds should not replace existing commitments</b>	CC Dir. #6c. Revenues raised must not be used to fund the Province's existing \$8.4B commitment to transit projects in Toronto;  CC Dir. #12. City Council advise the Province of Ontario that GO Transit Capital and Operating costs should continue to be covered by the Provincial Government outside of the new revenue sources.	Rec #18: Existing funding from all orders of government should continue to support existing programs, services and projects.	Rec #11: Existing and committed transit funding from all orders of government be maintained and not offset or be replaced by the recommended new revenue stream.
<b>Allocation Principles for the 25% of IS Funds</b>	CC Dir.#18b. Council direct the City Manager to <u>report back</u> to Council regarding: (b.) principles for the allocation of the 25% share of new revenues for local municipal transportation priorities;	Rec #19: Metrolinx work with municipalities and Province to develop eligibility, selection, and allocation criteria to guide distribution of funds referred to in Rec 18b (i.e. 25% of IS for local and other)	



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<b>Principles for Selecting Revenue Tools</b>	<i>CC Dir.#5d:</i> The mix of revenue should balance the impact across various segments of society (e.g., both residents and businesses), with particular attention to affordability for lower-income citizens, by incorporating possible tax credits for low income residents.	In text: In determining the mix of tools the following principles were applied: 1. The dedication of revenues to specific outcomes 2. Fairness- cost and benefits distributed fairly across all population groups 3. Equity across the region- all parts of the region should benefit from the investment in transit and transportation infrastructure 4. Accountability and Transparency- When implementing the IS, tools and project delivery progress should be visible to the public.	
<b>Revenue Tools to Raise \$2B annually to fund the Big Move</b>		<i>Rec #20:</i> To generate the targeted \$2B annually to complete the Next Wave, the following GTHA revenue tools to be implemented:	<i>Rec #13:</i> The new revenue stream be based on one of the following options: <u>Option A:</u> phased and capped increase to gas and fuel tax; modest increase to Corporate Income Tax (CIT); redeployment of portion of HST revenue (charged on gas and fuel taxes); or  <u>Option B:</u> phased increase to gas and fuel tax capped at a lower rate followed by increase to the HST; modest increase to CIT; redeployment of portion of HST revenue (charged on gas and fuel taxes).
	<i>HST</i>	a) a one percentage point value added tax, as part of the HST	Options A and B include a redeployment of the Provincial portion of the HST on Gas and Fuel taxes in the GTHA. Option B includes 0.5% increase to HST.

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<i>GAS &amp; FUEL TAX</i>	CC Dir#7. Council did not support fuel tax	Recommends: b)a 5 cent per litre regional fuel and gasoline tax	Option A includes a phased increase to gas and fuel taxes up to \$0.10/L  Option B includes a phased increase in taxes up to \$0.05/L
<i>PARKING LEVY</i>	CC Dir#7. Council did not support parking levy CC Dir. #10. Should the Province determine to use a commercial parking levy as a revenue tool, Council requests the Province to consider no charge for small scale commercial parking and differentiated charges for paid commercial parking lots and other large scale free commercial parking.	Recommends: c) a variable business parking levy, with an avg cost of 25 cents per day per space, to be implemented on off-street non-residential parking spaces on the bases of relative market value.	Panel did not support a variable business parking levy and recommended an increases to Corporate Income Tax as the business community contribution.
<i>DEVELOPMENT CHARGES</i>		Recommends: d) A development charge increase equivalent to a 15 % increase in existing rates, along with amendments to the Development Charges Act to be arrived at in consultation with the Province, municipalities and stakeholders. Amendments would include: i.) removal of the 10% reduction and 10yr average historical service level cap on DCs levied for transit growth ii.) introduce "integrated transportation service" category iii) introduce a new reporting standard for municipalities to demonstrate accountability	The Panel report (in text) supports the Development Charge review underway by Province and municipalities. Defers comments on IS recommendation related to DCs.

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HOT LANES	CC Dir#7. Council did not support HOT lanes	Rec#24: Supplement investment tools in Rec #20 with (a) High Occupancy Toll lanes on regional highways, implemented by converting existing HOV lanes, as well as expanding the network of HOT/HOV lanes to other highway corridors	
PAY-FOR-PARKING AT TRANSIT STATIONS		Rec#24: Supplement investment tools in Rec #20 with (b) Pay-for parking at transit stations, with revenues dedicated to the improvement of services delivered in the relevant transit corridors and for local transit access improvements.	
LAND VALUE CAPTURE	CC.Dir#7. Do not support land value capture	Rec#24: Supplement investment tools in Rec#20 with (c) land value capture.	Supports.
CORPORATE INCOME TAX			Panel recommends a modest increase in Corporate Income Tax (CIT) as business community contribution. Included in both Option A and B for new revenue streams.
OTHER REVENUE TOOLS	CC Dir.#7. City Council indicate to Metrolinx that it <u>does not</u> support the use of the following GTHA revenues: a. congestion levy b. employer payroll tax c. land transfer tax e. personal income tax f. property tax g. transit fare increase h. utility bill levy k. Highway tolls or other road pricing		

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<b>Low Income Relief from New Revenue Tools</b>	<i>CC Dir. #14.</i> City Council request the Federal Government to lower the income tax rate for GTHA residents to compensate them in whole or in part for the imposition of the new taxes needed for the construction of Phase II.	<i>Rec #21:</i> To ensure fairness and mitigate of revenue tools on low-income segments of population, the Province should develop a Mobility Tax Credit, to be implemented on an income-tested bases, funded by revenue generated by the investment tools.	
<b>Revenue Tools Outside of GTHA</b>	<i>CC Dir. #6e:</i> New revenue tools must be applied equally and broadly across southern Ontario in a way that does not create a disincentive to economic growth in Toronto. <i>CC Dir #5c.</i> New taxes/user fees imposed in the GTHA should be assessed at the same rates across GTHA	<i>Rec#22:</i> Should the Province decide to implement an investment tool on a province-wide basis, only revenue collected in the GTHA be directed to the region, with revenues outside the GTHA being available for priorities in other parts of Ontario.	<i>Rec #14:</i> Support IS Rec#22. Only the portion of the revenue stream attributed to the GTHA be invested in the GTHA, with revenue outside of the GTHA available for priorities elsewhere in Ontario.
<b>Timing of Tools and Use in Trust Fund</b>		<i>Rec #23:</i> Investment tools be implemented as soon as practical. Surplus revenue in any given year is to be retained in the Transportation Trust Fund (Rec 4) and may only be available for use for future expenditures in subsequent years. Revenue from revenue tools may be used to service long term debt to finance transit and transportation infrastructure.	<i>Rec#12:</i> Panel recommends use of debt. Panel recommends a new reliable revenue stream be created and used to lever new funds at a conservative net debt-to-revenue ratio of 2.5 to 1, and applied to debt retirement upon completion of projects.
<b>Municipal debt capacity to fund transit</b>			<i>Rec #10:</i> Municipalities in the GTHA make greater use of their borrowing capacity to finance local transit improvements.

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<b>Federal Funding</b>	<i>CC Dir.# 13:</i> City Council request the Federal government to commit to transportation expansion in Ontario and contribute an equitable and increased share of dedicated program funding for the Metrolinx Big Move plan.	<i>Rec#8:</i> Request the federal government to increase its commitment to implementing the Big Move. Particular consideration to the adoption of a National Transit Strategy that would see the federal government commit up to 1/3 of Next Wave capital costs	<i>Rec#9:</i> Panel endorses MX rec #8 requesting federal government to contribute up to 1/3 of Next Wave capital costs.
<b>Regional Forum of Elected GTHA Officials</b>			<i>Rec #8:</i> An annual regional forum of current elected officials in the GTHA be established to discuss major policy challenges, including urban growth and transportation.
<b>Funding for Existing Transit Infrastructure Operating and Maintenance</b>	<p><i>CC Dir. #11.</i> City Council advise the Province of Ontario that any taxes, fees, charges or levies should not be implemented or collected until such time as: c. the Province of Ontario agrees to fund one-half (1/2) of the operating, state of good repair and rolling stock costs in the City of Toronto.</p> <p><i>CC Dir. #4.</i> City Council direct the City Manager to <u>report back</u> to Council regarding the opportunity to utilize the new Metrolinx revenue tools to finance 50 percent of the existing transit operations for GTHA municipalities.</p>		