



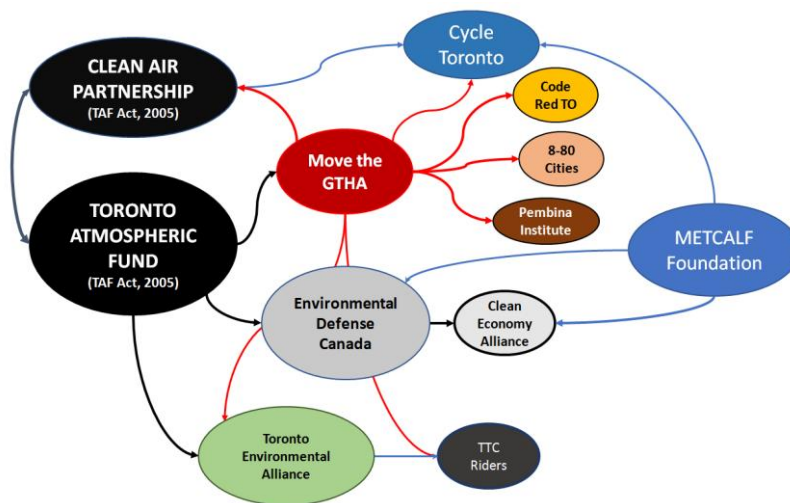
Re: Submission to Special Committee on Governance

Dear Councillor Holyday,

Over the last 41-years the **Bayview Cumber Neighborhood Association (BCNA)** has represented the interests of our members within the Willowdale community, and often shares the views of its residents on various City committees, such as the Infrastructure and Environment Committee; and on general matters of good governance.

We are pleased that you are reaching out to the neighbourhood associations to better understand our relationships with other associations in our area, City Council and local and city-wide decision-making.

We would like to use this opportunity to once again highlight previous concerns that we have raised with the Toronto Atmospheric Fund (TAF) and the Clean Air Partnership (CAP) in impeding our ability to provide meaningful consultations on city-wide decision-making and planning processes due to their taxpayer funded advocacy / lobbying activities, illustrated below:



As the funding provided to these groups, are part of over \$23 million endowment from the City; \$17 million endowment from the Province; and recent \$40 million endowment from the Federal Government we would once again like to reiterate our ongoing concerns that funding the creation and lobbying activities of these groups funded with taxpayer money.

With respect to the current governance model and committee structures, we have the following concerns:

Councillors responsible for creating and approving TAF advocacy grants to its arms length entities, also make up the majority of the Infrastructure and Environment Committee reducing the principle-agent objectivity needed to ensure good governance.

Advocacy/Lobby groups created or funded by TAF and the Clean Air Partnership (CAP) continue to have disproportionate influence in the development of standards, planning choices selected to put forward to public consultation, and the consultation process itself.

We have attached our previous correspondence with the City for your consideration with further examples and detail on our concerns (see Appendix A)

Sincerely,

Bayview Cummer Neighbourhood Association



Re: Willowdale Reconstruction & Proposed Bicycle Lanes

Dear Councillor Pasternak,

Over the last 41-years the Bayview Cumber Neighborhood Association (BCNA) has represented the interests of our members within the Willowdale community, and recently expressed concerns regarding lane reductions on Yonge Street, as part of the 'Re-Imagine Yonge Project' at the Public Works Infrastructure Committee (PWIC) held on [January 18, 2018](#). Our concerns were also echoed and supported by our former Councillor, David Shiner.

We are now reaching out to you to express our concerns with our main arterial roadway Willowdale Ave which is being reconstructed, and are seeking:

1. More consultations of the residents, businesses and broader public sector entities operating in the area;
2. More data made available by City planners on its open data portal., for Willowdale Ave
3. Termination of all lobbying activities funded directly or indirectly through City, Provincial or Federal endowment funds the Toronto Atmospheric Fund (TAF) or the Clean Air Partnership (CAP) both local boards under the Toronto Atmospheric Fund Act, 2005.

To be clear, our association is supportive of future public transit expansion including bicycle lane where it will benefit the most and without having any negative impact on safe flow of private vehicles. (i.e. Doris, or potentially Wilfred Ave instead of Willowdale). What we want is a safe network of most effective bicycle lanes built with community support after meaningful consultations.

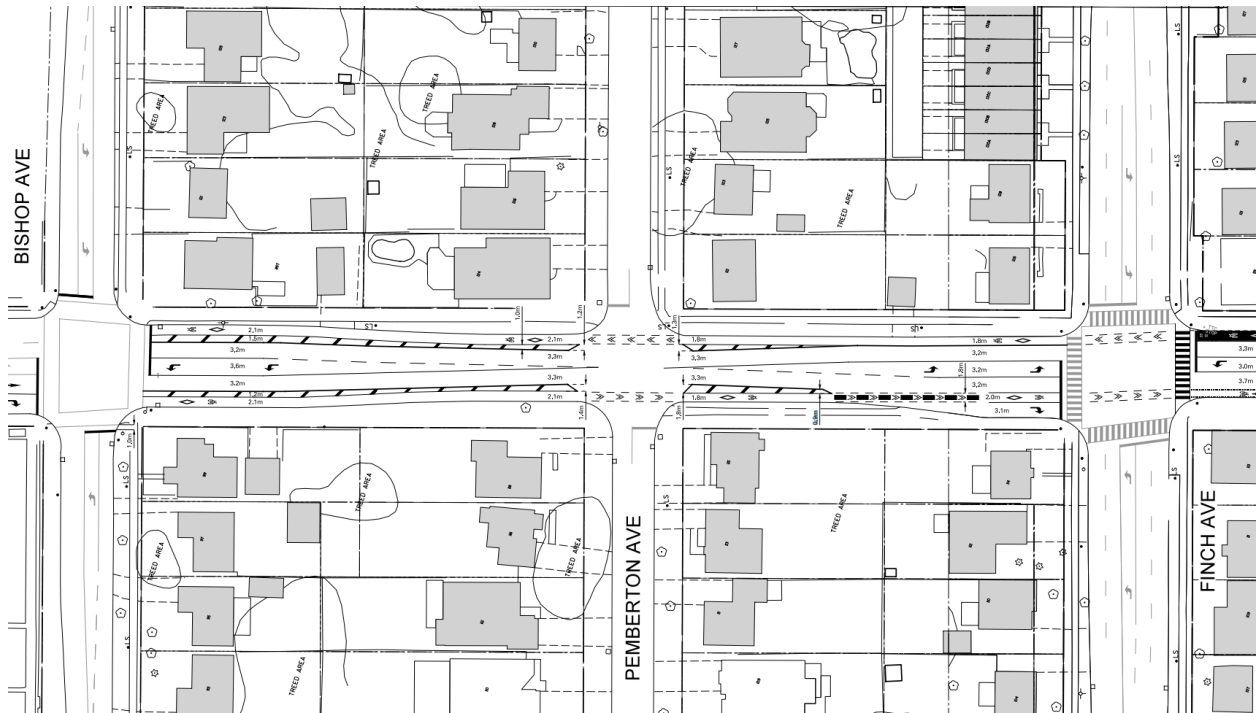
1. The Need for More Consultations

Members of our executive team attended the consultation on the Willowdale Reconstruction on May 13, 2019 to better understand the plan being put forward.

We only came to know about the meeting by happenstance, which had been posted on our Councillors website only six (6) business days before the consultation, giving us little time to advertise the meeting to our members. By attending the consultation, we gained a better understanding of the planned lane reductions abutting our catchment area.

In 2014, the City of Toronto last published its vehicle and pedestrian count for the Willowdale and Bishop intersection noting that over **12,377 vehicles and only 154 pedestrians** using that intersection over an 8 hour period each day to access Finch Station, or retrieve loved ones from

Pemberton Ave. TTC Pick-up, which has been blocked off from through traffic, forcing residents to use the Willowdale/Bishop corridor to access it.



Given that these vehicles potentially carry at least two individuals, it is foreseeable that at least 25,000 people are impacted by the lane reductions, while only fewer than 45 people were consulted.

We understand that the City planners are also proposing the elimination of Bus Bays, narrowing the existing street, eliminating almost all turning lanes to give priority to public transit vehicles and bikes over private vehicles, to encourage individuals to take transit as a faster mode of transportation. We believe that the plan to eliminate all bus bays and narrow the street on Willowdale will dramatically slowdown the flow of traffic, compounded by the population increases with the several planned condo developments, such as M2M.

While we understand that City planners have often categorized the delays as “**only a few minutes**”, these are often crucial minutes during peak periods when parents in our mature neighbourhood are struggling to get home to pick their children up from daycares or take them to extra-curricular activities, many run by the City of Toronto.

We fear that these proposed changes will cause the Willowdale traffic to find alternative routes through the neighbourhoods where many roads have no sidewalks. If a car is trying to make a left at an intersection where turning lanes and or lane space has been eliminated there will not be a way for traffic to get around and if there is traffic coming in the opposite direction, traffic on Willowdale will back up. We anticipate this will happen often, for cars turning, uber deliveries to seniors, passenger pickups/drop offs etc.

We also like to point out that there are several small businesses in the area of Willowdale and Finch, have been a staple of our neighbourhood for over 50 years and operate heavy vehicles at the intersection where the proposed lanes reductions are to take place. These businesses have expressed their concerns to us that they were not aware of the changes. We want to ensure that they are consulted so that any proposed lane reductions are done with full consideration to safety for all users.



On the north side of Bishop Ave, slightly east of the station (along the southern edge of the GO bus terminal) is a parking lane for taxicabs. Which frequently travel through the Bishop/Willowdale to deliver our residents home, we would like to confirm that the President of the Toronto Fleet Operators Association has also raised concerns with the proposal which will impede their effective operations and services to residents in our neighbourhood, and have not been consulted with the changes.

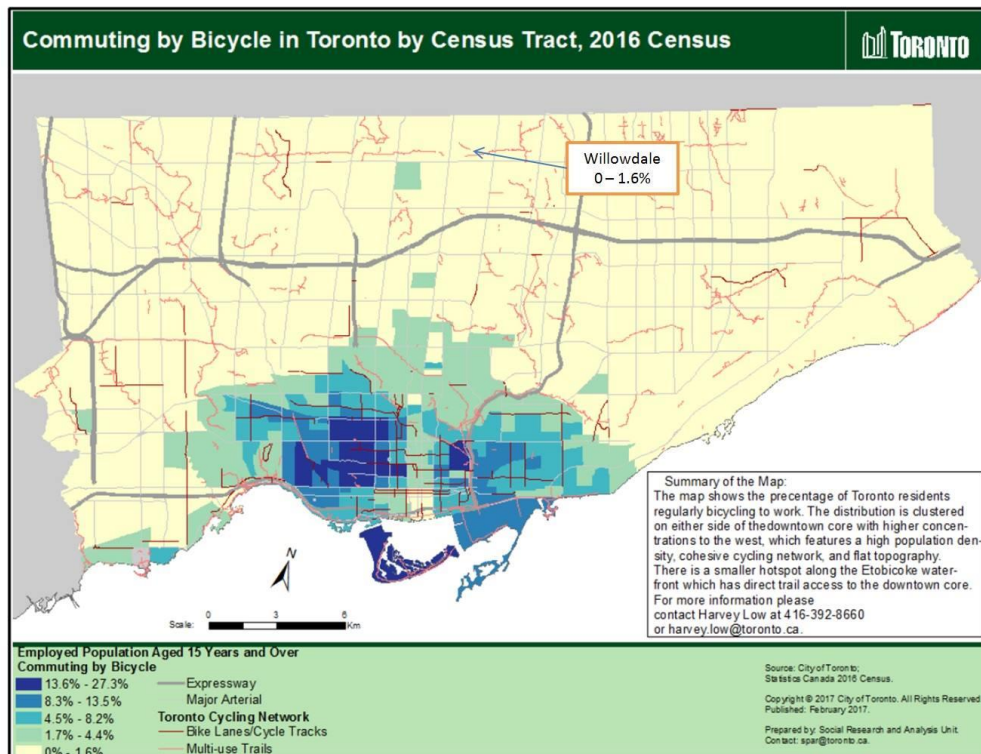
We also wanted to make you aware that we attended the **Yonge North Study** held on **May 22, 2019**, shortly after the Willowdale Reconstruction consultation which was well attended by upwards of **500** individuals. When we broke into smaller pods for consultation, we discussed the changes taking place between Willowdale Ave. / Bishop Ave. We would like to highlight that all of the residents **without exception** were deeply concerned about the proposed lane reductions at Willowdale and were completely surprised that the consultations had already taken place days earlier without their knowledge. Seniors in the group expressed concerns as they use the Willowdale/Bishop corridor to access the North York Seniors Centre on Hendon Ave./Bishop Ave.

2. Lack of Data/Evidence to support the lane reductions.

While the City of Toronto has collected and used [bicycle count](#) and [intersection cyclist count data](#) to support the installation of other projects, similar to the ones on Adelaide Ave, Woodbine Ave, the **planning team has not collected or published any Bicycle Count data** for Willowdale Ave or the Bishop/Willowdale Ave. intersection or has indicated that it plans to do so.

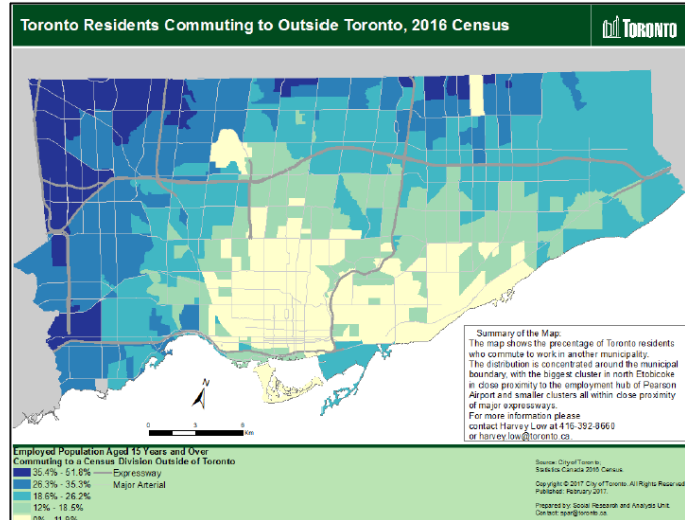
We also wanted to note that when we discussed the City of Toronto's analysis of the travel patterns of individuals in across the City, produced by the [Social Research and Analysis Unit](#). We were surprised to hear that the planning team had not considered this data as part of their planning process. The census data clearly shows:

- Between **0 and 1.6% of residents in Willowdale Ave.** have household members who are able to practically use bicycles to get to work.



- While we are aware that active transportation is being promoted as a means to remove people from their vehicles the diverse travel patterns of the people along Willowdale, and in our neighbourhood are very different from those south of Eglinton. (see below)

- Between **26.3 and 51.8%** of households along Willowdale Ave. have members of their household who work outside the City most likely traveling more than 5km.
- In contrast, only between **0 and 11%** of households south of Eglinton have members who work outside the City. This means that cycling is a more practical option for residents in this region.
- Even if cycling lanes were to be installed, it would be unlikely to result in a decline in vehicles given a significant portion of our residents travel outside the City.



In the context of the **Yonge Street North Planning Study** consultations we believe that is important to ensure that the **Infrastructure and Environment Committee** considers revisiting its 10-year Cycling Plan which was passed by previous council, and does not appear to have taken into account census data and bicycle count data.

3. Termination of lobbying by local boards of the City of Toronto attempting to influence Willowdale consultation processes.

Further to our correspondence on November 28, 2018, with the City of Toronto regarding the taxpayer funded lobbying activities of two local boards of the City, the **Toronto Atmospheric Fund (TAF)** and the **Clean Air Partnership (CAP)** [see Appendix A] we are once again raising our concerns with respect to activities in our neighbourhood.

We are also concerned that some of the members of the **Infrastructure and Environment Committee** also sit on the Board of the Toronto Atmospheric Fund (TAF) or may be involved with the Clean Air Partnership (CAP) which approved these activities and may interfere with the objectivity of decisions made in the approval of the Willowdale Reconstruction project.

We also wanted to raise some recent activity in our neighbourhood which has increased our concerns on the proposed lane reductions as part of the Willowdale Reconstruction. Of particular note:

- On May 13, 2019 some of our members observed Cycle Toronto (i.e. funded by the City) sustained a grass lobbying campaign calling on members from across the City to attend the consultations to “make sure” lanes are installed which are “physically separated from vehicle traffic”. Accordingly, some of the estimated 45 individuals who attended the consultation were not even from Willowdale.
- We would also like to note that [Jason Diceman](#) the Senior Public Consultation planner responsible for the Willowdale Ave. Reconstruction consultation operates his own private

enterprise within the same “shared space” as [Cycle Toronto](#) at the Centre for Social Innovation (CSI), and also has an “Advisory” member of the Toronto Atmospheric Fund involved in some of its lobbying activity. We would like to express our concerns with the objectivity of the proposals being put forward by him, and request that this outside activity be investigated.

- On May 26, 2019, the TTC Riders lobbying held the [2019 Transit Summit](#) at North York Civic Centre funded by the Toronto Atmospheric Fund which some of our members attended. At the summit it function as a lobbying, “boot camp” training advocacy groups on how to lobby Councillors and MPP, identifying committees. Most concerning, were strategy sessions on how to expand the “King Street Pilot” into Willowdale (i.e. elimination of vehicles entirely), and how to oppose the changes being put forward by our Premier and our MPP.



We also noted that \$91,748 of taxpayer money from the Provincial and City endowments on April 30, 2018 just before the municipal/provincial elections to maintain a grass-roots lobbying campaign – to support decisions which TAF Board members and the **Infrastructure and Environment Committee** decision being put forward with respect to King Street. We are concerned that the phrasing of the approval, allowing them to “share insights and lessons with transit advocates”, was used to fund this training in Willowdale.

RECOMMENDATIONS

The VP, Programs & Partnerships recommends that the TAF Board of Directors:

- Approve the following grant requests funded jointly from the Ontario and City of Toronto endowments except where otherwise indicated:
 - \$225,100 over two years to City of Markham to research, coordinate, and design initial concepts for a net-zero neighbourhood of approximately 400 homes anchored by a district geothermal system *(funded from the Ontario endowment only)*.
 - \$91,748 over one year to TTCriders to educate and engage the public regarding the King Street Pilot Project, to build public support for the implementation of the TTC’s Ridership Growth Strategy, and to share insights and lessons with transit advocates in the GTHA.

- In light of the Federal Budget 2019 announcement of a new endowment of [\\$183 million through its Low Carbon Cities Canada \(LC3\)](#) provided to LC3 consortia led by TAF. We remain concerned that these taxpayer dollars will be appropriated for advocacy activities, including lobbying all levels of government, and potentially stacking municipal consultation processes across the country.

In summary, the BCNA's Requests are:

1. More consultations of the residents, businesses and broader public sector entities operating in the area;
2. More data made available by City planners on its open data portal, which do not have [bicycle counts](#) for Willowdale Ave.; and have not updated the [vehicle and pedestrian volume counts](#) which currently show 12,377 vehicles and 154 pedestrians using the Bishop/Willowdale intersection, but do not account for recent increases due to changes made by traffic services in “no left turn” signs forcing our residents to use Willowdale Ave.
3. Termination of any and all lobbying activities funded directly or indirectly through the City, Provincial or Federal endowments funds by the Toronto Atmospheric Fund (TAF) or the Clean Air Partnership (CAP) both local boards under the Toronto Atmospheric Fund Act, 2005.

Thank you,

Bayview Cumber Neighbourhood Association

APPENDIX A – LETTER TO TORONTO ATMOSPHERIC FUND & TAXPAYER FUNDED LOBBYING ACTIVITIES

Dear Ms. Langer,

Over the last 40-years the Bayview Cumber Neighborhood Association (BCNA) has represented the interests of our community within Willowdale, and recently expressed concerns regarding a “Re-Imagine Yonge Project” in our area at the Public Works Infrastructure Committee (PWIC).

During the election period, we held an all-candidates meeting in which over a hundred residents across Willowdale submitted written questions for candidate responses. One of these questions related to a comment in the media several years ago, brought forward by our Councilor David Shiner, in which he was quoted:

“Councilor Shiner questioned why the Fund is giving grants to projects to lobby other levels of government and to groups to conduct studies which he thinks is common sense..... Why do we want to take taxpayers’ money to fund an organization to lobby the government?” - [January 30, 2011 – Toronto Sun](#)

It has been noted that similar activity was being conducted during the 2018 Election period within our area and a number of examples were provided. In investigating this matter further, we have gained a better understanding of The Atmospheric Fund (TAF) and the Clean Air Partnership (CAP) which both operate as local boards of the City of Toronto under the [Toronto Atmospheric Fund Act, 2005](#). While the same legislation governs both TAF and CAP, and the provisions regulating both local boards are very similar, the City appears to have taken two different approaches in ensuring accountability of both local boards.

1. TAF’s relationship with the City and its \$23 million endowment is governed by the [Toronto Atmospheric Fund Relationship Framework with the City of Toronto](#), including a mandate **“to act as an advocate with other orders of government” (s.5.1(i))**. It is not clear why the City would permit a local board to lobby other governments, or fund other groups using its endowment to do so. However, the statement does suggest that while it is permissible for TAF to lobby other orders of government (i.e. federal or provincial orders of government) it is **not permissible to use the Funds to lobby the “same” order of government** (i.e. the City of Toronto or other municipalities).

As an agency of the City, TAF makes important contributions to achieving the City’s goals and TAF is expected to embrace the City’s operating principles:

- (i) Advocacy:
To act as an advocate with other orders of government.

TAF has also been provided with a \$17 million endowment from the Province of Ontario, governed by a [Transfer Payment Agreement between the Province, City of Toronto and the Toronto Atmospheric Fund](#) (TPA). Based on the [published](#) agreement available on the

TMMIS, section D.4.1. states that “Lobbying” as an ineligible expense, further the language suggests that “**Funds or Proceeds of the Fund**” to conduct Lobbying in any form is prohibited. (See below:

Summary Terms and Conditions of Current Draft of the Transfer Payment Agreement		
Section	Title	High Level Description
D.4.1	Ineligible expenses from the Funds or Proceeds of the Fund	<ul style="list-style-type: none"> • Fundraising (no fundraising for non-project funds; no fundraising through hospitality) • Lobbying • Non-project costs • Pre-project costs (costs incurred prior to execution of the agreement) • Refundable expenses (costs deemed ineligible) • Existing overhead (fixed costs incurred prior to Agreement) • Costs deemed inappropriate by the Province for use of public funds

2. CAP while a separate local board of the City, with similar requirements and accountability controls under the [TAF Act](#), does not appear to have detailed relationship framework with the City. Based on our review, it appears that for some time it functioned as subsidiary of TAF in which TAF had appointed members of its board, and even assisted it in establishing projects such as the Toronto Centre for Active Transportation (CAP-TCAT).

The City changed this governance relationship in 2013 and 2016, when the City used its powers over the local board under [O.Reg 589/06: Dissolution and Assumption of Powers of Local Boards](#) to pass [BY-LAW No. 226-2013](#) and [BY-LAW No. 76-2016](#). Under these By-laws, the City reducing oversight of CAP in rescinding TAF’s ability to appoint members of the board, to create a perception that it was in fact “independent” from the City, subject to certain “good governance practices” being observed – including, open meetings, annual audited financial statements.

a.	The limited authority delegated to TAF to determine certain CAP governance matters, including the appointment of directors to the board of CAP, <u>is rescinded.</u>
b.	Authority is delegated to CAP to exercise the powers to determine all of the governance matters set out in Subsection 18(1) of the TAF Act, <u>subject to the CAP board having and maintaining good governance practices in place including:</u> <ol style="list-style-type: none"> i. holding <u>open meetings</u>; ii. publishing annual audited financial statements; iii. having a governance committee of the board; iv. establishing a nominations process to the board; v. maintaining the size of the board at no less than 3 directors; and vi. having a policy that makes employees of the City and its agencies and corporations ineligible for appointment to the board of CAP.

The City however, has opted not to post the board meetings of CAP on TMMIS, with those of TAF and even granted CAP an exemption under the [Toronto Municipal Code, Chapter 140, Lobbying](#), Schedule A reducing transparency. CAP does not appear to have a similar relationship framework with the City, to ensure accountability over CAP to ensure that it doesn’t use its funds to support the lobbying of special interest groups.

CAP while obligated to hold open meetings under [BY-LAW No. 226-2013](#) and the TAF Act, s.22 – it appears that this is not enforced. Effectively, the City has given the local board co-located with TAF, virtually “*carte blanche*” to lobby against residents, neighbourhood associations, city council or any level of government with no transparency or oversight. Although, CAP has incorporated itself as a “Charity” under the Canada Revenue Agency (CRA) based on its published information, it reports that it [does not spend any of its funds conducting any political activity](#).

2018 Municipal Election – Lobbying Activities of TAF and CAP

TTC Riders – Election Lobbying (Re-Imagine Yonge & Re-Imagine King)

On April 9, 2018, TAF grants committee provided a grant of \$91,748 using both the City and the Ontario endowments to TTC Riders to boost support for the King Street Pilot over a period of one year. Yet, it wasn’t clear on why this money was spent on a pilot project, that was scheduled to end only 8-months later in November 2018.

RECOMMENDATIONS
The VP, Programs & Partnerships recommends that the TAF Board of Directors:
1. Approve the following grant requests funded jointly from the Ontario and City of Toronto endowments except where otherwise indicated:
a. \$225,100 over two years to City of Markham to research, coordinate, and design initial concepts for a net-zero neighbourhood of approximately 400 homes anchored by a district geothermal system (funded from the Ontario endowment only).
b. \$91,748 over one year to TTCriders to educate and engage the public regarding the King Street Pilot Project, to build public support for the implementation of the TTC’s Ridership Growth Strategy, and to share insights and lessons with transit advocates in the GTHA.

The screenshot shows a webpage for TAF (The Atmospheric Fund). The main heading is "Building TTCriders" with a sub-heading "Launch of a financially-sustainable transit group to engage residents and encourage a modal shift towards public transit." The author is Chad Mohr, dated May 8th, 2018. There are social media sharing icons for Facebook, Twitter, Email, LinkedIn, and Print. On the right side, there are links for "Comments", "Off", "son", "Building", and "TTCriders".

On May 8, 2018 (i.e. during the provincial and municipal election), we observed that TAF posted on its website its launch of a [“financially-sustainable”](#) transit group to engage residents and encourage a modal shift towards public transit. The post suggests that the money may have been intended to build a reserve for this organization to carry out future grass-roots lobbying campaign without returning to the committee during the election a month later. The TTCRiders then began to use Fund’s from the Ontario and City of Toronto endowments to lobby for against Mayoral and Councillor Candidates who had dissented on their plan during the election using a “*report card*”, and “[voting record](#)” document.

Mayoral Transit Report Card

TTCriders compared promises from the two leading mayoral candidates, and highlighted key promises from three other candidates. We ranked candidates according to their commitments to specific actions that TTCriders is advocating for.

Want to read our footnotes and references? Download the [text version here](#) or a [PDF of the infographic](#). Read CP24's coverage [here](#), and Toronto Sun's highlight [here](#).

MAYORAL TRANSIT REPORT CARD

DERAILED
Few commitments to specific actions that TTCriders is advocating for.

NEEDS WORK
Some commitments to specific actions that TTCriders is advocating for.

ON TRACK
Most parties commit to specific actions that TTCriders is advocating for.

KEEP TRANSIT PUBLIC
Premier Ford's plan to upgrade the subway as the province will mean higher fares and is a single transit privatization. A public TTC is more likely to keep fares affordable, provide good service across the city, and respond to riders' concerns.

FUND THE TTC
TTC riders get the most out of it.

John Tory

Jennifer Keesmaat

Stay "robust" commitment "needed" before subway upgraded. Has indicated he may support "up to 4" but not "substantially improve" TTC, but has not indicated what specifically would earn his support. Supports "improved fare system, TTC, ensuring revenue, and a public TTC. Has not signed King Transit Public pledge."

As priority to the transit system and has outlined conditions to start subway program from the revenue publicly owned, only an integrated fare system that reduces the TTC's single fare revenue. Says Toronto needs to create what goes into it - the, she signed the pledge to keep Transit Public.

Plans to hold parking lots at a new station. The TTC supports holding the lots for \$1.5M per lot.

Wants to help and program fare it. He would continue work to July 31st.

How your Councillor voted

Find out how your incumbent Councillor voted on ten key transit votes. View the [spreadsheet online](#) or [download the PDF](#). Thanks to [Matt Elliott](#) for tracking so many key transit votes.

TTC Riders is observably used the City and Provincial endowments to wage a [grass-roots lobbying](#) campaign. For example, some of these funds may have been directed to support “We Love King” [grass-roots lobbying](#) campaign through petitions to City Councillors; and a similar petition campaign to the Premier and Minister of Transportation to stop transit uploads.

TAKE ACTION!

Sign the [petition online](#). Send a message to Premier Ford, the Minister of Transportation, and your MPP in [one click](#).

Call your MPP and tell them that the TTC belongs to Toronto

SAMPLE PHONE SCRIPT: Hello, my name is ____ and my postal code is _____. I strongly oppose your plan to upload the TTC because it will mean higher fares, reduced service, and less say for riders. The TTC belongs to Toronto. We pay for it through our property taxes and our TTC fares.

CONSTITUENCY	MPP	PHONE
Etobicoke North	Hon. Doug Ford	416-325-1941
Renfrew—Nipissing—Pembroke	The Honourable John Yakabuski, Minister of Transportation	416-327-9200
Etobicoke Centre	Kinga Surma	416-325-1823
Parliamentary Assistant to Minister of Transportation		
Beaches East York	Rima Burns-McGowen	416-325-2881
Davenport	Marit Stiles	416-535-3158
Don Valley East	Michael Coteau	416-325-4544
Don Valley North	Vincent Ke	416-325-3715

WELOVEKING.CA

WE ♥ KING

WE ♥ KING

2589 new pledges Goal: 3000 new pledges

We support the King Street Pilot

The King Street Pilot prioritizes transit along King between Bathurst and Jarvis. The pilot aims to provide faster, more reliable transit and make the street work for everyone. Local residents, businesses, community organizations, and commuters who work along the corridor all stand to benefit from a successful pilot project. The King Street Transit Pilot is a one-year pilot project that began in November 2017. More info.

Pledge *

I ♥ King. I support keeping the King Street Pilot.

Toronto City Council: We, the undersigned, support keeping the King Street Pilot.

First Name * Last Name *

Email Address * Postal Code *

In [March 22, 2017, the Grants and Programs Committee Meeting Minutes](#), state that TAF made an “*Internal Reallocation*” of more than \$51,300 to an internal project called, “**Move the GTHA**”, to enable “[core member participation in the Move the GTHA collaborative](#)”.

7. Internal program allocation requests (for recommendation)

(March 22, 2017) internal program allocation requests, submitted by Ian Klesmer, Grants Manager & Policy Advisor

a) **Move the GTHA: Supporting Move the GTHA core groups and strategy development – \$51,300 over six months**

The Committee recommended an internal program allocation of up to \$51,300 over six months to:

- enable continued core member participation in the Move the GTHA collaborative;
- organize capacity building workshops in collective impact for core participants; and
- develop an updated communications strategy.

8-80 Cities	Pollution Probe
8020 Society of Canada	Registered Nurses' Association of Ontario
Canadian Association of Physicians for the Environment	Sustainable Prosperity
Canadian Urban Institute	Toronto and York Region Labour Council
Canadian Environmental Law Association	Toronto Atmospheric Fund
Clean Air Partnership	Toronto Centre for Active Transportation
CivAction (The Greater Toronto CivAction Alliance)	Toronto Environmental Alliance
CodeRED	Toronto Region Board of Trade
Cycle Toronto	Toronto Public Health
Daniel Schwartz Foundation	Transport Action Ontario
Ecojustice	TTCriders
Environmental Defense	Transport Futures
Evergreen City Works	Wellesley Institute
Ontario Chamber of Commerce	Western GTA Summit MOVE Task Force
Ontario Non-Profit Housing Association	WWF Canada
Pembina Institute	

Source: Move the GTHA Interim report, Toronto Atmospheric Fund Agreement, June 2014, updated by Evaluation Committee.

A previous [program evaluation](#) on the “Move the GTHA” internal project of TAF, discussed the “political activity” which TAF had supported, with some of the participants noting that this activity was “**unsettling**”, and a raised concerns over the lack of transparency on where the Move the GTHA project funds had been used. (see below:

The political dimension of the collaborative’s work was unsettling for some. While being able to access policy makers was recognized as important, at the same time, there was questioning about the best distance to maintain.

Although interviewees were **generally supportive of how the Move the GTHA’s funds had been used the decision making processes for spending the collaborative’s resources did not appear to be entirely transparent** to all. Several of those interviewed professed to be unaware of the financial side of things.

“From our perspective, there were different phases. ... it became more of a political activity with strategic tactics on advocacy.”

“I feel it was fair and appropriate, but we’re not sure how it was decided which groups would get funding or who was consulted about this.”

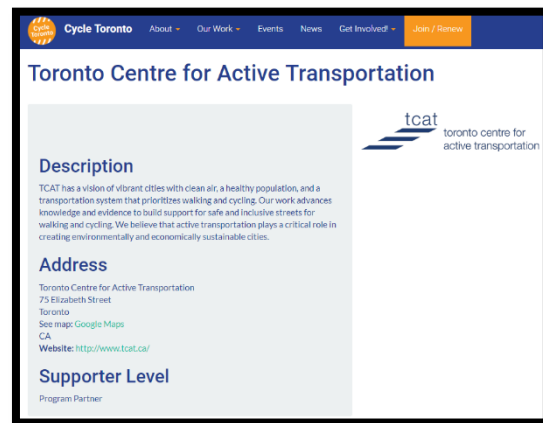
There is no specific reference of this internal project in the financial statements of TAF, yet this “internal reallocation” was granted using City and Provincial endowment funds. Using this internal project, TAF appears to be shifting Funding to the same organizations lobbying during the election period, including **TTC Riders, 8-80 Cities, Cycle Toronto, Environmental Defence**, and even the **Clean Air Partnership**, and its **Toronto Centre for Active Transportation (TCAT)**. In our view, the City endowment funds clearly were not intended to lobby the “**same**” level of government (e.g. councillors), let alone conduct any lobbying activity using Provincial endowment funds – especially during a writ period. This activity is inappropriate.

Clean Air Partnership – Municipal Election Surveys // Re-Imagine Yonge

The resident also raised questions regarding the Clean Air Partnership (CAP) a local board of the City of Toronto, had partnered with several special interest groups receiving City/Province endowment money the Move the GTHA grant (e.g. Cycle Toronto, TTCRiders, 8-80), to lobby candidates to conduct “Election Surveys” of candidates, including questions on the “Re-Imagine Yonge Project” then published these results on its website. It was not immediately clear to us why the City would permit one of its local boards to conduct political activity during an active election.

CAP’s **Toronto Centre for Active Transportation (CAP-TCAT)**, benefits from an exemption from the lobbying rules of the [Toronto Municipal Code, Chapter 140, Lobbying](#), and appear to

be exempt from the [Lobbyist Registration Act, 1998 \(s.3\(3\)\)](#). Further, it does not ensure that its meetings are “Open Meetings” as required under By-law and the TAF Act, 2005. It is not clear to us why this activity was permitted by the City during the election, and why tax dollars / endowment funds are being used to shape the political agenda, and why this money is not reported, or disclosed as political activity to the Canada Revenue Agency (CRA).



The CAP-TCAT also maintains a “[toolkit](#)” which it provides individuals template petitions to Councilors and School administrators requesting speed reductions, as a form of grass-roots lobbying activity.

Other Lobbying Activity

Clean Economy Alliance – Cash for Access Lobbying

- In reviewing TAF provided two grants amounting to \$600,000 to Environmental Defence Canada (EDC) in 2014 and 2016. The [CEO report published on January 28, 2016](#) , it was stated that:

“the grant to Environmental Defence helped create the diverse/multi-stakeholder, 90+ member Clean Economy Alliance that has become an influential voice for a strong provincial climate plan, including a price on carbon”.

On the website of the CEA it states that in exchange for a membership fee between \$0-1000 the members are guaranteed “[bi-annual government relations with the provincial government and decision-makers](#)” (i.e. cash for access)



The members list of TAF's funded CEA, include TAF, CAP, including its internal project the Toronto Centre for Active Transportation (CAP-TCAT) giving the organizations “access” to provincial government decision-makers. The CEA and CAP also began to actively lobby the Mayor and City Councillors to adopt TransformTO in a [letter](#), pressuring Council to fund TAF's TransformTO strategy. It is not clear why TAF partnered with groups it had active funding relationships with, to lobby the “**same**” level of government even though this is prohibited under its relationship framework with the City.

It is unclear why TAF would have funded Environmental Defence Canada while it was clearly [under investigation](#) by the Canada Revenue Agency for its political activities. Further, we believe that TAF's use of tax payer resources to lobby the *same* and *other* governments to enrich itself, and create “evergreen” consulting contracts is a waste of taxpayer dollars.

We remain concerned about the use of these endowment funds to lobby the City and Province, especially the activities which took place during the election in our neighbourhood. We will be taking the following actions to investigate our observations further:

- Request the **Provincial Auditor General** and **City Auditor General** to determine whether City funds are being spent appropriately in line with the City and Provincial endowment rules on lobbying;
- The **Integrity Commissioner** to determine whether TAF's funding of TTCRiders and the Clean Air Partnership's, Municipal Election Surveys during the 2018 Election Period is consistent with City of Toronto Corporate Policy entitled, “[Code of Conduct for Members of Local Boards](#)”, and seek an understanding of why CAP was excluded from its scope.
- The **Ombudsman** to assess whether The Atmospheric Fund and the Clean Air Partnership are compliant with the Open Meeting requirements of the TAF Act, with respect to internal projects, e.g. “Move the GTHA”, and “Toronto Centre for Active Transportation (CAP-TCAT), including board meetings.