



Town of Newmarket Council Information Package

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Date: June 12, 2020

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Proclamation, Lighting Requests and Community Flag Raising

There were no requests for this period.

Information Reports

The following Information Reports were distributed during this period:

INFO-2020-19 Treasurer's Statement Height and Density of Development
INFO-2020-20: Honeywell 2019 - Energy & Operational Savings Report



May 28, 2020

Will Bouma, MPP
96 Nelson Street
Suite 101
Brantford, ON N3T 2X1

Sent via email will.bouma@pc.ola.org

Phil McColeman, MP
108 St. George Street
Suite 3
Brantford, ON N3R 1V6

Sent via email phil.mccoleman@parl.gc.ca

Re: Essential Workers Day – March 17

Please be advised that Brantford City Council at its meeting held May 26, 2020 adopted the following:

10.1 Essential Workers Day – Councillor Wall

WHEREAS the Province of Ontario enacted a Declaration of Emergency on March 17th, 2020 in response to the COVID-19 Worldwide Pandemic; and

WHEREAS during the state of emergency certain services have been deemed essential services by the Government of Ontario; and

WHEREAS citizens are asked to isolate at home to reduce the spread of COVID-19 as essential workers continue to work and provide an essential service to their community; and

WHEREAS essential workers across the country are risking their lives; and

WHEREAS some essential workers have been stricken with illness, suffered trauma or injury, or lost their lives as a result of providing an essential service; and

WHEREAS without this dedicated workforce, essential services, including but not limited to, healthcare, police, fire, paramedics, military, social services, community services, food distribution, agriculture, postal and delivery services, education, security, transit, financial services, hospitality, commerce, manufacturing, construction, maintenance and repair, waste management, sanitation services, government, and administrative services would fail to function; and

WHEREAS our community owes a profound debt of gratitude to every single essential worker who ensured our community could continue to operate;

NOW THEREFORE, the Municipal Council of The Corporation of the City of Brantford HEREBY RESOLVES as follows:

- A. THAT March 17 BE PROCLAIMED by the Council for The Corporation of the City of Brantford to be Essential Workers Day in the City of Brantford; and
- B. THAT the Clerk BE DIRECTED to provide a copy of this resolution, with a covering letter, to MPP Will Bouma and MP Phil McColeman to respectfully request that the Government of Ontario and the Government of Canada formally declare March 17 to be Essential Workers Day to honour all of the essential workers who sacrificed so much during the COVID-19 pandemic; and
- C. THAT all municipalities across Ontario and Canada BE INVITED to proclaim March 17 to be Essential Workers Day in their respective municipalities, and that a copy of this resolution be provided to AMO, LUMCO, FCM, and ROMA for that purpose.



Tanya Daniels
City Clerk
tdaniels@brantford.ca

cc All Ontario municipalities
Association of Municipalities of Ontario (AMO)
Large Urban Mayor's Caucus of Ontario (LUMCO)
Federation of Canadian Municipalities
Rural Ontario Municipal Association (ROMA)

On May 28, 2020 Regional Council made the following decision:

1. Council reiterate its position that the Ministry of Transportation develop, as part of the Environmental Assessment, a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area.
2. Council request, as part of the Environmental Assessment, the Ministry of Transportation not preclude a future interchange at Pine Valley Drive and continue to explore an additional interchange north of the Teston Road interchange, to accommodate development of lands within Regional Official Plan Amendment 2, which are key planned future City of Vaughan communities.
3. The Regional Clerk circulate this report to the Minister of Transportation, Minister of Municipal Affairs and Housing, Members of Provincial Parliament within York Region, the Regions of Peel and Halton and the local municipalities.

The original staff report is attached for your information.

Please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901, or Sandra Malcic, Director of Long Range Planning at 1-877-464-9675 ext. 75274 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Committee of the Whole
Transportation Services
May 14, 2020

Report of the Commissioner of Transportation Services and Chief Planner

Greater Toronto Area West Transportation Corridor Update

1. Recommendations

1. Council reiterate its position that the Ministry of Transportation develop, as part of the Environmental Assessment, a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area.
2. Council request, as part of the Environmental Assessment, the Ministry of Transportation not preclude a future interchange at Pine Valley Drive and continue to explore an additional interchange north of the Teston Road interchange, to accommodate development of lands within Regional Official Plan Amendment 2, which are key planned future City of Vaughan communities.
3. The Regional Clerk circulate this report to the Minister of Transportation, Minister of Municipal Affairs and Housing, Members of Provincial Parliament within York Region, the Regions of Peel and Halton and the local municipalities.

2. Summary

This report provides an update based on recent communication received from the Ministry of Transportation (MTO) in response to the [January 16, 2020](#) Greater Toronto Area (GTA) West Transportation Corridor Update report to Council.

Key Points:

In January 2020, Council advised the Province that York Region supports the decision to resume the GTA West Transportation Corridor Environmental Assessment (EA) and requested the highway be constructed as soon as possible. In addition, Council requested:

- MTO assess a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area
- MTO review the feasibility of additional GTA West highway interchanges within York Region.

On April 6, 2020, MTO's GTA West EA Project Team responded to York Region's issues by email, agreeing to assess new alignment options in west Vaughan further to concerns identified by numerous stakeholders, and to not preclude an additional interchange at Pine Valley Drive as a future municipal initiative. An update on the new alignments is expected by the end of May and MTO anticipates identifying a preferred alignment by the end of June 2020.

The Province has also initiated the Northwest GTA Transmission Corridor Identification Study to protect for future electricity infrastructure. The Transmission Corridor study area is generally aligned with the GTA West Transportation Corridor. Staff comments on the corridor reflect the transportation alignment recommendations in this report to ensure the hydro transmission alignment also reduces impacts to existing and approved community areas.

3. Background

In January 2020, staff reported the Province of Ontario was resuming the Greater Toronto Area West Transportation Corridor Environmental Assessment

In January 2020, Council resolved the following:

1. The Province of Ontario be advised that York Region supports the decision to resume the Greater Toronto Area West Transportation Corridor Environmental Assessment and requests that the highway be constructed as soon as possible.
2. Council request that the Ministry of Transportation assess, as part of the Environmental Assessment, a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area.
3. Council request that, as part of the Environmental Assessment, the Ministry of Transportation review the feasibility of additional Greater Toronto Area West highway connections within York Region, including at Highway 50 and Pine Valley Drive, and to Highway 400 at Kirby Road and King-Vaughan Road in the vicinity of the proposed freeway to freeway connection with the Greater Toronto Area West highway.
4. The Regional Clerk circulate this report to the Minister of Transportation, Minister of Municipal Affairs and Housing, Members of Provincial Parliament within York Region, the Regions of Peel and Halton and the local municipalities.

Additional background information on the EA progress and Regional issues related to alignment development and interchange locations is provided in the [January 2020](#) report to Council.

4. Analysis

Ministry of Transportation agreed to assess new alignment options in west Vaughan in response to concerns identified by numerous stakeholders

MTO acknowledged they received numerous comments regarding their draft Technically Preferred Route, Section 8 from Huntington Road to west of Pine Valley Drive, including concerns raised by York Region and the City of Vaughan regarding impacts to the North Kleinburg-Nashville Secondary Plan area. MTO agreed to assess new alternative alignments in this section to address issues identified by stakeholders and is expected to share these as well as their evaluation at the end of May. Attachment 1 shows the section of the alignment being reassessed.

MTO anticipates this additional assessment of alignment alternatives will be completed in time to confirm the preferred GTA West Transportation Corridor alignment in June 2020.

The Ministry of Transportation agreed to not preclude an additional interchange at Pine Valley Drive

MTO reviewed the Region's request for additional GTA West interchange connections at Highway 50, Pine Valley Drive, and to Highway 400 at Kirby Road and King-Vaughan Road, and noted the following for each potential interchange location:

- **An interchange at Highway 50 is not proceeding** - MTO recognizes an interchange at Highway 50 would provide good overall road network connectivity, but close proximity to the Highway 427 freeway to freeway interchange precludes an interchange at Highway 50.
- **A future interchange at Pine Valley Drive is not included, but will not be precluded as a future municipally-led initiative** - MTO considered a GTA West interchange at Pine Valley Drive and concluded an interchange is not recommended at this location at this time. Rationale includes the discontinuity of Pine Valley Drive, overall interchange spacing, geometric design and highway traffic operational considerations. MTO acknowledged their EA findings did not preclude a separate municipal initiative to explore an interchange at Pine Valley Drive outside the scope of the EA study.
- **Additional Highway 400 Interchanges will not be included** - Interchanges to Highway 400 at Kirby Road and King-Vaughan Road in the vicinity of the GTA West freeway to freeway connection were identified as not required for the GTA West highway, and outside the scope of the current EA study.

Within York Region, GTA West interchanges are proposed by MTO at Highway 427, Highway 27, Weston Road (partial to and from the west) and at Highway 400.

Staff agrees with not precluding a future interchange at Pine Valley Drive as part of the Environmental Assessment; however, it is unnecessary to specify its future construction as a municipal initiative, which is only one option as to how a future interchange could be built.

Regarding future interchanges with Highway 400 at either Kirby Road or King-Vaughan Road, significant development is planned both east and west of Highway 400 between Teston Road and Kirby Road. These lands were designated within the Region's urban area as part of Regional Official Plan Amendment 2 to accommodate Provincially-allocated growth. Staff believes providing access for these lands with an additional interchange to Highway 400 to north of the Teston Road interchange is important. The awkward interchange at Teston Road makes the need for an additional interchange to the north even greater.

Insufficient information has been provided by MTO as to why an additional interchange at either Kirby Road or King-Vaughan Road is identified as not required and therefore, the Region should continue to advocate for an additional Highway 400 interchange to the north of the Teston Road interchange.

The Province has initiated the Northwest GTA Transmission Corridor Identification Study to protect for future electricity infrastructure

The Ministry of Energy, Northern Development and Mines is seeking initial comments on the North West GTA Transmission Corridor Study project area and principles through the Environmental Registry (ERO # 019 – 1503). The Transmission Corridor study area is generally aligned with the Ministry of Transportation's GTA – West Environmental Assessment study area to facilitate co-location of provincial infrastructure. While supportive of early identification of an electricity corridor to service future electricity demand, as well as co-location of provincial infrastructure, staff comments on the transmission corridor reflect Council's position that the transmission corridor alignment should reduce impacts to existing and approved communities. .

The Ministry of Transportation is committed to continuing consultation with local and regional municipalities throughout the Environmental Assessment

Staff will continue to work with MTO and coordinate with the City of Vaughan throughout the EA study and the Northwest GTA Transmission Corridor Study.

5. Financial

As noted in the January 2020 staff report, should the final highway alignment impact approved areas for development, thereby reducing overall development lands, this could affect the Regional and municipal collection of development charges and tax levy. Since a final highway alignment has not been confirmed, the potential impact cannot be quantified at this time.

6. Local Impact

York Region and the City of Vaughan have acknowledged the significant benefit from a new GTA West highway, including support for population and employment growth, improved goods movement and improved mobility.

7. Conclusion

Staff will continue to monitor, through the EA process, issues of importance to York Region and report to Council at key milestones. Staff will also continue to report on any additional issues that may arise from the Northwest GTA Transmission Corridor Identification Study.

For more information on this report, please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901, or Sandra Malcic, Director of Long Range Planning at 1-877-464-9675 ext. 75274. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
Commissioner of Transportation Services



























Recommended by: **Paul Freeman, MCIP, RPP**
Chief Planner

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

April 30, 2020
Attachment (1)
10760961

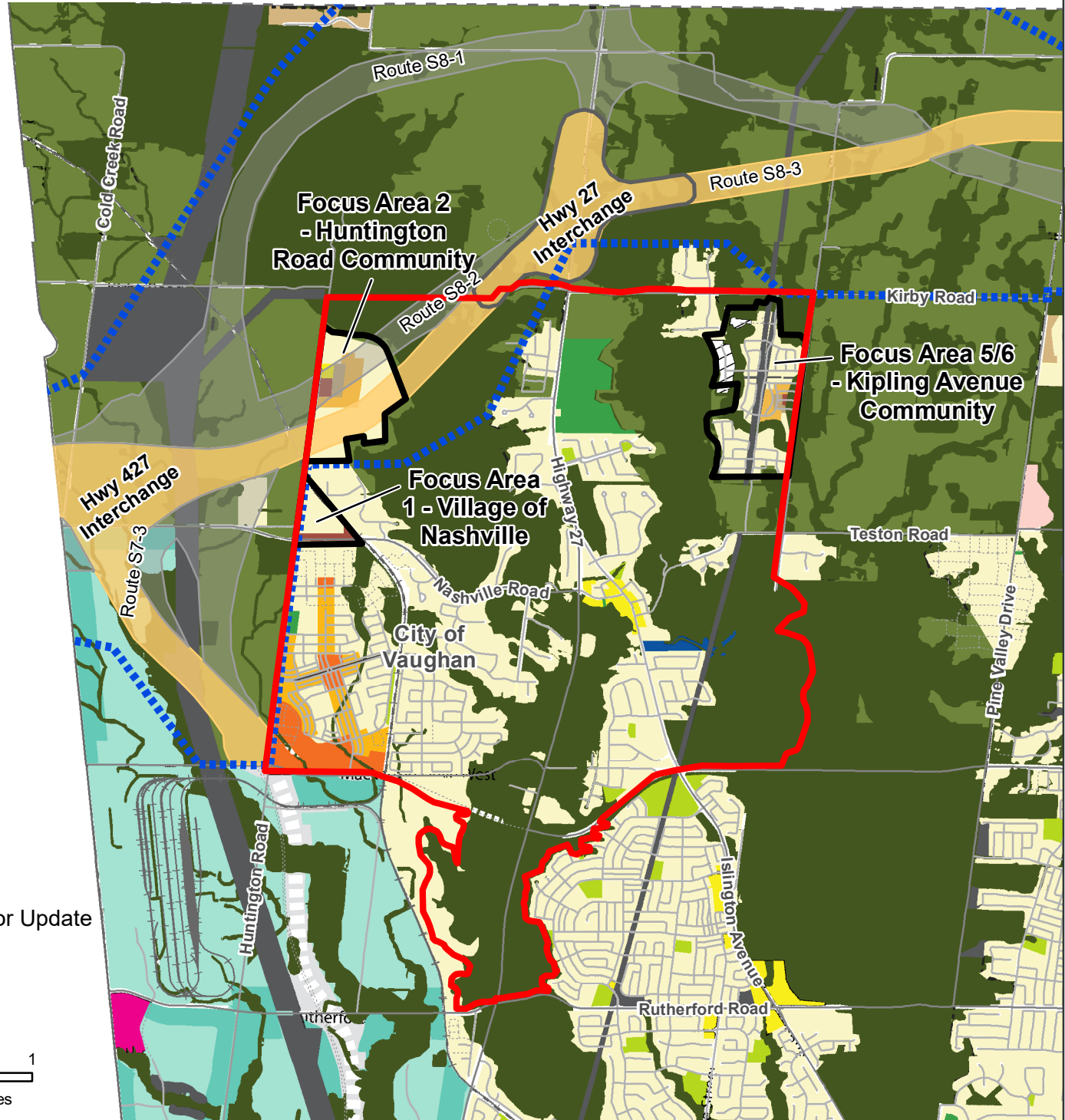
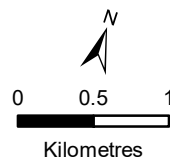
GTA West Corridor Technically Preferred Route

City of Vaughan - Land Use

-  Official Plan Boundary Kleinburg-Nashville
-  North Kleinburg-Nashville Secondary Plan
-  Route Planning Study Area
-  Conceptual Interchange Footprint
-  Technically Preferred Route
-  Short List of Route Alternatives
-  Natural Area
-  Parks
-  Private Open Spaces
-  Agricultural
-  Rural
-  Low-Rise Residential
-  Low-Rise Residential II
-  Low-Rise Residential III
-  Low-Rise Mixed-Use
-  Low-Rise Mixed-Use II
-  Mid-Rise Residential
-  Mid-Rise Mixed-Use
-  Employment Commercial Mixed-Use
-  Prestige Employment
-  General Employment
-  Major Institutional
-  New Community Area
-  Infrastructure and Utilities
-  Utility
-  Special Study Area

GTA West Transportation Corridor Update
Committee of the Whole
May 14, 2020

Produced by:
The Regional Municipality of York
Planning and Economic Development,
Corporate Services
November 2019



On May 28, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to local municipalities.

The original staff report is attached for your information.

Please contact Krista South, Executive Manager, Regional and Corporate Change Strategies at 1-877-464-9675 ext. 71208 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
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Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Committee of the Whole
Finance and Administration
May 14, 2020

Report of the Chief Administrative Officer

2019 to 2023 Strategic Plan Year 1 (2019) Progress Report

1. Recommendations

The Regional Clerk circulate this report to local municipalities.

2. Summary

This report provides a summary on the progress made in 2019, year one of the [2019 to 2023 Strategic Plan](#).

Key Points:

- In 2019, 24 of 31 (77%) of the *2019 to 2023 Strategic Plan* performance measures were trending in the desired direction (see Attachment 1)

3. Background

The Strategic Plan sets out critical steps needed for the Region to move towards meeting Council's vision

Council's vision of *strong, caring and safe communities* is guided by the eight goal areas in [Vision 2051](#). To achieve these long term goals, the Region sets priorities over each four-year term of Council through the Strategic Plan. The Strategic Plan alignment with Vision's eight goal areas ensures that decisions made today, set a course for the desired future.

On February 28, 2019, Council endorsed the [2019 to 2023 Strategic Plan](#) tabled with the *2019 to 2022 Regional Budget*. Strategic Plan progress reports are presented to Council annually. This report provides a summary on the progress made on performance measures in year one (2019) of the *2019 to 2023 Strategic Plan*.

Performance accountability considers York Region's specific contribution to the well-being of our communities

Performance accountability is measured through performance measures that capture how well a Regional service is working to contribute to our communities' well-being. Performance measures in the *2019 to 2023 Strategic Plan* are tracked to ensure that objectives are met, with progress being reported to Council annually.

4. Analysis

2019 TO 2023 STRATEGIC PLAN PERFORMANCE MEASURES

The Region made significant progress in Year 1 (2019) of its four-year Strategic Plan. Performance measures help demonstrate whether the desired impact is taking shape as a result of the Region's focused efforts. The Year 1 (2019) Progress Report summarizes progress on the baseline trends over four data points using 2015 as the baseline reference year where possible. As fluctuations can occur from year-to-year, it is more meaningful to report on the baseline trend as a four year impact summary, rather than annual variance.

77% of the Strategic Plan's performance measures were trending in the desired direction

In 2019, 24 of 31 (77%) performance measures' current baselines were trending in the desired direction (see Attachment 1). There are four (4) performance measures to note:

One (1) performance measure with the trend unchanged over the baseline:

- Number of days to determine York Region residents' eligibility for social assistance

Two (2) performance measures with no trend information due to data only available for one year to date:

- Percentage of individuals and families remaining stably housed after six months who were homeless or at risk of homelessness
- Percentage of development applications meeting timeline commitments

One (1) performance measure collecting data with no data available for reporting:

- Percentage of York Region clients receiving help to improve their housing stability

Three performance measures were not trending in the desired direction

Three (3) out of 31 (10%) of the performance measures' current baseline trends were not trending in the desired direction (see Attachment 1):

- Number of transit ridership per capita

The number of transit ridership per capita decreased slightly in 2019 reaching 19.8 million riders. Ridership was impacted by construction happening on the Region's busiest corridors. In addition, the service area population has been increasing due to the growing population throughout York Region. In 2019, an additional 4.5 million trips were taken on TTC Line 1 Subway extension in York Region. These trips are not included in the 2019 ridership number provided.

- Percentage of regional roads with sidewalks and/or dedicated bike lanes in urban areas

In 2019, 84% of regional roads have an adjacent sidewalk and/or dedicated bike lane in urban areas. 2018 was the first year the percentage of regional roads with sidewalks and/or dedicated bike lanes in urban areas was measured. For 2019, the methodology was refined to provide a better picture throughout York Region by including both Regional and Local Municipal data sets. To provide more accurate data, York Region undertook the activity of recalibration resulting in a lower percentage of regional roads with sidewalks and/or dedicated bike lanes.

- Percentage of regional assets with a condition assessment rating of fair or better condition

The overall percentage of core assets with a condition assessment rating of fair or better has decreased slightly in 2019 to 87%. This is due to aging road assets which previously did not have a sustainable funding source to support the growing and aging asset base. In 2019, Regional Council approved drawing from the Asset Replacement Reserve to fund Transportation Asset Management projects.

Attachment 2 is an exception report summarizing these three performance measures, the summary outlines contributing factors for performance relating to each measure and activities planned to support future progress.

5. Financial

Costs associated with the delivery of the *2019 to 2023 Strategic Plan* are aligned with the multi-year budget. The impacts of COVID-19 on York Region's ability to achieve the *2019 to 2023 Strategic Plan* will be reflected in next year's Progress Report demonstrating 2020 results on performance measures.

6. Local Impact

The Region's *2019 to 2023 Strategic Plan* share many of the same goals expressed in local municipalities' plans. The progress made in year one of the Region's four-year Strategic Plan continues to support this strong alignment to the strategic areas profiled in many of the local municipalities' plans.

7. Conclusion

The Year 1 (2019) Progress Report is the first in a series of annual progress reports associated with the *2019 to 2023 Strategic Plan*. The progress report provides Council with an update on how the Region is progressing towards meeting its strategic goals. In Year 1 (2019), 77% (24 of 31) of performance measures are trending in the desired direction. This demonstrates York Region's dedicated commitment made in Year 1 in taking specific, implementable strategies and actions to address turning and maintaining the curves of performance measures toward achieving the priorities captured in the Strategic Plan. It is recommended this report be circulated to local municipalities for their information.

For more information on this report, please contact Krista South, Executive Manager, Regional and Corporate Change Strategies at 1-877-464-9675 ext. 71208. Accessible formats or communication supports are available upon request.

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

Attachments (2)
#10690682

2019 TO 2023 STRATEGIC PLAN

YEAR 1 (2019) PROGRESS REPORT



SUMMARY: 24 of 31 = 77% of Performance Measures Trending in the Desired Direction

Result Area	Performance Measure	Historical Data					Baseline Trend
		2015	2016	2017	2018	YEAR 1 2019	
Economic Vitality	Increase % of business engagements resulting in business retention, expansion and attraction	51%	44%	45%	37%	53%	●
	Maintain # of transit ridership per capita	21.4	20.7	20.8	20	19.8	●
	Increase # of kilometres of bus rapidways	8.70	8.70	12.30	12.30	27.30	●
	Increase # of people and employment within 500 metres of transit	Data not available for reporting			241,000	257,000	●
	Maintain % of on-time performance on all transit routes	94.17%	94.58%	94.14%	91.45%	91.48%	●
	Increase # of road lane kilometres	4,144.44	4,174.51	4,229.70	4,265.12	4,309.46	●
Healthy Communities	Maintain % of residents that rate York Region as a safe place to live	97%	96%	96%	94%	95%	●
	Maintain police emergency (Priority 1) response time in minutes	8.2	7.4	7.3	7.2	6.5	●
	Maintain % of municipal drinking water samples meeting Ontario Drinking Water Standards	99.99%	99.96%	99.93%	99.89%	100.00%	●
	Increase % of regional roads with sidewalks and/or dedicated bike lanes in urban areas	Data not available for reporting			88%	84%	●
	Increase % of 17-year-old students in compliance with Immunization of School Pupils Act	59.15%	59.15%	86.43%	91.83%	92.00%	●
	Increase % of food service premises with a certified food handler at all times	43%	47%	52%	68%	77%	●
	Increase % of York Region clients receiving help to improve their housing stability	Data not available for reporting					▲
	Maintain paramedic response time for emergency response services to meet Council approved targets	79%	80%	78%	76%	76%	●
	Increase # of advocacy activities related to long-term care beds	Data not available for reporting			3	13	●
	Decrease # of days to determine York Region residents' eligibility for social assistance	8	9	9	8	8	-
	Decrease # of children with an immediate need waiting for subsidized childcare	2,255	1,957	1,258	1,575	2,152	●
	Increase % of individuals and families remaining stably housed after six months who were homeless or at risk of homelessness	Data not available for reporting				83%	○
Sustainable Environment	Maintain % of wastewater receiving treatment	99.99%	99.99%	99.97%	99.99%	100.00%	●
	Maintain % of residential solid waste diverted from landfill	87%	91%	93%	94%	94%	●
	Decrease # of megalitres of treated water consumed per 100,000 population	10,989	10,718	9,605	9,855	10,004	●
	Decrease # of per capita greenhouse gas emissions across Regional operations in tonnes	66.00	69.70	64.80	65.20	65.40	●
	Increase % of growth occurring within the built-up areas	58.1%	44.5%	46.9%	59.3%	75.0%	●
	Increase % of development applications meeting timeline commitments	Data not available for reporting				100%	○
	Maintain # of trees and shrubs planted annually through the Regional Greening Strategy Program	94,637	93,188	85,464	101,122	102,332	●
Good Government	Maintain / Improve comparative \$ of operating cost per unit of service*	0.81	0.86	0.91	1.00	1.01	●
	Increase % of public-facing transactions that can be completed online or with a mobile device	Data not available for reporting			60%	73%	●
	Increase % of reserve-to-debt ratio	73%	79%	86%	99%	111%	●
	Maintain % of regional assets with a condition assessment rating of fair or better condition	Data not available for reporting		91%	90%	87%	●
	Maintain % of York Region residents that are satisfied with Regional government	83%	86%	78%	75%	81%	●
	Increase # of open data sets	131	163	177	214	228	●

*NOTE: 2018 as baseline year and considered trending in the right direction compared to inflation. 2019 data may be subject to change based on finalized FIR data.

LEGEND

- = Trending in the desired direction
- = No trend information
- = Trend unchanged
- ▲ = Collecting data

Exception Report Summary

2019 to 2023 Strategic Plan Year 1 (2019) Progress Report – Performance Measures

Three (3) of 31 (10%) of the Strategic Plan’s performance measures’ current baseline trends were not trending in the desired direction (see Attachment 1):

- Number of transit ridership per capita
- Percentage of regional roads with sidewalks and/or dedicated bike lanes in urban areas
- Percentage of regional assets with a condition assessment rating of fair or better condition

Contributing factors for the performance of each of these measures are detailed below.



ECONOMIC VITALITY

Maintain number of transit ridership per capita

The number of transit ridership per capita decreased slightly in 2019. Ridership was impacted by construction happening on the Region’s busiest corridors. In addition, the service area population of York Region increased in 2019 due to the growing population throughout York Region. The number of transit riders across the York Region Transit system remained stable in 2019 reaching 19.8 million riders.

In 2019, an additional 4.5 million trips were taken on TTC Line 1 Subway extension in York Region. These trips are not included in the 2019 ridership number provided.

The regional road network continues to be under pressure due to significant growth across York Region. To manage this demand on our regional roads, highways and transit system, the Region is continuing to focus providing mobility for all modes of travel (walking, cycling, transit as well as auto uses) through improved transit services, development of complete and walkable communities, improved network infrastructure as well as promoting active transportation through the provision of cycling infrastructure.



HEALTHY COMMUNITIES

Increase percentage of regional roads with sidewalks and/or dedicated bike lanes in urban areas

In 2019, 84% of regional roads have an adjacent sidewalk and/or dedicated bike lane in urban areas.

2018 was the first year the percentage of regional roads with sidewalks and/or dedicated bike lanes in urban areas was measured. This performance measure illustrates the number of regional roads that have a sidewalk or bike lane adjacent to it and relies on municipal data sets inputted by York Region local municipalities into the Spatial Data Warehouse. For 2019, this methodology was refined to provide more

accurate data by using multiple data sets, resulting in a decrease to the percentage from 2018. As the data sets are refined each time entered, there may have a change in municipal data sets entered.



GOOD GOVERNMENT

Maintain percentage of regional assets with a condition assessment rating of fair or better condition

This performance measure includes only service areas deemed as "core assets" per O.Reg 588/17. (e.g. Water/Wastewater, Roads).

The percentage of regional assets with a condition assessment rating of fair or better has decreased to 87% in 2019 from 90% in 2018. The Region continues improving asset management practices to better understand risks and vulnerabilities to service delivery and better link asset management decision-making with broader provincial acts and regulations, corporate policies, plans and budgets. Corporate Asset Management's last report to council was in 2018, whereby the Region completed its first Corporate Asset Management Plan and an update to the Corporate Asset Management Policy. The next Corporate Asset Management Plan update is scheduled for 2022. Prior to the update, the Region is working to define current and future Level of Service across all service infrastructure areas.

Water/Wastewater assets:

- In 2019, over 94% of the water/wastewater asset portfolio is in fair or better condition, which is unchanged from the previous reporting year
- All water and wastewater assets rated in poor or very poor condition have been reviewed for rehabilitation or replacement projects

Transportation assets:

- In 2019, the decline in condition assessment rating is due to aging road assets which previously did not have a sustainable funding source to support the growing and aging asset base
- Transportation staff have been tracking this expected decline in condition and have been working with Finance to create a sustainable funding source. In 2019, Regional Council approved drawing from the Asset Replacement Reserve to fund Transportation Asset Management projects.

On May 28, 2020 Regional Council made the following decision:

1. The Regional Treasurer be authorized to determine the percentage of property tax decreases to be withheld to fund the cost of capping reassessment-related tax increases in the commercial class for the 2020 taxation year.
2. The Regional Treasurer be authorized to fund the Region's share of resulting shortfall from the Tax Stabilization Reserve, should the amount of property tax decreases available from any of the property classes, be insufficient to fund the capping requirement.
3. The Regional Clerk circulate the report to local municipalities.

The original staff report is attached for your information.

Please contact Edward Hankins, Director, Treasury Office at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

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Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Committee of the Whole
Finance and Administration
May 14, 2020

Report of the Commissioner of Finance

2020 Property Tax Capping Report

1. Recommendations

1. The Regional Treasurer be authorized to determine the percentage of property tax decreases to be withheld to fund the cost of capping reassessment-related tax increases in the commercial class for the 2020 taxation year.
2. The Regional Treasurer be authorized to fund the Region's share of resulting shortfall from the Tax Stabilization Reserve, should the amount of property tax decreases available from any of the property classes, be insufficient to fund the capping requirement.
3. The Regional Clerk circulate the report to local municipalities.

2. Summary

This report seeks authorization for the Regional Treasurer to determine percentage of tax decreases for properties in the commercial class that must be withheld for the 2020 taxation year, to fund shortfalls for properties whose taxes have been capped.

Key Points

- The Region has adopted every option to accelerate the phase out of capping
- The 2019 taxation year was the final year of phasing out capping for the industrial class
- The 2020 taxation year will conclude the phase out for the commercial class
- No further action will be required by council regarding capping after the 2020 taxation year

3. Background

The Province originally introduced the capping program to alleviate impact of Current Value Assessment on business property classes

The Province of Ontario introduced Current Value Assessment (CVA) in 1998 with the goal of improving consistency and equity of the assessment process across Ontario. At that time, there was concern taxpayers in the business property classes would have to absorb extraordinarily high property tax increases due to change in their assessment valuation. To alleviate that impact, the Province enacted a number of transitional provisions through the Fairness for Property Taxpayers Act 1998, the Continued Protection for Property Taxpayers Act 2000, and various legislative amendments and regulatory provisions under the Municipal Act 2001 ('the Act').

Council has historically funded capping through clawback rates

Council has a long-standing policy of funding the cost of capping protection by clawing back a percentage of property tax decreases available within each of the protected classes. The clawback rates must be set prior to issuance of the final 2020 property tax bills by the local municipalities. The Act also requires the Region ensure the amount of decreases and increases is equalized across all lower tier municipalities through a process called banking. Banking is the inter-municipal transfer of additional tax levy funds raised from clawbacked properties to offset underfunding received from the capped properties. No banking is expected this year as both the effected properties are in Markham.

The capping and clawback program results in inequities among business properties

Since 1998, there has been significant movement of properties within the business classes toward their Current Value Assessment level taxes. Notwithstanding this, it is estimated in 2020, there will still be one commercial property in the Region paying more than their Current Value Assessment level of taxes, to fund the cost of providing capping protection for one other business property. Tax capping will be fully phased out by 2021.

Council has previously advocated for ending property tax capping as it results in inequities among taxpayers. York Region also adopted all options available from the Province to accelerate the movement of properties to their Current Value Assessment.

Capping options approved by Council helped move commercial properties to almost their full CVA level

In 2016 and 2017, Council approved a series of additional options to accelerate the movement of business properties to their Current Value Assessment level taxes including increasing the maximum annual increase for capped properties, moving properties within \$500 of their full Current Value Assessment taxes to the Current Value Assessment tax level within the current taxation year (raised from a \$250 threshold), and excluding vacant properties from the phase-out eligibility criteria.

4. Analysis

Setting clawback rates requires delegation of authority

To allow local municipalities to proceed with their property tax billings in a timely manner, staff are requesting Council delegate the authority to determine final clawback rates, to the Regional Treasurer. These clawback rates determine the level of property tax decreases needed to be withheld, to fund the cost of capping protection in commercial and industrial property classes for the 2020 taxation year.

Table 1 illustrates the clawback percentages from 2012 to 2020.

Table 1
Clawback Percentages, 2012 to 2020

Year	Commercial Clawback Percentage	Industrial Clawback Percentage	Multi-residential Clawback Percentage
2020*	0.90	0.00	0.00
2019	5.02	0.00	0.00
2018	10.26	5.82	0.00
2017	16.64	19.07	0.00
2016	26.03	39.51	0.00
2015	45.64	54.17	0.00
2014	48.28	50.60	0.00
2013	49.67	62.72	0.00
2012	63.80	68.80	0.00

*2020 percentages are estimated and are subject to change pending finalization of upper and lower tier tax rates

The multi-residential clawback percentage is zero since all properties in that class reached their Current Value Assessment level taxes in 2010. The industrial clawback percentage is also zero, since all properties in that class reached their Current Value Assessment level taxes in 2019.

Table 2 shows the distribution of capped, clawed back and at Current Value Assessment level properties, as of March 9, 2020.

Table 2
Property Tax Capping Protection Summary, 2020
Estimated Number of Properties*

	Multi- Residential	Commercial	Industrial	Total
At CVA Level Taxes	298	25,527	2,542	28,367
Capped	0	1	0	1
Clawed Back	0	1	0	1
New construction/ class**	0	1	0	1
Total	298	25,530	2,542	28,370

*As of March 9, 2020

** Properties normally eligible to be capped but are excluded because they are either new construction or new to the commercial class

The online property tax analysis system provides the basis for determining clawback percentages

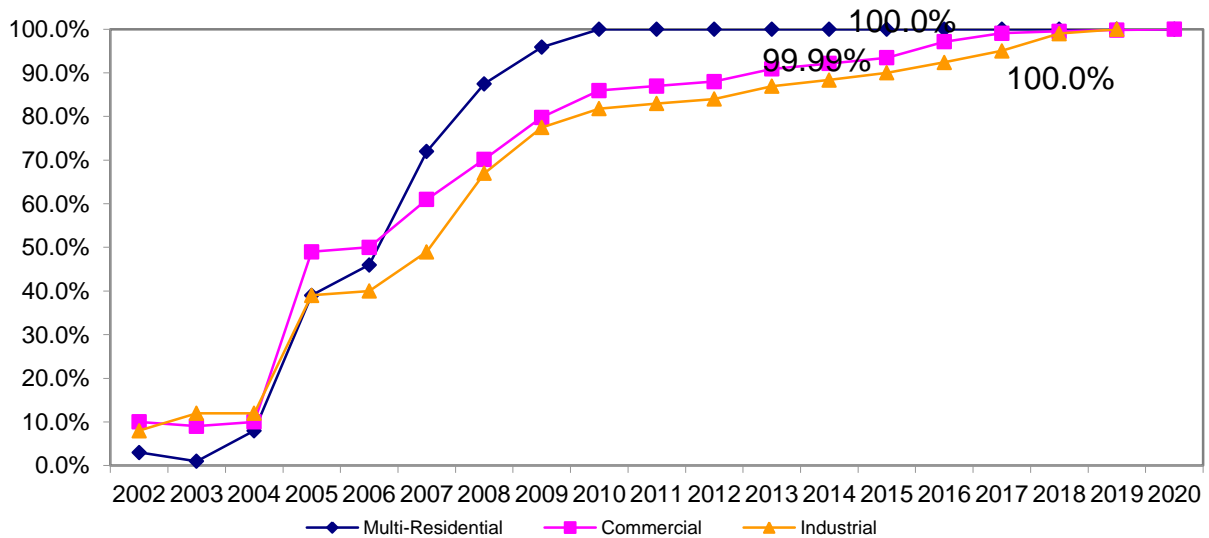
The Region uses the Online Property Tax Analysis (OPTA) system to calculate appropriate clawback percentages. Local municipalities also use the Online Property Tax Analysis system to prepare property tax billings for capped properties.

The Region and its local municipalities have agreed to request the Ontario Property Tax Analysis system use an assessment update cut-off date of January 1, 2020. Changes to percentages may still occur until both the Region and the local municipalities finalize their tax rates and enter them into the Online Property Tax Analysis system.

Using all capping options has maximized the number of properties moving to Current Value Assessment level taxes

Chart 1 displays the percentage of properties at Current Value Assessment level taxes each year, since 2001. It is estimated over 99 percent of all business properties in the Region will be paying Current Value Assessment level taxes in 2020.

Chart 1
Percentage of Properties Paying Full CVA Value Assessment Level Taxes



Note: 2020 percentages are estimates of the Current Value Assessment level taxes for the commercial class at the time of authoring the report

Capping will cease after the 2020 taxation year and will not require further action from council or staff

Per Ontario Regulation 73/03, if a municipality passes the appropriate bylaw to exit capping for a property class in three consecutive taxation years, that property class will have permanently exited capping. This was achieved for the industrial class in 2019. The 2020 taxation year represents the third year for the commercial class. As such, no actions will be required by council or staff after this taxation year.

5. Financial

In recent years there has been no shortfall resulting from capping. A shortfall is not expected to occur this year, as both properties currently projected to be capped or clawed back are in the same municipality. Should a shortfall materialize, staff recommend the Region's share be funded from the Tax Stabilization Reserve.

6. Local Impact

The Region acts as a banker to balance out any shortfalls in the business classes

The Act requires the Region distribute the impact of capping and clawback among local municipalities. Taxpayers eligible for tax reductions in a municipality may need to give up a portion of this reduction, to fund tax protection for capped properties in other municipalities. The Region acts as a banker to facilitate the transfer of funds among local municipalities.

However, no banking impact is expected in 2020, since both the property expected to be capped and the one expected to be subjected to being clawed back, are both in Markham.

An overall shortfall would be funded by the Region and local municipalities proportionately

Should a shortfall occur, local municipalities and the Region are required to fund the shortfall in the same proportion they receive taxes for the property class, in which the shortfall occurs. The Province does not participate in the funding of any shortfall.

7. Conclusion

Consistent with past practice, it is recommended Council authorize the Regional Treasurer to determine the percentage of decreases to be withheld.

For more information on this report, please contact Edward Hankins, Director, Treasury Office at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by: **Laura Mirabella, FCPA, FCA**
Commissioner of Finance and Regional Treasurer

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

April 20, 2020
Edocs #10649193

On May 28, 2020 Regional Council made the following decision:

1. Regional property tax rates for 2020 be established for the following property classes:

Broad Property Class	2020 Tax Rates %
Residential/Farm	0.321619
Multi-Residential	0.321619
Commercial	0.428429
Industrial	0.528484
Pipelines	0.295568
Farmland	0.080405
Managed Forests	0.080405

2. Local municipalities pay the final two instalments of their 2020 Regional property tax levy on or before September 30, 2020 and December 15, 2020.
3. Council defer any consideration to eliminate the discount to vacant and excess commercial and industrial land subclasses until the 2022 taxation year.
4. Council not adopt the new optional small-scale on-farm business subclass at this time.
5. Council approve a bylaw to give effect to these recommendations.
6. The Regional Clerk circulate this report to local municipalities

The original staff report is attached for your information.

Please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

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The Regional Municipality of York

Committee of the Whole
Finance and Administration
May 14, 2020

Report of the Commissioner of Finance

2020 Property Tax Rates

1. Recommendations

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5. Council approve a bylaw to give effect to these recommendations.
6. The Regional Clerk circulate this report to local municipalities.

2. Summary

Property tax rates need to be established for various property classes in order for the tax levy component of the Regional Budget to be raised for 2020.

3. Background

Section 311(2) of the Municipal Act, 2001 (the Act) requires an upper-tier municipality pass a tax rating bylaw each year, unless otherwise specified by the Province, setting out tax rates for each property class. This allows the Region to raise sufficient revenues to meet its budgetary requirements.

Proposed tax rates are based on the 2019 Returned Roll provided by the Municipal Property Assessment Corporation (MPAC) and assume continued adoption of revenue neutral tax ratios by Council, during phase-in of the 2016 property reassessment.

4. Analysis

2020 tax rates are determined by the approved budget, assessment values and tax ratios

Regional property tax rates are calculated based on the following formula:

$$\text{Property Tax Rates} = \frac{\text{Total Property Tax Funding Requirement for 2020}}{\text{Weighted and Discounted Assessment for All Classes}} \times \text{Tax Ratio for the Class}$$

Weighted and discounted property assessment is assessment returned by the Municipal Property Assessment Corporation for 2019, using tax ratios established in the 2020 Property Tax Ratios Report. Table 1 summarizes revenue neutral tax ratios and 2020 proposed tax rates.

Table 1
2020 Proposed Revenue Neutral Tax Ratios and 2020 Proposed Tax Rates

Property Class	2020 Proposed Revenue Neutral Ratios	Proposed 2020 Tax Rates %
Residential	1.0000	0.321619
Multi-Residential	1.0000	0.321619
Commercial	1.3321	0.428429
Industrial	1.6432	0.528484
Pipelines	0.9190	0.295568
Farmland	0.2500	0.080405
Managed Forests	0.2500	0.080405

In addition, discounted tax rates are offered for certain property subclasses, to ensure the special nature of these properties is recognized.

Table 2
Prescribed Subclass Discounts for Property Classes

Applicable Property Class	Subclass	Discount
Residential, Multi-Residential, Commercial and Industrial	Farmland Awaiting Development 1	75% of the residential tax rate
Commercial and Industrial	Excess Land	30% of the commercial rate and 35% of the industrial rate
Commercial and Industrial	Vacant Land	30% of the commercial rate and 35% of the industrial rate

Staff recommend deferring the decision to eliminate discounts for vacant and excess commercial and industrial land subclasses until the 2022 taxation year

Up until 2017, provincial legislation required all municipalities to provide both a tax rate discount to commercial or industrial property owners with vacant or excess land, as well as, a rebate to those with vacant units.

In 2017, the Province offered municipalities the option to phase out those discounts and rebate. However, after consultation with business owners and local municipal staff and analysis, the Region opted to only phase out the vacant unit rebate, effective January 2018.

In 2019, the Province advised municipalities it would be phasing out remaining vacant and excess land discounts for education taxes over a two year period, regardless of municipal decisions, and has reopened the opportunity for municipalities to do the same in the future.

Currently, the Region provides a tax rate discount of 30 per cent for commercial properties and 35 per cent for industrial properties in these subclasses. Owners of vacant and excess commercial and industrial land currently realize approximately \$4 million in Regional property tax savings as a result of the discount. The savings are recovered from other tax payers through the tax levy. Due to revenue neutral tax ratios currently adopted for 2017 to 2020 taxation years, eliminating the discount now would result in savings only to other commercial and industrial property owners and not residential property owners.

Staff consulted with local municipalities on this matter and the consensus was to recommend revisiting the elimination or phase-out of discounts after the 2017-2020 revenue neutral tax ratio period is complete. However, on March 25, 2020 the Province announced, in view of unprecedented challenges that municipalities, residents, and businesses were facing during 2020, the 2020 reassessment be postponed, and assessments for the 2021 taxation year continue to be based on the same valuation date, in effect for the 2020 taxation year. As such, staff recommend deferring the decision to eliminate discounts for vacant and excess commercial and industrial land subclasses until the 2022 taxation year.

Additionally, since the Province requires municipalities engage and communicate with the local business community, prior to Council considering the phase-out of discounts, staff will conduct public consultations and include the results in a future report.

Adoption of a small-scale on-farm business subclass is not recommended at this time

On May 3, 2018, Ontario Regulation 361/18 was filed by the Province to establish two new optional subclasses for small-scale on-farm businesses, to promote and support local farms across Ontario. Commercial and industrial subclasses were created to provide a tax rate, 75% lower than commercial and industrial tax rates.

The subclasses are applicable to properties where at least 51% of the commercial and/or industrial facility is used to sell, process or manufacture something from a product produced on the farmland. The first \$50,000 of assessed value attributed to the commercial or industrial operation, will qualify for the reduced commercial or industrial tax rate. Commercial or industrial operations with an assessed value higher than \$1 million will not qualify.

Amended assessment notices were issued in March of 2019. Of the 250 properties identified as eligible across Ontario, only two are located in the Region with total assessment value of approximately \$60,000. The benefit to landowners in the Region, associated with having a new subclass, would be less than \$200 and would also require adjusting tax rates for the commercial class.

Staff consulted with local municipalities on this matter and the adoption of this subclass is not recommended at this time.

5. Financial

Tax rates are declining because property assessment values are growing faster than the Region's tax levy needs

Table 3 shows the historical relationship between average assessed value of a single-family detached home in the Region and the tax rate for residential property class. Tax rates are adjusted each year to raise the amount needed to fund the Region's approved operating budget. As a result of the annual increase in the Region's spending being proportionately lower than the average increase in single-family detached assessment value, the tax rates shown on Table 3 have declined each year since 2013.

Table 3
Comparison of Residential Assessment to Residential Tax Rates

	Average Single-Family Detached Assessment	Tax Rates (%)
2020	959,600	0.321619
2019	883,328	0.336549
2018	809,104	0.350606
2017	740,630	0.371903
2016	667,714	0.397157
2015	629,000	0.406421
2014	591,000	0.416733
2013	553,000	0.434762

Attachment 1 shows the distribution of Regional revenues by the various property classes and subclasses. The table includes linear properties for which the Province has prescribed a charge per acre. It also includes payments-in-lieu, which are payments made to compensate a municipality for some or all of the tax revenues foregone from tax-exempt properties. The most common payments-in-lieu in the Region are for federally-owned properties such as Canada Post, municipal utilities and crown corporations.

6. Local Impact

Subsection 311(11) of the Act requires an upper-tier tax rating bylaw estimate the amount of upper-tier tax revenue to be raised in each of the local municipalities. The estimate is shown in Table 4.

Table 4
2020 Regional Tax Revenue to be Raised by Local Municipalities

Municipality	2019 Tax Requirement (\$)	2019 Share (%)	2020 Tax Requirement (\$)	2020 Share (%)
Aurora	55,023,497	4.85	57,732,761	4.87
East Gwillimbury	24,969,287	2.20	26,972,649	2.28
Georgina	27,018,737	2.38	28,139,056	2.37
King	31,073,438	2.74	32,287,076	2.72
Markham	327,903,264	28.90	341,800,283	28.85
Newmarket	65,083,695	5.74	67,618,055	5.71
Richmond Hill	208,460,650	18.37	220,347,551	18.60
Vaughan	352,609,688	31.08	365,593,565	30.85
Whitchurch-Stouffville	42,452,556	3.74	44,428,214	3.75
Sub-Total	1,134,594,811	100.00	1,184,919,210	100.00
Payments-in-Lieu	3,416,189		3,652,790	
Total Tax Requirement	1,138,011,000		1,188,572,000	

The Municipal Act permits upper-tier municipalities to collect their portion of property tax payments from local municipalities on or before specified dates

Subsection 311(12) of the Act provides that an upper-tier rating bylaw may require specified portions of the estimated taxes to be paid by the local municipalities on or before specified dates. At its meeting of January 30, 2020, Council adopted interim levy payment dates of April 30, 2020 and June 30, 2020. It is recommended the Regional Treasurer request the remaining two instalments for property tax levy be paid on or before September 30, 2020 and December 15, 2020.

In order to support local municipalities in their effort to provide COVID-19 related financial relief programs to residents and businesses, the Region is waiving interest charges for instalments due on April 30, June 30, and September 30 until December 31, 2020, and the instalment due on December 15 until March 31, 2021, on any portion not remitted to the Region as a result of these programs.

7. Conclusion

The proposed 2020 tax rates will raise the property tax levy requirement, approved by Council in December 2019. As well, the report provides dates for the remittance of remaining instalment payments from local municipalities.

For more information on this report, please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by: **Laura Mirabella, FCPA, FCA**
Commissioner of Finance and Regional Treasurer

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

Attachments (1)
Edocs #10520854

Attachment 1**2020 Proposed Regional Revenues and Tax Rates by Class**

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Residential		
Residential	0.321619	972,860,457
Residential Taxable (Shared as Payment in Lieu)	0.321619	30,818
Residential – Farmland Awaiting Development Phase 1	0.080405	14,732
Residential Taxable (Upper Tier and Education Only)	0.321619	0
Multi-Residential		
New Multi-Residential	0.321619	0
Multi-Residential	0.321619	9,324,571
Commercial		
Commercial (Occupied)	0.428429	85,739,531
Shopping Centre	0.428429	27,871,672
New Commercial (Occupied)	0.428429	20,026,858
Office Building	0.428429	9,973,920
Shopping Centre (New Construction)	0.428429	5,763,223
Commercial Vacant Land	0.299900	2,709,657
Office Building Occupied (New Construction)	0.428429	2,711,711
Commercial Excess Land	0.299900	1,630,412
Small Scale On Farm Business	0.428429	257
Commercial Excess Land (New Construction)	0.299900	142,275
Parking Lot (Full)	0.428429	778,611
Commercial (previously Ontario Hydro)	0.428429	140,736
Shopping Centre Excess Land (New Construction)	0.299900	160,515
Office Building Vacant Units and Excess Land	0.299900	106,174

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Shopping Centre Vacant Units and Excess Land	0.299900	77,257
Commercial – Farmland Awaiting Development Phase 1	0.080405	68,574
Commercial Vacant Land (Shared as Payment in Lieu)	0.299900	12,689
Office Building Excess Land (New Construction)	0.299900	6,198
Commercial Excess Land (Shared as Payment in Lieu)	0.299900	2,195
Industrial		
Industrial (Occupied)	0.528484	26,653,857
Large Industrial	0.528484	5,910,458
Industrial Vacant Land	0.343515	3,704,091
New Industrial (Occupied)	0.528484	2,463,767
Industrial (previous Ontario Hydro)	0.528484	642,983
Industrial Excess Land	0.343515	176,191
Industrial Excess Land (previously Ontario Hydro)	0.343515	158,998
Industrial Farmland Awaiting Development Phase 1	0.080405	101,717
New Large Industrial Occupied	0.528484	542,123
New Large Industrial Excess Land	0.343515	35,840
Large Industrial Vacant Units and Excess Land	0.343515	56,073
Industrial (New Construction)	0.528484	25,906
Industrial Excess Land (New Construction)	0.343515	15,702
Industrial Vacant Land (Shared as Payment in Lieu)	0.343515	4,507
Others		
Pipeline	0.295568	1,197,183
Farmlands	0.080405	1,448,400

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Managed Forest	0.080405	62,044
Railway Right-Of-Way (Estimated)		593,895
Utility Transmission (Estimated)		972,432
Sub-Total (Estimated)		1,184,919,210
Payment-in-Lieu	N/A	3,652,790
Total		1,188,572,000

On May 28, 2020 Regional Council made the following decision:

1. The property tax ratios for the 2020 taxation year be established as follows:

Broad Property Class	Proposed 2020 Tax Ratios
Multi-Residential	1.0000
Commercial (incl. office)	1.3321
Industrial	1.6432
Pipelines	0.9190
Farmland	0.2500
Managed Forests	0.2500
Landfill	1.1000

2. Council approve a bylaw to implement the tax ratios using the notional property tax rate calculation adjustment for 2020.
3. Council authorize staff to conduct public consultations to help inform tax ratio recommendations for the next reassessment cycle which begins with the 2022 taxation year.
4. The Regional Clerk circulate this report to the local municipalities.

The original staff report is attached for your information.

Please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

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Committee of the Whole
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May 14, 2020

Report of the Commissioner of Finance

2020 Property Tax Ratios

1. Recommendations

1. The property tax ratios for the 2020 taxation year be established as follows:

Broad Property Class	Proposed 2020 Tax Ratios
Multi-Residential	1.0000
Commercial (incl. office)	1.3321
Industrial	1.6432
Pipelines	0.9190
Farmland	0.2500
Managed Forests	0.2500
Landfill	1.1000

2. Council approve a bylaw to implement the tax ratios using the notional property tax rate calculation adjustment for 2020.
3. Council authorize staff to conduct public consultations to help inform tax ratio recommendations for the next reassessment cycle which begins with the 2022 taxation year.
4. The Regional Clerk circulate this report to the local municipalities.

2. Summary

This report identifies proposed property tax ratios for the 2020 taxation year.

Tax ratios reflect how the tax rate of a given property class compares to the residential tax rate, with the residential class tax ratio being equal to “one.” They have the effect of distributing the tax burden between classes.

In 2017, Council adopted the use of “revenue neutral tax ratios” for the four year phase-in of the 2016 property reassessment prepared by the Municipal Property Assessment Corporation (MPAC), which ends with the 2020 taxation year. Revenue neutral tax ratios result in the share of revenue collected from each property class within the Region remaining the same as what was raised from the property class prior to reassessment. While revenue neutrality mitigates the change in the relative tax burden of a property class, it does not eliminate tax shifts among municipalities.

The tax ratios proposed in this report are based on the fourth year of the 2016 reassessment results and, consistent with Council’s 2017 decision, are revenue neutral.

3. Background

Tax ratios influence the share of taxation paid by each class of property

Tax ratios influence the relative share of taxation borne by each property class. The tax rate for a given property class is determined by multiplying the residential tax rate by the tax ratio for the class. For example, if the proposed tax ratios are adopted, the tax rate for a property in the commercial class would be 1.3321 times the residential tax rate per one hundred dollars of assessment. Table 1 shows the tax ratios the Region has had in place since 2010.

Table 1
Property Tax Ratios Since 2010 Taxation Year

Property Class*	2010 Ratios	2011 Ratios	2012 Ratios	2013-2016 Ratios	2017 Ratios	2018 Ratios	2019 Ratios	2020 Ratios (Proposed)	Ranges of Fairness **
Reassessment Year	2008			2012	2016				
Residential	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Multi-Residential	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0 to 1.1
Commercial (incl. office)	1.1800	1.1431	1.1172	1.1172	1.1813	1.2323	1.2794	1.3321	0.6 to 1.1
Industrial	1.3575	1.3305	1.3124	1.3124	1.4169	1.4973	1.5704	1.6432	0.6 to 1.1
Pipelines	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.6 to 0.7
Farmland	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	0.25
Managed Forests	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	0.25
Landfill	-	-	-	-	1.1000	1.1000	1.1000	1.1000	0.6 to 1.1

* Note that tax ratios have only been adjusted for the business classes as Council’s policy has been to maintain tax ratios for multi-residential, farmland, managed forests and pipelines.

** Ranges of fairness are the ranges of tax ratios established by the Province with the aim to ensure equity among the classes, meaning one dollar of assessment value should generate the same amount of tax revenue regardless of class. In addition, the Ranges of Fairness promote a fairness principle, in which the level of taxation on a class is related to the cost of providing services to that class. Business classes typically consume fewer municipal services than residential classes.

Revenue neutral tax ratios were adopted for 2017 to 2020

MPAC determines the assessed value used for taxation purposes of all properties within Ontario. Since the 2009 taxation year, the reassessment of properties has taken place every four years, with increases phased-in equally over the following four years. For the 2017 to 2020 taxation years, properties were assessed based on their valuation as of January 1, 2016.

In the 2016 reassessment, the value of the residential property class in York Region increased at a significantly faster rate than other classes. In response to the reassessment outcomes, Council decided to adopt “revenue neutral tax ratios” for the 2017 to 2020 taxation years, which had the result of shifting taxation impact of the reassessment primarily from residential class to both business classes.

The Province’s response to the COVID-19 pandemic resulted in a delay of the next reassessment cycle by one year

Prior to the COVID-19 situation, MPAC planned to release their results from the 2020 reassessment of properties later this year. On March 25, 2020, in view of the unprecedented challenges that municipalities, residents and businesses were facing, the Province announced the reassessment will be postponed, and the 2021 property taxes will be based on property values in effect for the 2020 taxation year. Currently, there is no specific information on how the delay of the implementation of the new reassessment could affect the next taxation cycle from 2022 to 2024. It is expected Council will be required to set the tax ratio policy for 2022 to 2024 period, before the release of final tax bills in 2022.

4. Analysis

Revenue neutrality means new revenue neutral tax ratios need to be approved annually based on actual assessment outcomes for each year of the phase-in

As increases to the assessed values are phased-in over a four-year period, Council must approve new tax ratios each year to achieve revenue neutrality. These ratios are based on actual assessment outcomes for the year, as the relative share of the total Current Value Assessment (CVA) for each broad property class shifts from year-to-year due to the phase-in of the reassessed values and the addition of new assessment. The 2020 tax ratio outcomes were generated by the Online Property Tax Analysis System (“OPTA”) which is an online tool provided by the Government of Ontario.

2020 taxable CVA is 8.7% higher than 2019, of which 7.1% can be attributable to the last phase-in of the 2016 reassessment, and 1.5% to new growth*

Table 2 illustrates the increase in total value assessment between 2019 and 2020.

Table 2
Current Value Assessment Comparison

Broad Property Class	2019 CVA (\$ millions)	2020 CVA (\$ millions)	% Increase
Residential	276,463	302,521	9.4
Multi-Residential	2,658	2,899	9.1
Commercial (incl. office)	35,686	37,415	4.8
Industrial	7,999	8,192	2.4
Pipelines	390	405	3.9
Farmland	1,724	1,801	4.5
Managed Forests	71	77	8.7
Total	324,991	353,311	8.7%

*total percentage does not add up due to the effect of compounding

The 2019 Current Value Assessment is used as the basis to calculate revenue neutral tax ratios for 2020 (Table 3).

Table 3
Revenue Neutral Tax Ratios for 2020

	2019 Actual	2020 (Online Property Tax Analysis)
Residential	1.0000	1.0000
Multi-Residential	1.0000	1.0000
Commercial (incl. office)	1.2794	1.3321
Industrial	1.5704	1.6432
Pipelines	0.9190	0.9190
Farmland	0.2500	0.2500
Managed Forests	0.2500	0.2500
Landfill*	1.1000	1.1000

*Currently, the Region has landfill properties as payment-in-lieu only, and not as a taxable property class.

Revenue neutral ratios result in property tax savings for residential property owners

By adopting new revenue neutral ratios in 2020, residential tax payers will save approximately \$6.7 million compared to 2019 tax ratios. However, the commercial and industrial classes will pay \$5.0 million and \$1.6 million more, respectively.

Table 4

Estimated Tax Shift (\$ 000s)
Impact to Property Tax Classes for 2020
Continuation of Revenue Neutral Ratios Compared to 2019 Tax Ratios

Municipality	Residential	Commercial	Industrial	Other	Total
Aurora	(348)	197	50	(0)	(102)
East Gwillimbury	(167)	69	15	(2)	(85)
Georgina	(180)	59	4	(1)	(118)
King	(203)	51	14	(4)	(143)
Markham	(1,980)	1,579	255	(3)	(149)
Newmarket	(388)	317	70	(0)	(1)
Richmond Hill	(1,359)	675	118	(1)	(567)
Vaughan	(1,895)	2,137	962	(4)	1,199
Whitchurch-Stouffville	(275)	112	34	(2)	(131)
PIL					95
Total	(6,795)	5,196	1,522	(19)	(1)

* Positive figures denote tax expenditures and bracketed figures denote tax savings.

If 2016 tax ratios had been maintained, residential tax payers would be paying \$29.0 million more in property taxes in 2020. The commercial and industrial classes would pay \$21.5 million and \$7.2 million less respectively. As a result of the adoption of revenue neutral ratios, it is estimated that the average single family detached house in the York Region will save \$91 this year.

Commercial and Industrial tax ratios are still competitive among GTA municipalities

Despite adopting revenue tax ratios for 2019, the Region still had the lowest tax ratio for commercial properties and second lowest in the industrial class among GTA municipalities (Charts 1 and 2).

When translated to tax rates, the Region's 2019 commercial tax rate was lower than Durham and each of the Peel Region municipalities (only York Region has the identical Regional tax

rates for every municipality in its jurisdiction) and is competitive with Halton municipalities. York's industrial tax rate remains the lowest among the 905 municipalities.

Compared to the City of Toronto, all nine York Region municipalities have a lower combined (Regional, Local, and Education) commercial property tax rate than the City of Toronto. Eight of the nine York Region municipalities have a lower industrial tax rate than Toronto, with Georgina being slightly higher (2.394474% for Georgina vs 2.328711% for Toronto).

Chart 1

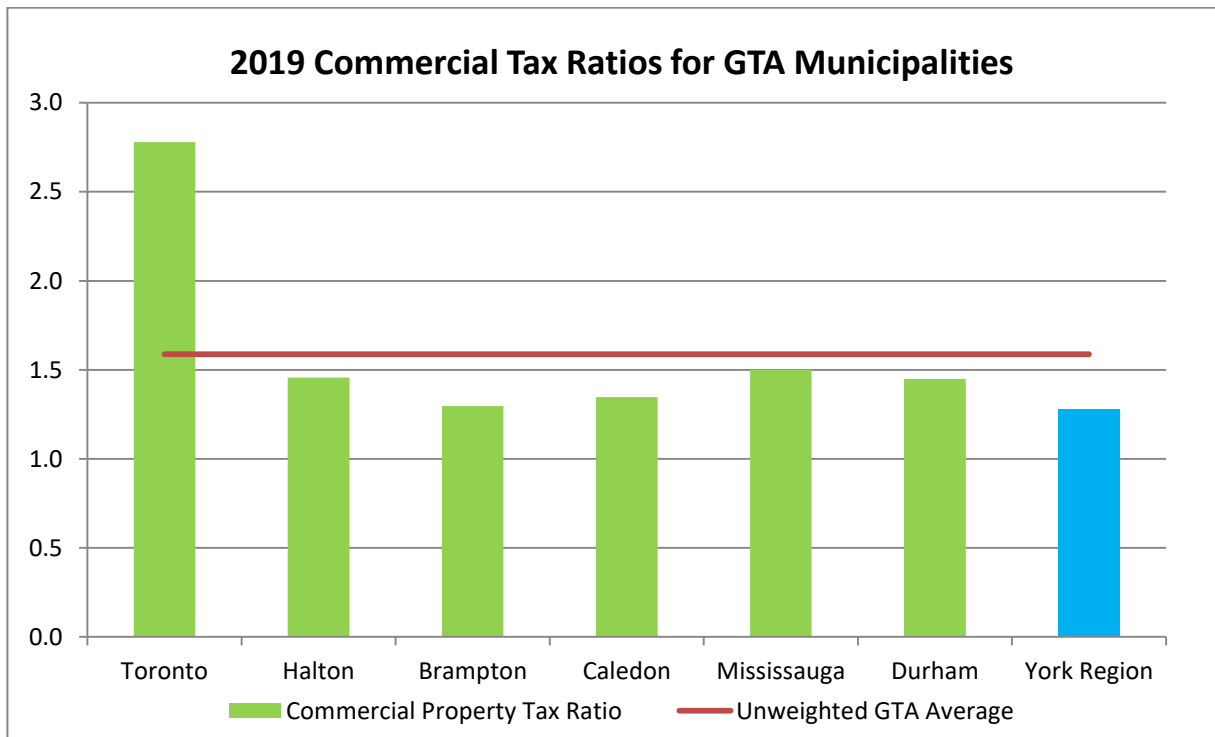
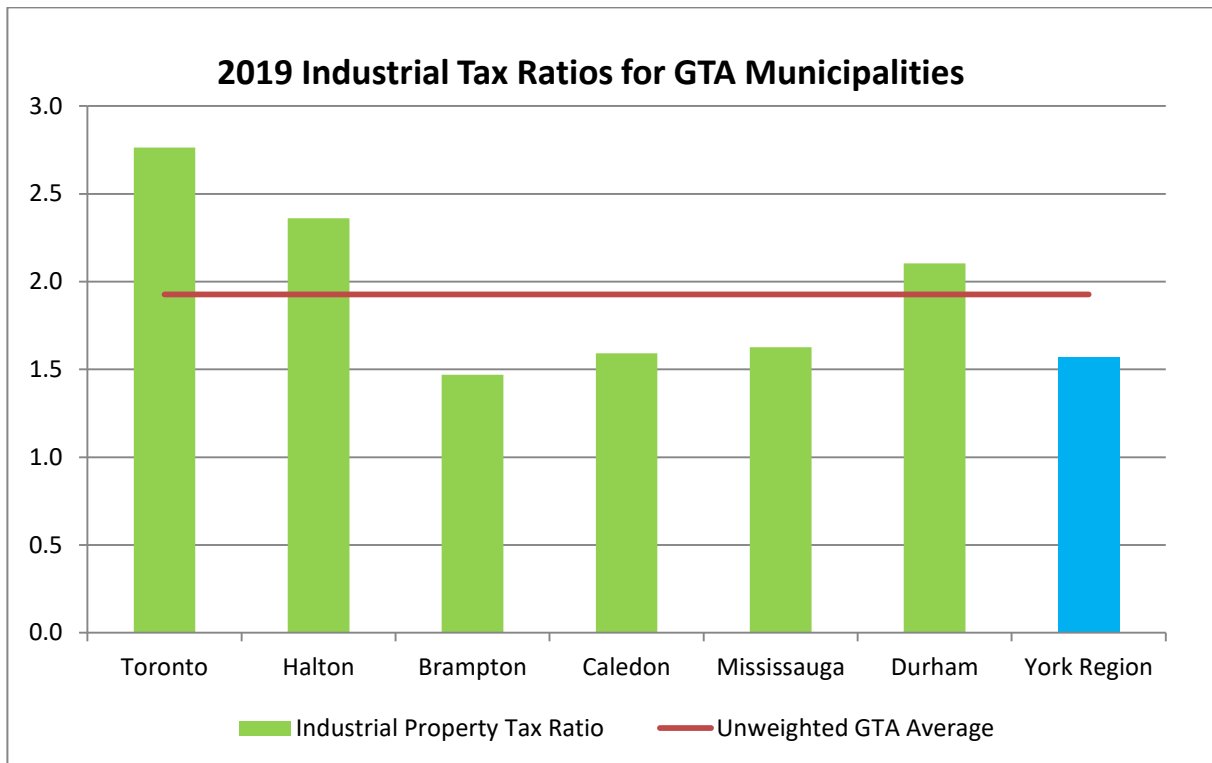


Chart 2

Public and stakeholder consultations would help inform staff recommendations on tax ratio policy for the next cycle

As noted earlier, tax ratios determine how property taxes are shared among the various classes. They can also influence competitiveness of the Region to attract and maintain businesses. Since 2017, the adoption of revenue neutral tax ratios has resulted in businesses in York Region paying an increasingly higher property tax rate compared with residential properties with the same assessed value than in prior years. The current ratios of 1.3321 for Commercial class, 1.6432 for Industrial class and 0.9190 for Pipelines are all outside of the Province’s stated “Range of Fairness”. The new reassessment cycle provides the best opportunity for the Region to determine whether adjustments to its tax ratio policy would be in the best interests of the Region. Upon receipt of new reassessment outcomes from MPAC, staff will prepare an analysis on the impact to each of the property classes for different potential tax policy options. Staff also propose to consult with stakeholders including local municipalities, businesses and residents to help inform its recommendations to Council.

Council approval is required annually for municipalities to adopt the notional tax rate calculation adjustment

The notional tax rate calculation is an input for determining revenue neutral tax ratios. Notional tax rates are tax rates that would raise the same amount of property taxes as the previous year, while using updated assessment roll information for the current year. As the total assessment value increases each year due to assessment value phase-in and new

assessment addition, the notional tax rate declines to keep revenues at the previous year's level. While the notional tax rate has no impact on respective tax rates, it is used to explain changes in tax levies year over year. The notional tax rate is not used to establish property tax rates to fund the Council-approved operating budgetary increase.

In 2016, the Province introduced an option for municipalities to adjust the notional tax rate calculation. This option is a technical adjustment allowing municipalities to remove in-year assessment losses due to factual errors and methodological changes when calculating notional tax rates.

Adopting provincial methodology for calculating notional tax rates does not materially affect revenue neutral tax ratios

When calculating 2020 property tax ratios, staff utilized the notional tax rate adjustment to provide a more accurate illustration of the impact of assessment growth.

The notional rate adjustment has only a minor impact on calculations of revenue neutral tax ratios. This adjustment impacts only the overall levy change in the disclosure notice of the final bills, because it is calculated by comparing the adopted tax rates using the notional rates as a base.

The notional tax rate adjustment option has been adopted by the Region since 2017 and is reflected in proposed 2020 tax ratios.

5. Financial

The adoption of tax ratios enables the Region to set tax rates to raise the amount of revenue Council approves through the annual budget process.

6. Local Impact

Revenue neutral ratios do not eliminate tax shifts between municipalities

While revenue neutrality mitigates the change in relative tax burden of a property class, it does not eliminate tax shifts amongst municipalities. The public consultations regarding tax ratio setting for the next reassessment cycle will be held in conjunction with local municipal staff.

7. Conclusion

The proposed 2020 tax ratio will raise the property tax levy requirement approved by Council in December 2019.

For more information on this report, please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by: **Laura Mirabella, FCPA, FCA**
Commissioner of Finance and Regional Treasurer

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

Edocs #10514443

On May 28, 2020 Regional Council made the following decision:

1. Council authorize execution of a Preliminary Agreement and associated Transit-Oriented Communities Memorandum-of-Understanding with the Province of Ontario as generally set out in Attachments 1 and 2.
2. The CAO and/or his designate(s) be directed to:
 - a. Continue negotiating additional agreements with the Province, City of Toronto and TTC required to ensure delivery of the Yonge North Subway Extension, reporting back to Council to authorize their execution.
 - b. Engage with affected local municipalities of Markham, Vaughan and Richmond Hill to draft and execute agreements necessary to fulfill the “one-window” obligations stemming from the Preliminary Agreement and Transit-Oriented Communities MoU with the Province of Ontario.
3. The Regional Clerk circulate this report to the Clerks of the local municipalities.

The original staff report is attached for your information.

Please contact Bruce Macgregor, Chief Administrative Officer at 1-877-464-9675 ext. 71200 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

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Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Regional Council
May 28, 2020

Report of the Chief Administrative Officer

Yonge North Subway Extension – Update

1. Recommendations

1. Council authorize execution of a Preliminary Agreement and associated Transit-Oriented Communities Memorandum-of-Understanding with the Province of Ontario as generally set out in Attachments 1 and 2.
2. The CAO and/or his designate(s) be directed to:
 - a. Continue negotiating additional agreements with the Province, City of Toronto and TTC required to ensure delivery of the Yonge North Subway Extension, reporting back to Council to authorize their execution.
 - b. Engage with affected local municipalities of Markham, Vaughan and Richmond Hill to draft and execute agreements necessary to fulfill the “one-window” obligations stemming from the Preliminary Agreement and Transit-Oriented Communities MoU with the Province of Ontario.
3. The Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Summary

This report provides an update on the status of work and agreements necessary to advance construction of the Yonge North Subway Extension.

Key Points:

- The Yonge North Subway Extension (YNSE) is one of four priority subway projects announced by the Province in early 2019 with an update last provided to Council in June 2019
- A Preliminary Agreement on the YNSE project and a Memorandum of Understanding regarding Transit-Oriented Communities between the Province of Ontario and the City of Toronto were executed in February 2020 and now form the basis of similar agreements in the Ontario-York Region negotiations

- Bill 171, the “Building Transit Faster Act”, introduced by the Province in February 2020, includes a number of measures to help accelerate the timing of the delivery of the Provincial subway program, providing additional certainty for property securement, utility relocations and permitting required to ensure timely construction
- Negotiations between the Province and York Region for the planning, funding, delivering, operating and maintaining of the YNSE have advanced to a stage set out in three documents:
 - the “Province of Ontario-Regional Municipality of York Transit Partnership (YNSE) Preliminary Agreement”,
 - the “Memorandum of Understanding on Transit-Oriented Communities,” and
 - the “Provincial Statement of Intent Related to the Arrangement to Support Accelerating Transit Delivery”
- The agreement and MoU are recommended to Council for authority to execute
- Additional project-related agreements and arrangements will continue to be advanced with the Province and brought back to Council for approval
- Preliminary engineering and design work for the YNSE is proceeding under Metrolinx’s leadership
- Metrolinx expects to develop the “Initial Business Case” for the YNSE by summer 2020, which will be tabled for the Metrolinx Board’s consideration
- A “one-window” approach to coordinate municipal input to the YNSE project is being established to streamline regional and local municipal interests as the YNSE project advances

3. Background

The Province of Ontario confirmed a plan to construct four priority subway projects in its Budget tabled on April 11, 2019

In the 2019/20 Budget, the Province of Ontario confirmed its intentions to proceed, in 2020 with construction of four priority subway projects identified as (Attachment 3):

- i. Ontario Line (replacing the project formerly known as the Downtown Relief Line)
- ii. Yonge North Subway Extension
- iii. Scarborough Subway Extension
- iv. Eglinton Crosstown West Extension

On June 23, 2019, Council authorized the Chief Administrative Officer to begin negotiations for the Yonge North Subway Extension

Council authorized the Chief Administrative Officer and/or his designate(s), to begin negotiations with the Government of Canada, the Province of Ontario, Metrolinx, City of Toronto, Toronto Transit Commission and others for the design, construction, operations, maintenance and funding of the Yonge North Subway Extension.

A commitment was made to report back to Council with an update on the status of Yonge North Subway Extension project, negotiations and emerging Regional obligations related to the Yonge North Subway Extension, including:

- a. Progress on negotiations related to York Region obligations for the Yonge North Subway Extension;
- b. Government of Canada and Province of Ontario funding contributions;
- c. Progress on the Preliminary Design and Engineering work program and;
- d. Transit-oriented development and land value capture opportunities along the Yonge North Subway Extension corridor and potential partnerships and financial arrangements; and
- e. Roles and responsibilities in the funding, planning, design and delivery of the Yonge North Subway Extension.

Negotiations between the Province and the City of Toronto advanced through 2019

In June 2019, Bill 107, the *Get Ontario Moving Act* was passed and included changes to the *Metrolinx Act, 2006*, enabling the Province of Ontario to take responsibility for the delivery of rapid transit expansion projects, including authority to transfer assets, liabilities, rights (including contractual rights) and obligations from the City of Toronto and TTC to Metrolinx.

In August 2019, the Minister of Transportation communicated the Government of Ontario's desire to advance the projects collaboratively (Attachment 4).

In October 2019, Toronto City Council endorsed the [Terms of Reference for Realignment of Transit Responsibility](#) (Attachment 5) and an Ontario-Toronto negotiation framework was established.

Toronto City Council authorized staff to enter into negotiations with the Province for the planning, procurement, construction, operations, and maintenance of the four priority subway projects, with the understanding that a suite of agreements would be negotiated.

Negotiations were based on the following key principles:

The City of Toronto retains ownership of the existing subway network – Ownership of existing TTC subway will remain with the City and TTC and the Province retains ownership of subway expansion and extension projects.

TTC retains operations of the transit network – TTC operates the existing network and the four subway expansion and extension projects and the fare box revenues will be used to defray operating costs.

A Provincial commitment to negotiate operating contributions from other municipalities where subway service is provided – Province will work with the City and TTC to further define roles and responsibilities on service levels and standards through operating and maintenance agreements.

Capital Funding – State of Good Repair and Expansion – Subject to agreed terms and conditions, the Province will allow a reallocation of City capital funding contributions that the City would otherwise be expected to make towards the four priority subway projects (approximately \$6 Billion) towards state-of-good-repair to the existing network and/or expansion projects. Subject to a review and reconciliation exercise, the Province to reimburse City/TTC reasonable costs to date for the Relief Line South and Line 2 East (Scarborough Subway).

Federal funding – City has endorsed reallocation of the Investing in Canada Infrastructure Program PTIF Phase 2 (ICIP-PTIF 2) funding to Provincial Projects:

- Up to \$0.660 Billion for Line 2 East Extension
- Up to \$3.151 Billion for proposed Ontario Line

The Province and the City to continue to advance the SmartTrack Stations Program, and Bloor/Yonge Capacity Improvement Project through ICIP-PTIF Phase 2 Program and the Province and City will partner to seek further federal engagement and funding commitment for all priority projects.

Collaborate and accelerate – There is a Provincial commitment to collaborate with the City and TTC through design, development, and delivery of its priority projects. The City and Province will jointly seek opportunities to advance, streamline, and accelerate delivery of priority transit projects, where possible. The City of Toronto's Transit Expansion Office will act as one-window access to the City and facilitate the City's role in project implementation.

The Province has also introduced legislation intended to fast-track delivery of the priority subway projects

In February 2020, the Province introduced new legislation that, if passed, would remove roadblocks and enable the Province to expedite the delivery of priority provincial subway projects. Bill 171, the *Building Transit Faster Act*, provides the Province with tools to expedite planning, design and construction of the subway projects through:

- relocating utilities more efficiently;
- ensuring more timely assembly of lands;
- ensuring provincial access to municipal services and rights of way; and
- allowing the province to inspect and remove barriers to construction

Council received an update on Bill 171 from the Commissioner of Transportation Services in [March 2020](#).

The Province and the City of Toronto have now executed key business agreements related to the delivery of the Provincial subway program

Toronto's receipt of and commitment to the "Provincial Statement of Intent Related to the Arrangement to Support Accelerating Transit Delivery," and execution of "The Province of Ontario-City of Toronto Transit Partnership Preliminary Agreement", and "Memorandum of Understanding of Transit Oriented Development" in February 2020 has provided a framework for Ontario-York Region negotiations.

The Province, through the Ministry of Transportation, led discussions required to advance and formalize agreements with York Region in a similar form to those entered into with the City of Toronto

Pursuant to the August 2019 communication from the Minister of Transportation, a structure was established for the negotiation and execution of the YNSE agreements with a mandate to negotiate partnership agreements, confirm measures to expedite project delivery, and review broader transit priority initiatives/items (i.e. policy, planning, funding, etc.).

Through an "Ontario-York Executive Steering Committee", negotiations have been led by the Provincial Special Advisor, the Deputy Minister and Associate Deputy Minister of Transportation. York Region's participation included the Regional CAO, in conjunction with the Commissioners of Finance and Transportation and the President of York Region Rapid Transit Corporation.

4. Analysis

A Preliminary Agreement and Transit-Oriented Communities Memorandum of Understanding are being recommended to Council for execution

The following Agreement and Memorandum of Understanding between the Province and the Region have been negotiated and are now recommended for execution:

- a. The "Province of Ontario-Regional Municipality of York Transit Partnership (Yonge North Subway Extension) **Preliminary Agreement**" (Attachment 1). This agreement is expected to serve as a foundation for further agreements and sets out, generally:
 - roles/responsibilities of the parties and other partners in planning, funding, delivering, operating and maintaining the YNSE
 - York Region funding/cost-sharing of the Project;
 - federal funding and engagement;
 - Ontario-led Transit-Oriented Communities Program (TOCP);
 - operating & maintenance roles/responsibilities
 - Provincial reimbursement of "reasonable" municipal costs.

- b. Province of Ontario-Regional Municipality of York Memorandum of Understanding (**MOU on Transit-Oriented Communities (TOC)**) (Attachment 2). The MoU describes an “Ontario-led” program intended to:
- Leverage opportunities for private sector delivery and intensification
 - Acknowledge municipalities as critical partners with shared objectives (accessibility, housing supply, ridership, employment area growth, etc.)
 - Confirm regional coordination of municipal and public interests through formally structured frameworks and agreements

The agreement cited above in (a) also makes reference to a **Provincial Statement of Intent Related to the Arrangement to Support Accelerating Transit Delivery** (Attachment 6). This statement is also included in the Ontario-Toronto agreement and gives further certainty to provincial intentions to work collaboratively, proactively and in good faith towards the timely completion of the YNSE project.

Building upon the Minister’s August 2019 letter, the agreement and MoU provide a structured framework for overall project delivery. This is material as the province intends to direct the project delivery through its transportation agency - Metrolinx. The agreement and MoU will set the terms for the relationship with Metrolinx.

PROGRESS ON PRELIMINARY DESIGN AND ENGINEERING WORK

As project manager, Metrolinx is advancing the preliminary design and engineering for the YNSE project to inform an “Initial Business Case”

Metrolinx expects to develop the Initial Business Case for the YNSE by summer 2020, which will be tabled for the Metrolinx Board’s consideration. It includes the review of technical and costing alternatives (subway alignment, stations and tunnel type). This process will be followed by a Preliminary Design Business Case and a Full Business Case.

Additional train storage and maintenance facility needs are also under investigation

The approved Transit Project Assessment Process for the YNSE included a below grade Train Storage & Maintenance Facility with a 12 train storage and light maintenance facility located underground at the tail end of Richmond Hill Centre.

As part of the YNSE project scope, Metrolinx continues to provide train storage for the Line 1 extension to Richmond Hill Centre, consistent with the previously approved project scope. Last year, TTC advised that storage for additional trains is required to serve Line 1 (Yonge-University-Spadina) in the longer term, as a result of increased service enabled through automatic train operations. While beyond the scope of the YNSE, Metrolinx has advised it also has train storage needs and will be exploring this jointly with the TTC.

5. Financial

Capital funding contributions from the Federal government of a minimum of 40% have been sought, but have not yet been confirmed

The overall priority subway program announced in the 2019 Ontario budget has an estimated cost of over \$28B. The Province confirmed its share pursuant to federal infrastructure funding programs. There is currently a shortfall in federal funding commitments to the program of over \$6B including over \$2B for the YNSE.

Consistent with the federal formula established for projects under the “Public Transit Stream,” of the federal government’s “Investing in Canada Infrastructure Program (ICIP),” the Province and York Region have agreed in the Preliminary Agreement that the Region will contribute its pro-rata share of the 26.67% municipal contribution towards the total capital construction costs of the Project.

Efforts to secure full capital funding for the YNSE were extensive over the past several months. York Region has worked in close collaboration with the Province to secure the required 40% federal contribution.

At the time of the writing of this report the Federal Ministers of Infrastructure and the Provincial Minister of Transportation are in discussion with respect to the priority subway projects. Staff are working with their counterparts at the Province/Metrolinx to ensure that an early works program for the Yonge Subway is being advanced and the full federal funding commitment is secured.

Federal funding is expected to be secured through the Investing in Canada Infrastructure Plan

Council last received an update on Federal Infrastructure funding programs in [June 2018](#) following the 2018 federal budget and prior to the 2019 election. At the time, public transit funding had been allocated in conjunction with the former provincial government, strictly on the basis of existing transit agency ridership with no consideration for forecasted growth. Consequently, York Region was allocated approximately \$200 M in transit expansion funding – a figure that, at a 40% expected federal contribution, would only leverage capital investment of \$500 M after accounting for provincial and municipal shares. While nowhere near the contribution now sought by the province for the priority expansion and extension projects, the sum could minimally be applied against early works necessary to advance the Yonge subway. Discussions with federal and provincial staff will seek to clarify this opportunity for bridge funding as an interim measure only.

The Region's contribution of over \$1B is significant given current limitations in funding sources

The capital funding contributions for the estimated project total of \$5.6B, as outlined by the Province, are as follows:

Government	\$ (Billions)	%
Federal	2.24	40
Provincial	1.86	33.33
Municipal	1.49	26.67
Total	5.60	100

Of the municipal contribution, York Region is expected to contribute its pro-rata share of the approximately 27% municipal contribution. Based on the current project estimate of \$5.6B (2017\$), this is projected at approximately 20% or \$1.13B.

A number of considerations to be resolved with respect to the Region's funding contribution include, but are not limited to:

- Total project cost – estimate is preliminary;
- Scope of the project – currently being refined through Metrolinx initial Business Case and discussions with MTO;
- How costs may be recovered through development charges – expected DC split ranges between 60% and 83%;
- Revenue tools available to fund the non-development charge share – Region has limited ability to raise funds; and
- Timing of payments – determining whether additional debt will be required.

6. Local Impact

The YNSE underpins the employment and population growth anticipated in the Provincial Growth Plan, regional and local municipal Official Plans.

The YNSE will help enable the full build out of the Richmond Hill/Langstaff Gateway Provincial Urban Growth Centre and facilitate redevelopment of the Yonge Street Corridor from Finch Avenue to the City of Richmond Hill.

A one-window approach for the YNSE project team is being established to provide streamlined coordination of regional and local municipal interests as the YNSE project advances through the project lifecycle.

7. Conclusion

Discussions and negotiations with the Province of Ontario provide for additional clarity, direction and opportunity to progress the Yonge Subway Extension. The approvals and authorizations sought from York Region Council will enable staff to continue to advance the YNSE project for delivery readiness. The YNSE is the top transit priority for York Region Council. It's a critical missing link in the GTHA recognized in successive Regional Transportation Master Plans prepared by Metrolinx.

The agreements proposed in this report advance progress towards construction. The most pressing concerns to continue momentum include:

- i. Securing a full 40% federal contribution, and
- ii. Continuing, through Metrolinx, to advance early works to ensure the project remains on schedule to achieve a 2030 opening.

For more information on this report, please contact Bruce Macgregor, Chief Administrative Officer at 1-877-464-9675 ext. 71200. Accessible formats or communication supports are available upon request.

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

May 15, 2020
Attachments (6)
#10798005

**PROVINCE OF ONTARIO-REGIONAL MUNICIPALITY OF YORK
TRANSIT PARTNERSHIP (YONGE NORTH SUBWAY EXTENSION)
PRELIMINARY AGREEMENT**

A. Preamble

As announced in the 2019 Ontario Budget, the Province of Ontario (the “Province”) is committed to working with its partners to deliver the four priority projects included in Ontario’s ‘*New Subway Transit Plan for the Greater Toronto Area (GTA)*’ (hereafter referred to as the “Provincial Projects”), namely:

- The Ontario Line, which the Province has committed to deliver as early as the end of 2027, at a preliminary capital cost estimate of \$10.9 billion;
- The three-stop Scarborough Subway Extension/Line 2 East Extension, which the Province has committed to deliver by 2029-30, at a preliminary capital cost estimate of \$5.5 billion;
- The Yonge North Subway Extension, which the Province has committed to deliver by 2029-30, at a preliminary capital cost estimate of \$5.6 billion; and,
- The Eglinton Crosstown West Extension, which the Province has committed to deliver by 2030-31, at a preliminary capital cost estimate of \$4.7 billion.

On November 4, 2019, the Province and the City of Toronto (the “City”) jointly announced the ‘*Ontario-Toronto Transit Partnership*’, which will deliver significant expansion, modernization/upgrades and state of good repair enhancements to public transit in Toronto, including *vis-à-vis* the aforementioned priority subway projects. Subsequently, on February 14, 2020, the Province and the City announced the signing of the ‘*Ontario-Toronto Transit Partnership Preliminary Agreement*’, which formalizes the intergovernmental arrangement, and establishes the foundation for future partnership agreements between the Province and the City.

Furthermore, leveraging as precedential the applicable principles/parameters of the ‘*Ontario-Toronto Transit Partnership Preliminary Agreement*’, the Province committed to working with the Regional Municipality of York (the “Region”) (collectively, with the Province, the “Parties”) to develop a similar “**Preliminary Agreement/Agreement in Principle**” (the “Preliminary Agreement”), which will form the basis of an “Ontario-York Region Transit Partnership”, in respect of the Yonge North Subway Extension (the “Project”).

This document is intended to serve as the **Preliminary Agreement** between the Parties, with a primary focus on outlining the terms/conditions and roles/responsibilities of the Parties – and other partners, as applicable/appropriate – in planning, funding, delivering, operating and maintaining the Project. Moreover, this Preliminary Agreement, and the complementary documents referenced herein, will form the foundation for additional agreements to be negotiated in future between the Province and the Region – and between the Province and other partners – in relation to the Project.

**PROVINCE OF ONTARIO-REGIONAL MUNICIPALITY OF YORK
TRANSIT PARTNERSHIP (YONGE NORTH SUBWAY EXTENSION)
PRELIMINARY AGREEMENT**

**B. Acknowledgment of Ownership/Responsibility for Project & Required Access/
Control of Existing Subway System**

The Region hereby acknowledges the following Project-related terms and conditions endorsed by the Province and the City through the '*Ontario-Toronto Transit Partnership Preliminary Agreement*':

- I. The Province will have 'sole responsibility' for the planning, design and construction of the Project, and intends to own the resulting assets.
- II. The existing Toronto Transit Commission (TTC) subway system to which the Project will connect, and with which the Project will be integrated, will remain the responsibility – and under the ownership – of the City.
- III. Associated with II., above – the Province and the City will collaborate to:
 - (i) Establish how to best manage the key interface station (hereafter referred to as the "current Finch Station") and other assets that will intersect between the Project and the TTC's Line 1 (Yonge-University) of the existing subway network, in order to ensure that the Project is seamlessly integrated with the existing TTC system; and,
 - (ii) Jointly define the required levels of provincial access to, and provincial control over, the current Finch Station and other assets, as applicable, that will intersect between the Project and the TTC's Line 1 (Yonge-University) of the existing subway network, in order to facilitate new construction of the Project and ongoing ownership of the corresponding assets.
- IV. Subject to III., above, the City will grant the Province the jointly-defined and required levels of access to, and control over, the current Finch Station and other assets, as applicable, that will intersect between the Project and the TTC's Line 1 (Yonge-University) of the existing subway network. Such an arrangement will further acknowledge that the Province must meet Public Sector Accounting Board (PSAB) requirements in order to retain ownership and control of provincial assets.

**C. Ontario-York Region Transit Partnership – Principles/Parameters, Terms/
Conditions & Roles/Responsibilities**

The Province and the Region agree to the following principles/parameters, terms/conditions and roles/responsibilities underpinning this Preliminary Agreement:

**Ongoing Province-Region Engagement & Collaboration to Support Delivery of the
Project**

1. The Province will continue to engage and collaborate with the Region – and, as directly coordinated by the Region, the lower-tier municipalities of the Region through which the Project will be constructed (the "YNSE Municipalities") – and other

**PROVINCE OF ONTARIO-REGIONAL MUNICIPALITY OF YORK
TRANSIT PARTNERSHIP (YONGE NORTH SUBWAY EXTENSION)
PRELIMINARY AGREEMENT**

partners, as applicable/appropriate, during the delivery cycle of the Project. (That is, from the planning and design stage, through to the construction and operations stages of the Project.) Furthermore, the Province will:

- (a) Continue to acknowledge the interests of the Region and the YNSE Municipalities, in respect of the Project.
 - (b) Coordinate with the Region – and, through the Region, the YNSE Municipalities – and other partners, as applicable/appropriate, through the phases of construction of the Project, in order to mitigate the impacts of such construction both on the planned construction of other major infrastructure projects, and on the local communities in which the planned construction will occur.
 - (c) Lead engagement with the public, communities and other stakeholders in respect of the Project, while working closely with the Region, the City and other partners.
2. In addition, the Province will collaborate with the Region and – as directly coordinated by the Region – the YNSE Municipalities to:
- (a) Seek opportunities to advance and accelerate, where possible, the delivery of the Project.
 - i. Separate from this Preliminary Agreement, the Province has provided to the Region a “**Provincial Statement of Intent Related to the Arrangement to Support Accelerating Transit Delivery**” of the Provincial Projects. This document reflects the provincial intentions and commitments – articulated by the Province to the Region during consultation convened through meetings of the ‘Ontario-York Region Executive Steering Committee’ over the course of fall 2019/winter 2020 – in relation to the suite of tools proposed through the *Building Transit Faster Act, 2020*, which the Province introduced to the Legislature on February 18, 2020.
 - (b) Generate streamlined processes and leverage the authorities available to expedite Project implementation, while recognizing the role of the Region, the YNSE Municipalities and other partners in planning and approvals.
 - (c) Establish best management practices at key Project stations that will interface with other transit services in the Region, and ensure seamless integration with these transit services.
 - i. More specifically, such practices will focus on the integration of key Project stations with future ‘regional’ (i.e., GO Transit bus/rail and York VIVA Bus Rapid Transit) and ‘local’ (i.e., York Region Transit) transit services, including, but not limited to, those transit services that will be provided to/from the Richmond Hill/Langstaff Gateway area.

Region Funding/Cost-Sharing of the Project

3. Previous funding commitments made by the Region towards the planning, design and engineering (PDE) costs of the Project will remain in effect.
4. Consistent with the funding formula established for projects under the ‘Public Transit Stream’ of the federal government’s ‘Investing in Canada Infrastructure Program’ (ICIP), the Parties agree that the Region will contribute its *pro rata* share of the

**PROVINCE OF ONTARIO-REGIONAL MUNICIPALITY OF YORK
TRANSIT PARTNERSHIP (YONGE NORTH SUBWAY EXTENSION)
PRELIMINARY AGREEMENT**

~26.67% municipal contribution towards the total capital construction costs of the Project.

5. As requested by the Region, the Province is committed to:
- (a) Working with the Region to identify any changes that should be considered, so that the Region may fund its share of the Project capital costs in a fiscally sustainable manner, including through capturing the expected future value generated by the Project as a source of funding towards part of the Region's total capital contribution to the Project; and,
 - (b) Making best efforts to obtain all necessary approvals for any changes that the Province, working with Region, determines to be appropriate.
- Further to (a) and (b), above, the Region acknowledges that education property taxes are excluded from references to "value," and will not be considered as a source of funding.

Federal Funding & Engagement

6. The Province and the Region will jointly endorse the use of committed federal funding – as identified and per the Region's allocation under the 'Public Transit Stream' of ICIP – towards the Project, consistent with the ICIP framework of approvals.
7. The Province, the Region and the YNSE Municipalities – and other partners, as applicable/appropriate – will call on the federal government to:
- (a) Secure at least 40% federal funding for the Project; and,
 - (b) Provide sustainable federal funding towards the long-term modernization, upgrade and state of good repair of the existing TTC subway system, including the TTC's Line 1 extension to the Vaughan Metropolitan Centre, referred to as the 'Toronto-York Spadina Subway Extension.'

Ontario-Led Transit-Oriented Communities Program (TOCP)

8. The Province will collaborate with the Region and – as directly coordinated by the Region – the YNSE Municipalities, as the Province pursues its 'Ontario-led Transit-Oriented Communities Program (TOCP)' for the Project. The 'Ontario-led TOCP' for the Project will:
- (a) Advance both the creation/capturing of value to offset the Province's capital costs of the Project, and the principles of good region building and planning; and,
 - (b) Involve the Province leading the procurement process for new stations to be constructed for the Project, and also spearheading negotiations with third parties related to prospective TOC.
9. The Province and the Region have jointly developed a "**Province of Ontario-Regional Municipality of York Memorandum of Understanding (MOU) on Transit-Oriented Communities (TOC)**" – attached to this Preliminary Agreement as **Annex #1** – which, in its application to the Project:

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- (a) Outlines the shared objectives of the ‘Ontario-led TOCP’ and related activities for the Project;
- (b) Identifies the measures required to achieve the objectives of the ‘Ontario-led TOCP’ for the Project;
- (c) Articulates the roles and responsibilities of the Parties in supporting the delivery of the ‘Ontario-led TOCP’ for the Project; and,
- (d) Reflects a set of commitments made by the Parties, including (but not limited) to the following:
 - i. The Province recognizes that the Region – and the YNSE Municipalities to which the ‘Ontario-led TOCP’ will apply – are critical partners in the successful delivery TOC opportunities;
 - ii. The Province and the Region share the strong desire to appropriately integrate new transit facilities into development, and to ensure due consideration for the compatibility with surrounding neighbourhoods, in order to realize the potential associated benefits accruing to each of the Parties and to the public; and,
 - iii. The Province and the Region commit to ongoing, proactive and good faith collaboration in respect of the ‘Ontario-led TOCP’.

Roles/Responsibilities – Operating & Maintenance of the Project

- 10. Per the ‘*Ontario-Toronto Transit Partnership Preliminary Agreement*’, the City/TTC will be responsible for the day-to-day operations of the Project, including in respect of labour relations.
- 11. Consistent with the ‘*Ontario-Toronto Transit Partnership Preliminary Agreement*’ and the associated responsibilities of the City, the broader arrangement between the Province, the City and the Region related to operations of the Project will reflect the following core terms:
 - (a) Farebox revenue from the Project will be applied to defray operating costs;
 - (b) The Province will negotiate with the Region an ongoing operating contribution, commensurate with the level of service provided along the segment of the Project that falls within the Region boundary; and,
 - (c) Subject to (a) and (b), above, any net subsidy required to operate the Project will be the responsibility of the City.
- 12. Further to the core terms referenced in 11., above, the Province intends to:
 - (a) Develop with the Region an operating funding agreement for the Project, which will specify the ongoing operating contribution required from the Region, commensurate with the level of service provided along the segment of the Project that falls within the Region boundary, and based upon a mutually-endorsed methodology that reasonably apportions operating costs and revenues for the Project; and,
 - (b) Develop with the City and the Region an “Operating & Maintenance Agreement” for the Project, which will define the specific roles and responsibilities of each of the parties, including (but not limited) to:

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- i. The performance of all maintenance functions;
- ii. The associated funding responsibilities for all maintenance functions; and,
- iii. The service levels, service standard-setting (including in relation to the segment of the Project that falls within the Region boundary) and fare-setting, recognizing that the Province is required to meet PSAB requirements in order to retain ownership and control of provincial assets.

Provincial Reimbursement of 'Reasonable' Municipal Costs

13. The Province will undertake a financial review and reconciliation exercise with the Region, related to the investments made to fund the PDE work for the Project, and with due regard for the commitments outlined in 3., above.
- (a) Subject to the outcomes of the exercise, the Province commits to reimburse the Region for 'reasonable' costs incurred for the Project.
14. Moreover, subject to the outcomes of a separate review and reconciliation exercise with the Region and the YNSE Municipalities (as applicable), the Province intends to formalize a municipal staff resourcing/services agreement(s) with the Region and the YNSE Municipalities (as applicable). The municipal staff resourcing/services agreement(s):
- (a) May be executed between the Province and the Region, and structured such that the Region would directly coordinate with the YNSE Municipalities and serve as the 'one window' for the Province;
 - (b) Would include terms of reimbursement from the Province for 'reasonable' costs incurred for municipal staff resources/services provided in support of advancing the Project; and,
 - (c) May also be deployed to support the ongoing, future delivery of the Project.

**PROVINCE OF ONTARIO-REGIONAL MUNICIPALITY OF YORK
TRANSIT PARTNERSHIP (YONGE NORTH SUBWAY EXTENSION)
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Executed by the Parties on the dates written below.

HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO

Signature:

Name: Michael Lindsay

Title: Special Advisor to Cabinet – Transit Upload

Date of Signature:

Signature:

Name: Shelley Tapp

Title: Deputy Minister of Transportation

Date of Signature:

REGIONAL MUNICIPALITY OF YORK

Signature:

Name: Bruce Macgregor

Title: Chief Administrative Officer

Date of Signature:

PROVINCE OF ONTARIO-REGIONAL MUNICIPALITY OF YORK
MEMORANDUM OF UNDERSTANDING (MOU) ON
TRANSIT-ORIENTED COMMUNITIES (TOC)

Context/Overview

The Province of Ontario (the “Province”) and the Regional Municipality of York (the “Region”) (collectively, the “Parties”) acknowledge that the Province intends to pursue an “Ontario-led Transit-Oriented Communities Program (TOCP)” for station sites, including those related to:

- GO Expansion; and,
- The four priority transit projects included in Ontario’s ‘*New Subway Transit Plan for the Greater Toronto Area (GTA)*’, namely:
 - The Ontario Line;
 - The three-stop Scarborough Subway;
 - The Yonge North Subway Extension (the “YNSE”); and,
 - The Eglinton Crosstown West Extension.

Hereafter, the priority transit projects featured in Ontario’s ‘*New Subway Transit Plan for the GTA*’ shall be referred to as the “Provincial Projects.”

The “Ontario-Led Transit-Oriented Communities Program (TOCP)” is defined as a program, spearheaded by the Province, which:

- Is focused on leveraging opportunities through which the private sector, in cooperation with public sector entities, would deliver some critical elements of station infrastructure, and would intensify development around proposed transit stations; and,
- Applies to the stations sites for GO Expansion and the Provincial Projects.

Moreover, aligned with the “*Shared Objectives*” outlined below, the aforementioned strategy is intended to generate the following outcomes:

- **Exchange of Value:** Creating new investment and revenue opportunities between the public and private sectors, where possible.
- **Increased Transit Ridership:** Developing transit-oriented communities, in which residents choose transit as their first mode of transportation.
- **Improved Customer Experience:** Enhancing station areas to make the interaction with the customer seamless (e.g., through creating desirable commerce and retail concourses, etc.).
- **City/Region Building:** Developing communities that provide residents and workers with new places to live, work and play.

To enable the implementation of the Ontario-Led TOCP:

- The Province recognizes that the Region – and the lower-tier municipalities comprising the Region to which the TOCP will apply – are critical partners in the successful delivery of transit-oriented communities (TOC) opportunities.
- The Province and the Region share the strong desire to appropriately integrate new transit facilities into development, and ensure due consideration for the compatibility with surrounding neighbourhoods, in order to realize the potential associated benefits accruing to each of the Parties and to the public.

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As such, the Province and the Region commit to ongoing, proactive and good faith collaboration in respect of the Ontario-Led TOCP, which, through this “Memorandum of Understanding (MOU) on Transit-Oriented Communities (TOC)”, is predicated upon the establishment of:

- A set of shared objectives that will guide the pursuit of TOC for GO Expansion and the YNSE; and,
- A formally-structured, principles-based process – with defined roles, responsibilities and activity-based timelines for each of the Parties – to deliver the TOC proposals for the YNSE.
 - Further details associated with the formally-structured process for YNSE articulated in this MOU on TOC will be developed collectively by the Parties, including in terms of the supporting governance and engagement framework.
 - While out of scope for this MOU on TOC, a formally-structured process to deliver TOC proposals for GO Expansion will be established separately by the Parties.
 - For those cases in which GO Expansion and the YNSE may intersect, the resulting station sites will be deemed to be part of the YNSE, and, by consequence, the formally-structured process appearing in this MOU on TOC will be applied *vis-à-vis* TOC proposals.

Furthermore, the Region commits to serving as the ‘one window’ for the Province, thereby directly coordinating with the lower-tier municipalities comprising the Region to which the TOCP will apply, in order to ensure that the applicable “*Shared Objectives*”, “*Formally-Structured Process – YNSE*” and “*Roles & Responsibilities Under Formally-Structure Process – YNSE*” reflected in this MOU on TOC are realized to the mutual benefit of the Parties. Therefore, the Region shall enter into a separate, formal arrangement (or arrangements) with the lower-tier municipalities comprising the Region to which TOCP will apply, for the express purpose of empowering the Region to coordinate on behalf of – and represent the interests of – these lower-tier municipalities during the formally-structured process delineated in this MOU on TOC.

Shared Objectives

Through the Ontario-Led TOCP for GO Expansion and the YNSE, the Province and the Region are jointly seeking TOC opportunities that will achieve the following objectives:

- The creation of complete and accessible communities, with employment and residential densities that support higher-order transit in a manner consistent with good land use planning and region-building principles;
- An increase in the housing supply, with a range and mix of types that are responsive to the specific context and nature of each unique TOC site, including affordable housing and other types;
- Growth in potential transit ridership and improvements/enhancements to the customer experience, as a result of direct access to rapid transit and connections to surface transit;

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- Increased transit access for residents to employment areas, while further supporting employment growth;
- An offset of the costs of building and/or operating transit; and,
- The coordinated delivery of GO Expansion and the YNSE with integrated TOC initiatives that result in an adherence to the committed project schedules, and that optimize the utilization of the resources of the Region and, as required, the lower-tier municipalities comprising the Region to which the TOCP will apply.

As previously indicated, the remainder of this MOU pertains to the formally-structured process – and associated roles and responsibilities of the Parties – to deliver provincial TOC proposals for the YNSE. A separate process will be designed and established by the Parties for provincial TOC proposals that apply to GO Expansion stations.

Formally-Structured Process – YNSE

As the proponent under the Ontario-Led TOCP, the Province will be responsible for the market solicitation processes regarding the new stations to be constructed. To this end, in all cases, the Province will:

- Spearhead negotiations with third parties related to prospective TOC; and,
- Act as the singular commercial interface with the third parties at the TOC sites.

As TOC proposals for the YNSE are developed, the Province will engage with the Region – and, as directly coordinated by the Region, the lower-tier municipalities of the Region through which the YNSE will be constructed (the “YNSE Municipalities”) – to:

- Ensure, as a first step, that the proposals will align with, and balance, the above-noted, mutually-shared objectives; and,
- Establish, as appropriate, the site-specific parameters that will serve as inputs to the market solicitation processes.

Subsequently, a formally-structured process for the Ontario-Led TOCP for the YNSE – with specified timelines defined for the various stages thereof – will ensue between the Parties, thereby allowing for:

- The ongoing sharing of information and documentation associated with the TOC proposals for the YNSE, prepared in a consistent fashion and on a site-specific basis;
- Review of, and comment on, the TOC proposals by the Region (and, as directly coordinated by the Region, the YNSE Municipalities); and,
- Input by the Region – and, as directly coordinated by the Region, the YNSE Municipalities – in relation to community amenities, which will be considered by the Province for inclusion in the TOC initiatives at the YNSE station sites.

Per this MOU on TOC, the formally-structured process in respect of the YNSE will reflect the following principles:

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- The Parties jointly acknowledge that prospective TOC will be dependent upon the specific parameters and context of each YNSE station site.
- Collaboration between the Parties during the process will:
 - Occur through a supporting governance and engagement framework to be designed by the Parties; and,
 - Involve (amongst other things) leveraging the expertise of each of the Parties, including in terms of technical considerations/requirements to the TOC proposals and YNSE station sites.
- Each TOC site will be treated by the Parties as a priority development to ensure that the committed YNSE project delivery schedules are met. To this end, during the process, the Parties will:
 - Agree to specified timelines for the various stages of the process, including those related to review and input;
 - Be responsive and accountable to the other Party, including through the timely sharing of information and documentation required, and by meeting reasonable standards of quality in the documentation provided; and,
 - Make best efforts, wherever possible, to eliminate uncertainty.
- Opportunities will be created during the process to seek and receive public input.

Roles & Responsibilities Under Formally-Structured Process – YNSE

Consistent with the principles outlined above, the Province and the Region jointly commit to fulfilling the following roles and responsibilities during the formally-structured process related to the review of, and input to, provincial TOC proposals for the YNSE:

Province of Ontario

The Province commits:

- To engage directly with the Region – which will serve as the ‘one window’ for the Province during the formally-structured process – in accordance with the supporting governance and engagement framework to be developed by the Parties.
- In respect of each TOC site for the YNSE, and at the relevant/applicable points in the process, to work with its third-party developer partners to provide to the Region all documentation required for review of, and input to, a provincial TOC proposal, including those details related to:
 - The site boundaries and associated properties;
 - The proposed mix of uses;
 - The site density;
 - The site plan and conceptual massing; and,
 - Other technical information/requirements.
- To ensure that the aforementioned documentation is provided to the Region in a timely fashion, and that reasonable standards of quality are satisfied by the Province and/or its third-party development partners (as applicable).
- To acknowledge comments submitted to the Province by the Region – and to engage the Region further on the input provided to the Province – including input

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related to existing municipal site plans, community amenities, and other applicable Provincial and municipal planning documents/policies.

- To ensure – in anticipation of potential increased servicing costs arising from TOC – the Region (and, as applicable, the YNSE Municipalities) continues (continue) to have appropriate access to funding tools to enable necessary improvements to hard services.
- To work with the relevant third parties/private sector developers to support like-for-like replacement or relocation, as applicable/appropriate, of municipal-owned infrastructure, in recognition that such assets may be affected during the implementation of TOC initiatives at or around the station sites.
- To work with the Region to seek and receive public input through an engagement process.

Regional Municipality of York

The Region commits:

- To serve as the ‘one window’ for the Province during the formally-structured process, including in respect of direct coordination with – and ensuring engagement of – the YNSE Municipalities, to fulfill the roles and responsibilities articulated hereafter.
- To engage with the Province in accordance with the supporting governance and engagement framework to be developed by the Parties.
- In a manner consistent with the specified timelines defined for the various stages of the formally-structured process:
 - To provide municipal review of, and comments on, the provincial TOC proposals; and,
 - To undertake and prioritize all applicable municipal-led permitting processes related to the provincial TOC proposals.
- To make available the appropriate municipal staff resources to manage:
 - All necessary municipal review of, and input to, the provincial TOC proposals; and,
 - All applicable municipal-led permitting processes related to the provincial TOC proposals.
- Following the process noted above – and at the first possible opportunity – to initiate any amendments that may be required to municipal Official Plan(s) and other applicable municipal planning documents/policies, to reflect changes to density and land uses for the identified TOC sites, as consistent with the provincial TOC proposals.
- To ensure coordination of the utility and service upgrades necessary to enable TOC, such that the committed delivery timelines for the YNSE can be achieved and the TOCP outcomes can be realized.
- To work with the Province to seek and receive public input through an engagement process.

Priority Transit Projects for Bill 171, Building Transit Faster Act

Legend

- 1 Yonge-University Line
- 2 Bloor-Danforth Line
- 3 Sheppard Line
- 4 Eglinton Line
- GO Lines

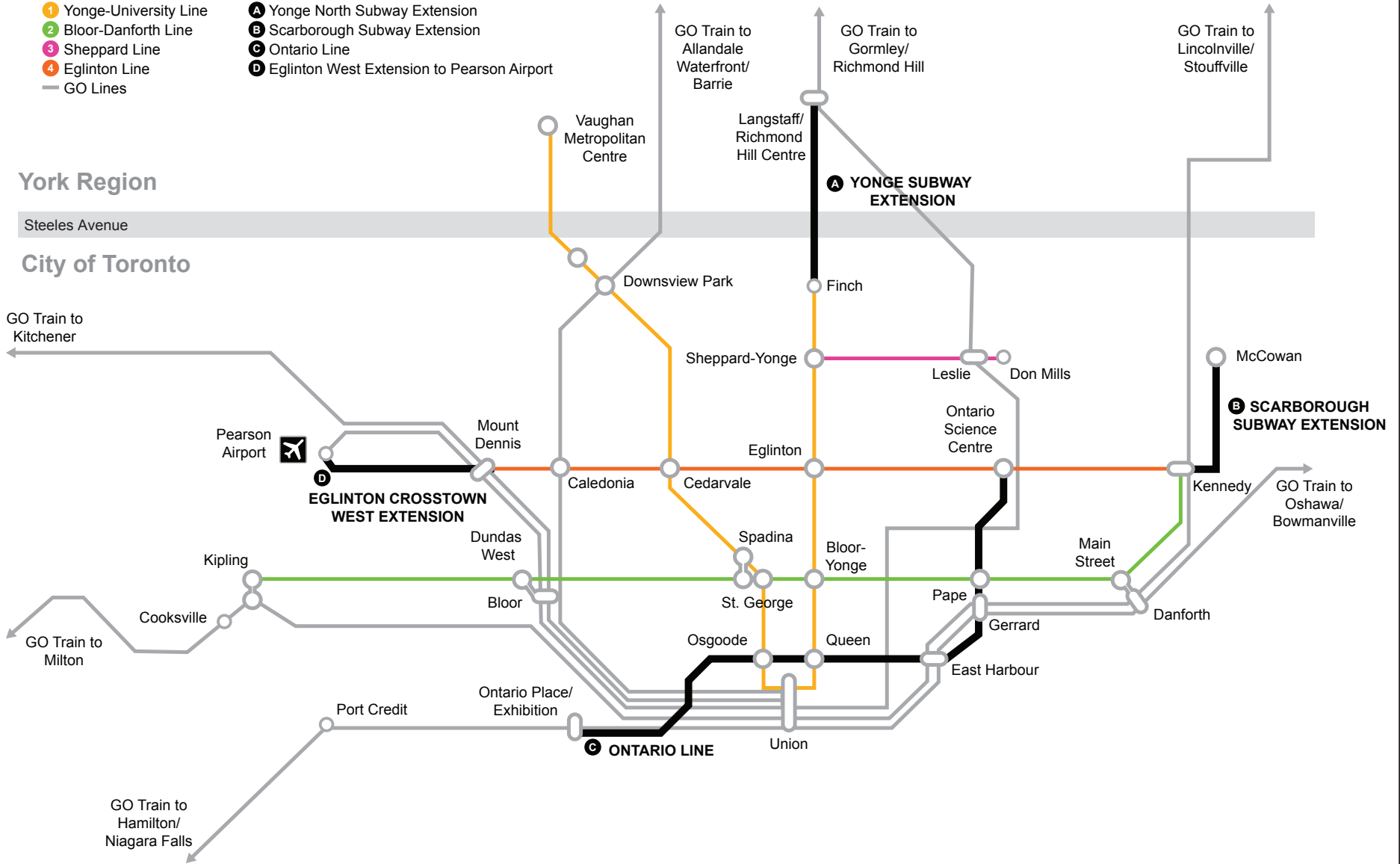
Bill 171 Projects

- A Yonge North Subway Extension
- B Scarborough Subway Extension
- C Ontario Line
- D Eglinton West Extension to Pearson Airport

York Region

Steeles Avenue

City of Toronto



Ministry of
Transportation

Office of the Minister

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107-2019-3231

AUG 01 2019

Mr. Wayne Emmerson
Chairman and Chief Executive Officer
Regional Municipality of York
17250 Yonge Street
Newmarket ON L3Y 6Z1

Dear Mr. Emmerson:

As you are aware, over the past year, the Government of Ontario has been developing a plan to assume responsibility for Toronto Transit Commission (TTC) subway infrastructure from the City of Toronto. This plan, which is being shaped through ongoing formal engagement and collaboration with officials from the City of Toronto and the TTC, is focused on delivering a more efficient and modern regional transit network, with due recognition of the TTC subway system as a key component of that broader network.

Consistent with the commitment made in the 2019 Ontario Budget to “upload” Toronto subway infrastructure in two phases, our government introduced the *Getting Ontario Moving Act*, which enables the transfer of responsibility for new subway projects – including the priority projects featured in Ontario’s “New Subway Transit Plan for the Greater Toronto and Hamilton Area (GTHA)” – from the City of Toronto to the Province of Ontario. Receiving Royal Assent on June 6, 2019, the *Getting Ontario Moving Act* amends the *Metrolinx Act, 2006*, and grants the Province the ability to prescribe – by regulation – a rapid transit project to be designated as Metrolinx’s “sole responsibility” and part of Metrolinx’s regional transit system.

Effective July 23, 2019, the Ontario Regulation under the *Metrolinx Act, 2006*, titled, “*Interim Measures – Upload of Rapid Transit Projects*” (O. Reg. 248/19), prescribes three landmark initiatives – that is, the Relief Line/Ontario Line, the Scarborough Subway Extension and the Yonge North Subway Extension – as rapid transit projects that are the “sole responsibility” of the Province, through Metrolinx, pursuant to subsection 46(1) of the *Metrolinx Act, 2006*.

With this regulation now in effect, I have provided Ministerial authorization enabling collaborative work with the City of Toronto, TTC, York Region, and York Region Rapid Transit Corporation (YRRTC) to continue, in alignment with provincial guidance and direction, and as conveyed on my behalf by the “Special Advisor to Cabinet – Transit Upload” and the Deputy Minister of Transportation. Such an approach will ensure that we can move forward without delay to deliver these three regionally-significant projects.

To further support this collaboration, Metrolinx and Infrastructure Ontario will soon be engaging York Region and YRRTC – while simultaneously engaging the City of Toronto and TTC along the same vein – to explore the development of a staff services arrangement, which is intended to leverage the expertise and specialized knowledge of City-/TTC- and Region-/YRRTC retained staff to advance the technical aspects of the Yonge North Subway Extension in an integrated team environment. Any such arrangement developed by the agencies will be reviewed by the various parties, will be subject to provincial approval, and will ensure that clarity and certainty is provided to all impacted municipally-retained staff, especially with respect to the scope of their roles, the reporting/accountability/responsibility structure and the potential for future opportunities.

Finally, to support the implementation of the three prescribed projects comprising Ontario's "New Subway Transit Plan for the GTHA," I and my colleague, the Minister of Infrastructure, the Honourable Laurie Scott, will be issuing direction to Metrolinx and Infrastructure Ontario. This direction will identify and delineate the agencies' respective roles and responsibilities in project delivery, and will govern the ongoing integrated nature of their work, including with respect to the continued engagement with York Region, YRRTC and other municipal partners and agencies.

My colleague, Associate Minister of Transportation (GTA), Kinga Surma, and I look forward to an open dialogue with you and the mayors of the region. Our objective is that our respective governments can finalize an arrangement to deliver the Province's "New Subway Transit Plan for the GTHA." To that end, I also look forward to working together to get transit built in the City of Toronto, York Region and the broader GTHA.

Sincerely,



Caroline Mulroney
Minister of Transportation

- c. The Honourable Kinga Surma, Associate Minister of Transportation (GTA)
The Honourable Laurie Scott, Minister of Infrastructure
Michael Lindsay, Special Advisor to Cabinet – Transit Upload
Shelley Tapp, Deputy Minister, Ministry of Transportation
His Worship David Barrow, Mayor of Richmond Hill
His Worship Maurizio Bevilacqua, Mayor of Vaughan
His Worship Frank Scarpitti, Mayor of Markham

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

CONTEXT

The Province of Ontario (the “Province”), the City of Toronto (the “City”) and the Toronto Transit Commission (TTC), collectively, the parties (the “parties”), have maintained a longstanding partnership with respect to advancing public transit initiatives.

The parties acknowledge that the TTC subway system is an important component of an integrated transit network serving Toronto – which includes TTC surface transit (i.e., streetcar and bus services) and Wheel-Trans – as well as the Greater Toronto and Hamilton Area (GTHA) – which includes transit services provided by Metrolinx and other municipalities.

BACKGROUND

The provincial government’s election platform, titled, *A Plan for the People*, included a commitment to:

- “Assume responsibility for subway infrastructure from the City, including the building and maintenance of new and existing subway lines (the “upload”); and,
- Keep responsibility for day-to-day operations, including labour relations, with the City”.

The Province committed to developing a plan to upload components of the TTC subway system, which is intended to generate the following benefits to public transit rider and residents:

- “Expedited implementation of a greater number of priority regional transit projects, made possible by the Province’s ability to accelerate procurement, permitting and approvals, and to effectively undertake capital construction;
- An enhanced ability to plan a more efficient regional transit network across the GTHA, with improved connectivity achieved, for example, through fare and service integration; and,
- A greater fiscal flexibility to invest in and deliver additional transit projects, and to address essential deferred maintenance needs, which would be effected through amortized provincial capital expenditures on owned assets”.

City Council on May 22, 2018 passed a resolution (2018.MM41.36) stating a position that “the City of Toronto should continue to own, operate and maintain the Toronto subway system and that transit within the City of Toronto should not be uploaded or otherwise transferred, in whole or in part, to the Province of Ontario”.

On August 31, 2018 the Premier of Ontario appointed a “Special Advisor to Cabinet – Transit Upload” (the “Province’s Special Advisor”) to help deliver on the Province’s commitment to assume responsibility for TTC subway infrastructure. The mandate for the Special Advisor is specified in the *Special Advisor to Cabinet – Transit Upload and Transit Upload Advisory Panel: Terms of Reference* document, which was posted to the Ministry of Transportation (MTO) website on November 28, 2018.

On November 15, 2018, the Province presented its *2018 Economic Outlook and Fiscal Review*, which affirmed the commitment to develop a plan to upload responsibility for TTC subway infrastructure.

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

On November 29, 2018, the Minister of Transportation, in a letter to the Mayor of the City of Toronto:

- Requested the support of the City to engage in a discovery exercise with the Province, with the intent of reaching a joint understanding of: the fair valuation of the assets and liabilities encompassing the TTC subway system; the TTC's current backlog of deferred maintenance on subway assets; and, the costs to operate the subways, disaggregated from the bus/streetcar network.
- Consistent with the intention of accelerating key subway projects in Toronto, proposed the participation of Infrastructure Ontario, with the existing work of the City, TTC and Metrolinx, in the Relief Line project to examine opportunities to advance design and delivery.

On December 13, 2018, Toronto City Council considered the report, *CC1.6 Engagement with the Province on Toronto's Transit System*. In doing so, City Council:

- Reaffirmed its support for keeping ownership of the TTC with the City of Toronto and requested the Province to “demonstrate clearly and with evidence the goals they believe can only be achieved through a change in subway ownership”;
- Indicated interest in working with the Province to get the Relief Line subway built as a priority and as quickly as possible;
- Authorized the City Manager, in consultation with the Chief Executive Officer, TTC, to negotiate with the Province a Terms of Reference ("ToR") in order to guide a discussion and information exchange process between the Province and City on the alignment of transit responsibilities. As directed by Council, the ToR would have regard to:
 - A set of mutually-agreed objectives, based upon a suite of principles, per the report CC1.6 (see Appendix A);
 - An “evaluation of potential models and other policy options, including a comprehensive assessment of the potential risks, liabilities and implications, to achieve both the Province and City objectives”; and,
 - The “inclusion of a public consultation process, which results in a meaningful exchange of concerns and/or opportunities raised in a transparent manner.”
- Conditional upon a joint ToR having been developed in accordance with Council direction and to the satisfaction of the City Manager, Council authorized the City Manager in consultation with the CEO, TTC to engage with the Province based upon the joint ToR.
- Directed the City Manager to retain a third party validator for the City to determine all asset values.

Following City Council direction in December, the parties began development of a Terms of Reference to reflect the direction of both the Province and City Council.

As such, this Terms of Reference (“ToR”) document, prepared without prejudice, outlines the core elements that are proposed as forming the basis of the review and engagement process to be undertaken by the parties, effective February 8, 2019.

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

PROBLEM STATEMENT

The parties jointly recognize the need to pursue alternative approaches to the planning, funding, decision-making and delivery of transit in Toronto, and spanning the broader region as is the provincial interest. This approach would enable, to the maximum extent possible:

- The accelerated implementation of priority expansion projects;
- The integration of transit services across modes and agencies (e.g. TTC, Metrolinx, other 905 transit agencies);
- The modernization and enhancement of the existing subway system, while ensuring the system is maintained in a state of good repair;
- The continuity of safe, reliable service to all residents whom depend on it for mobility; and
- A long-term sustainable, predictable, funding model for the existing transit system and future transit needs.

OBJECTIVES & PRINCIPLES

Consistent with the direction received by the Province and City, the following objectives and principles (presented in no particular order) will guide the evidence-based review and engagement process in order to assess the potential realignment of transit responsibilities:

- Good Governance: A governance framework that: ensures transparency and accountability to the people of Toronto and the GTHA; reflects the importance of transit users within the region; and, is responsive to the needs of the communities that rely upon the transit network.
- Safety & Reliability: A safe and secure transit network, while ensuring the accessibility and connectivity of transit services in Toronto.
- Efficient & Integrated System: Greater efficiency – supported through key policy initiatives – in the planning, implementation and operation of transit, thereby enabling an integrated transit network that complements the City's planning objectives, and provides seamless connections between transit services.
- Effective Decision-Making to Enable Delivery: A more effective and clearer decision-making structure for transit projects and service delivery, which is evidence-based, and also allows for the advancement of priority expansion initiatives currently underway.
- Financial Sustainability: A long-term funding model that: provides stable, consistent funding for effective system planning and management; is fiscally prudent with due regard for the taxpayers of Toronto and Ontario; and, fairly divides financial obligations between the orders of government.

OVERVIEW OF REVIEW & ENGAGEMENT PROCESS

The parties agree to undertake the following activities:

Stage 1 –Evaluation of Potential Options/Models

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

- The parties will identify a finite number of options to be assessed, in order to evaluate the best approach to address the objectives and principles as defined in this ToR. The options will include:
 - The proposed "upload" model, in which the Province would assume ownership of, and responsibility for, subway infrastructure from the City, including the building and maintenance of new and existing subway lines, while the responsibility for day-to-day operations, including labour relations, remains with the City.
 - Other options that consider the potential transfer of asset ownership from the City to the Province (e.g., the Province assumes ownership of, and responsibility for, new transit expansion projects only, etc.).
 - Options that do not consider the transfer of assets, but include a realignment of responsibilities (e.g., the Province assumes responsibility for the delivery of new transit expansion projects, etc.).
- The Province recognizes that the City/TTC are undertaking multiple initiatives aimed at improving performance against shared objectives and commits to better understanding these in order to inform options.
- The options to be defined will include (non-exhaustive) the following:
 - The scope and distribution between the parties of the assets under consideration;
 - The scope and distribution between the parties of the liabilities under consideration;
 - Functional roles and responsibilities (e.g., with respect to planning, delivery, operations, maintenance, etc.); and,
 - Funding responsibilities (e.g., state of good repair costs, operating costs, maintenance costs, capital costs, etc.).
- The parties agree that the options will be evaluated based upon the following dimensions (non-exhaustive):
 - Achievement of objectives;
 - Financial and operational implications;
 - Risks and impacts;
 - Feasibility/implementation;
 - Governance implications; and,
 - Other considerations (i.e. City's Guiding Principles).
- In order to support the technical definition/details and the evaluation of the options the parties commit to an ongoing reciprocal sharing of data, information and documentation (see Appendix B).
- In addition, to facilitate the timely evaluation of options, the parties will draw upon previous analyses and studies conducted by the parties.
- The parties acknowledge that meaningful public consultation is a required input to effective decision-making. To that end, during the process, the parties will conduct consultation with the public, including other key stakeholders.
- The parties shall identify the options/end states to be carried forward into Stage 2 of the process, and report to respective governing bodies on the results of Stage 1 analysis.

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

Stage 2 – Design of End State

- Informed by Stage 1, the parties will further refine the potential realignment of responsibilities under the options/end states, including:
 - Specific responsibilities of the parties as to inform the future governance, decision-making and funding frameworks; and,
 - Specific design characteristics of the end state, which would enable the parties to optimally fulfill their respective responsibilities and roles/functions.
- Consideration will also be given to additional measures required to mitigate risks identified through the evaluation undertaken in Stage 1.
- Upon completion of this stage of the process, the parties will discuss next steps, subject to provincial and municipal report-backs and subsequent decision-making.

RULES OF ENGAGEMENT

The applicable principles and provisions of the Agreement on Cooperation and Consultation between the City of Toronto and the Province of Ontario (TOCCA), dated May 12, 2016, will guide the review and engagement process.

Building upon this foundation for collaboration, the parties further commit to the following:

- Principles-Based Discussion: The parties agree to an ongoing dialogue matched to the objectives and principles articulated in this ToR.
- Partnership: The parties shall, at all times, engage in good faith, without prejudice, and in a manner consistent with the authorities and mandates conferred by their respective orders of government. Outputs of this process are expected to inform final provincial and municipal decision-making.
- Reciprocal Exchange of Information: The parties will share – in a timely and transparent manner – all relevant and requested data, information and documentation, in order to support the broader consultation, within reasonable timeframes.
- Transparency & Communications: The parties shall mutually determine the requirements for public disclosure of information in the interest of ensuring transparency. In addition, the parties will plan and implement joint communications activities marking milestones associated with the ongoing process.
- Confidentiality: All persons designated by the parties to partake in the review and engagement process shall be deemed to be bound by the confidentiality obligations contained in TOCCA. Moreover, the public release of information shall be subject to the provisions of the *Freedom of Information and Protection of Privacy Act* and the *Municipal Freedom of Information and Protection of Privacy Act*, where applicable.

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

COMPOSITION & STRUCTURE

Collaboration amongst the parties will be structured in accordance with the following framework:

Steering Committee

The Steering Committee will enforce the mutually-consented principles, and will carry out the scope of work as outlined in this ToR document. The Steering Committee membership includes the following:

Ontario

- Province's Special Advisor
- Deputy Minister, MTO
- Assistant Deputy Minister, MTO
- Executive Director, MTO

Toronto

- Special Advisor
- Executive Director, Corporate Finance
- Representative
- Representative

The Steering Committee will convene bi-weekly, and may meet more frequently, as required. Furthermore, the parties agree that:

- Meetings will alternate between Queen's Park and City Hall locations;
- The agenda will be jointly agreed upon no later than three (3) business days before a meeting;
- Meeting organization, agenda setting and minute taking will alternate between MTO secretariat staff and City/TTC secretariat staff, depending upon the meeting location;
- An agenda forecast will be established and maintained; and,
- Meeting participation is limited to Steering Committee membership, unless there is agreement by all parties to include additional participants.

The Steering Committee may establish, as necessary, Technical Working Groups to carry out the review contemplated in this ToR.

- The Technical Working Groups will include representatives of each party, and may include additional representatives from Metrolinx and/or Infrastructure Ontario, as deemed appropriate by the Steering Committee; and,
- The purpose, membership and mandate of each Technical Working Group will be outlined as an addendum to this ToR document.

Secretariat Support

A dedicated team of MTO and City/TTC staff will be made available to the Steering Committee to undertake the following (non-exhaustive):

- General secretariat duties;
- Agenda setting and agenda forecast management;
- Issues management; and,
- Meeting organization and minute-taking.

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

Executed by the parties on the dates written below.

**HER MAJESTY THE QUEEN IN RIGHT OF
ONTARIO**

Signature: _____

Name: Michael Lindsay _____

Title: Special Advisor to Cabinet – Transit Upload _____

Date of Signature: _____

Signature: _____

Name: Shelley Tapp _____

Title: Deputy Minister of Transportation _____

Date of Signature: _____

CITY OF TORONTO

Signature: _____

Name: Chris Murray _____

Title: City Manager _____

Date of Signature: _____

Signature: _____

Name: Richard Leary _____

Title: Chief Executive Officer, TTC _____

Date of Signature: _____

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

APPENDIX A – CITY OF TORONTO’S GUIDING PRINCIPLES (CC1.6)

Good Governance	<ul style="list-style-type: none"> • Accountability • Responsiveness to Community • Transparency
Policy & Operations	<ul style="list-style-type: none"> • Safety and Security of the System • Preserving Mobility Options and a Seamless Journey • Ensure Accessible Local Service • Alignment of Infrastructure Investments with the City's Planning Objectives • Advance priority expansion projects underway
Funding	<ul style="list-style-type: none"> • Financial Sustainability of the transit system and the implications for the City as a whole • Fair Allocation of Financial Obligations

**PROVINCE OF ONTARIO-CITY OF TORONTO
REALIGNMENT OF TRANSIT RESPONSIBILITIES REVIEW
TERMS OF REFERENCE**

APPENDIX B – DISCOVERY EXERCISE/INFORMATION SHARING

In order to carry out the scope of work, the parties commit to the reciprocal sharing of data, information and documentation.

As an early action under the broader process, the Province will submit a data/documentation request to the City/TTC within five (5) business days of the execution of this ToR. In response, the City/TTC will make best efforts to make available information within fifteen (15) business days of receipt of the request.

Moreover, to support the discovery exercise, the parties agree:

- To generate a shared inventory of records that will be accessible by all parties;
- To determine the scope and inventory of the data, information and documentation to be shared between the parties;
- To make available – as assigned and in a timely and transparent manner – the data, information and/or documentation identified as part of the exercise;
- That the Province, through MTO, will manage and administer a virtual data room that will serve as a web-based repository/portal to facilitate the sharing of data, information and documentation; and,
- To work collaboratively to enable a common baseline/foundation of fact, which includes an objective accounting and technical assessment of the TTC subway network in order to establish a mutual understanding of:
 - the fair valuation of the assets and liabilities encompassing the TTC subway system;
 - the TTC's current backlog of deferred maintenance on subway assets; and,
 - the costs to operate the subways, disaggregated from the bus/streetcar network.

In addition, the parties recognize that the following undertakings are key components of discovery:

- The TTC's review of deferred maintenance on its subway system;
- MTO's procurement – in consultation with the City/TTC – of an independent third party to undertake an open book financial and technical valuation of TTC subway assets, the condition/state of repair of these assets, and the associated liabilities; and,
- The City's valuation of TTC assets as directed by City Council.

PROVINCIAL STATEMENT OF INTENT RELATED TO THE ARRANGEMENT TO SUPPORT ACCELERATING TRANSIT DELIVERY

The Province of Ontario (the “Province”) and the Regional Municipality of York (the “Region”) (collectively, the “Parties”) acknowledge that the accelerated delivery of major transit capital projects is a shared objective and responsibility.

- The Province and the Region are mutually committed to working together to expedite, where possible, the implementation of transit projects, by addressing the common drivers of cost, schedule, resource and quality risks.

To this end, the Province intends to continue to engage its municipal partners, including the Region, to pursue opportunities to accelerate the planning, design and construction of the four provincial priority transit projects included in Ontario’s ‘*New Subway Transit Plan for the Greater Toronto Area (GTA)*’, namely:

- The Ontario Line;
- The three-stop Scarborough Subway;
- The Yonge North Subway Extension (the “YNSE”); and,
- The Eglinton Crosstown West Extension.

Hereafter, the priority transit projects featured in Ontario’s ‘*New Subway Transit Plan for the GTA*’ shall be referred to as the “Provincial Projects.”

As such, this “Provincial Statement of Intent Related to the Arrangement to Support Accelerating Transit Delivery” is being provided by the Province to the Region, in order to establish the scope and an accompanying collaborative framework/process to be deployed by the Parties, in respect of the set of mechanisms proposed by the Province through the *Building Transit Faster Act, 2020* (the “Act”). The Act, if passed, would help enable the implementation of the Provincial Projects in accordance with their publicly-committed schedules/timelines.

Moreover, this statement reflects the provincial intentions and commitments – articulated by the Province to the Region during consultation convened through meetings of the ‘Ontario-York Region Executive Steering Committee’ over the course of fall 2019/winter 2020 – in relation to the suite of tools proposed through the Act, which the Province introduced to the Legislature on February 18, 2020.

In pursuing these proposed tools, the Province further intends to adopt a “collaboration first” approach with the Region, underpinned by the following provincial commitments outlined in the proposed Act:

- The proposed Act would apply solely to the Provincial Projects;
- Authority with respect to planning and construction of the Provincial Projects would rest with the Minister of Transportation, unless appropriately delegated to an applicable provincial public sector entity;
- The tools proposed by the Province are primarily envisioned in their application as backstops/safeguards, in the event that cooperation or negotiation between the Province and its municipal partners does not result in an adherence to the committed schedules for the Provincial Projects; and,
- Some of the provincially-proposed tools would enable the Province to eliminate some constraints, in order to meet the committed timelines associated with the Provincial Projects.

PROVINCIAL STATEMENT OF INTENT RELATED TO THE ARRANGEMENT TO SUPPORT ACCELERATING TRANSIT DELIVERY

Furthermore, with respect specifically to the delivery of the YNSE, the Province commits to proactive and good faith collaboration with the Region through a mutually-developed and structured engagement process – guided by an overarching Ontario-York Region governance framework that leverages the existing ‘Ontario-York Region Executive Steering Committee’, and ensures the facilitation of input from the lower-tier municipalities of the Region through which the YNSE will be constructed – aimed at:

- Establishing – and reflecting, in practice – the shared objectives and responsibilities of the Parties.
- Ensuring that, through the engagement process and subject to provincial approvals, the Province provides to the Region the proposed project plans, schedules and procurement timelines related to the YNSE.
- Developing new protocols to support the implementation of the provincially-proposed mechanisms, and to streamline current processes and approvals, where possible.
- Reviewing and assessing the impacts and outcomes that may be attributed to the mechanisms proposed in the *Act* to accelerate project delivery. Such an exercise would identify lessons learned and, as necessary, potential refinements to specific tools.
- Jointly investigating and considering other opportunities and measures – both existing and new – that could help the Parties to expedite the implementation of major transit capital projects that are shared priorities.

Consistent with the above, the proposed *Act* would provide the Province with the tools to expedite the planning, design and construction process that has delayed major transit projects in the past. If passed, then, this legislation would enable the Province to deliver on the implementation timelines to which it is committed in respect of the Provincial Projects, by:

- Relocating utilities more efficiently, while treating businesses fairly, and ensuring costs are not passed on to consumers;
- Ensuring the assembly of land for the Provincial Projects that is required to construct stations, conduct tunneling and prepare sites, while treating property owners fairly;
- Ensuring timely provincial access to municipal services and rights-of-way;
- Allowing the Province to inspect and remove physical barriers to construction with appropriate notification to property owners; and,
- Ensuring nearby developments or construction projects are coordinated, so they do not delay the delivery of the Provincial Projects.

Finally, building upon the YNSE-specific consultation that has occurred to date through the ‘Ontario York Region Executive Steering Committee’, the Province commits to continue:

- The discussions regarding the details associated with the above-noted suite of tools and mechanisms proposed through the *Act*; and,
- To develop, in partnership with the Region, the joint protocols and procedures to be applied pursuant to the aforementioned Ontario-York Region engagement process and governance framework.



Legislative Services
 Michael de Rond
 905-726-4771
 clerks@aurora.ca

Town of Aurora
 100 John West Way, Box 1000
 Aurora, ON L4G 6J1

May 29, 2020

Delivered by email
 regional.clerk@york.ca

Christopher Raynor, Regional Clerk
 The Regional Municipality of York
 17250 Yonge Street
 Newmarket, ON L3Y 6Z1

Dear Mr. Raynor:

**Re: Town of Aurora Council Resolution of May 26, 2020
 Decision on Regional Fire Service Study**

Please be advised that this matter was considered by Council at its meeting held on May 26, 2020, and in this regard Council adopted the following resolution:

1. **That Report No. CS20-007 be received; and**
2. **That Council supports proceeding with a study of the potential creation of a Regional Fire Service; and**
3. **That the Town Clerk be directed to circulate the Town's decision to York Region and all York Region municipalities.**

The above is for your consideration and any attention deemed necessary.

Yours sincerely,

Michael de Rond
 Town Clerk
 The Corporation of the Town of Aurora

MdR/lb

Copy: All York Region Municipalities



Northumberland
County

Resolution

Moved By _____

Agenda
Item 8i

Resolution No.
2020-05-20-143

Last Name Printed Martin

Seconded By _____

Council Date: May 20, 2020

Last Name Printed Cane

"Now Therefore Be It Resolved That Northumberland County Council supports the resolutions adopted by the Township of Perth South, the Village of Merrickville-Wolford, the Municipality of West Nipissing; and

Further Be It Resolved That Northumberland County requests the Ministry of Natural Resources and Forestry to review its practices and procedures to include a requirement to provide supporting evidence to impacted municipalities when designating Provincially Significant Wetlands within their boundaries; and

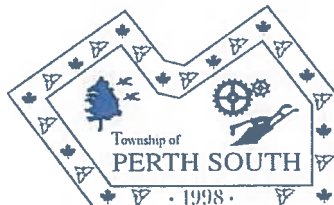
Further Be It Resolved That Council directs staff to send a copy of this resolution to the Premier of Ontario, the Minister of Natural Resources and Forestry, the Minister of Municipal Affairs and Housing, MPP David Piccini (Northumberland Peterborough-South), the Association of Municipalities of Ontario, the Rural Ontario Municipal Association, and all Ontario municipalities."

Recorded Vote
Requested by _____
Councillor's Name

Carried 
Warden's Signature

Deferred _____
Warden's Signature

Defeated _____
Warden's Signature

**Corporation of the Township of Perth South**

3191 Road 122
St. Pauls, ON N0K 1V0
Telephone 519-271-0619
Fax 519-271-0647
lscott@perthsouth.ca

April 16, 2020

Sent by Email

Honourable Doug Ford
Premier of Ontario
Premier's Office, Room 281
Legislative Building, Queen's Park
Toronto, ON M7Z 1A1

Honourable Premier Ford;

Re: Provincially Significant Wetlands Designation

At the regular meeting of Perth South Council held on March 17, 2020 correspondence was received from the Municipality of West Nipissing, the Village of Merrickville-Wolford and Norfolk County (attached hereto) regarding the above noted issue. As a rural municipality, we share the same concerns raised and thoroughly support the resolutions passed and information provided by these municipalities.

Thank you for your consideration of this matter and please contact our office if you require any further information.

Regards,

A handwritten signature in blue ink, appearing to be "Lizet Scott", written over a horizontal line.

Lizet Scott
Clerk

Attachments



West Nipissing Ovest

Joie de vivre

The Corporation of the Municipality of West Nipissing
La Corporation de la Municipalité de Nipissing Ovest
101-225, rue Holditch Street, Sturgeon Falls, ON P2B 1T1

P/T (705) 753-2250 (1-800-263-5359)
F/TC (705) 753-3950

March 3, 2020

SENT VIA E-MAIL

Honourable Doug Ford, Premier of Ontario
Premier's Office, Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Honourable Premier Ford:

SUBJECT: PROVINCIALY SIGNIFICANT WETLANDS DESIGNATION

At its regular meeting held on February 25, 2020, Council for the Municipality of West Nipissing passed resolution **2020/080**, attached hereto. The resolution supports a request circulated by the Village of Merrickville-Wolford, asking the Ministry of Natural Resources and Forestry to respectfully review its practices and procedures to include a requirement to provide supporting evidence, to impacted municipalities, when designating Provincially Significant Wetlands within their boundaries.

We trust the enclosed is self-explanatory.

Respectfully,

Deputy Clerk / Assistant to the
Chief Administrative Officer

\Encl.

cc: Minister of Natural Resources and Forestry
Minister of Municipal Affairs and Housing
Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)
Ontario Municipalities



The Corporation of the Municipality of West Nipissing /
La Corporation de la Municipalité de Nipissing Ouest

Resolution No.

2020 / 0 8 0

FEBRUARY 25, 2020

Moved by / *Proposé par* :

Seconded by / *Appuyé par* :


WHEREAS the Municipality of West Nipissing received resolution no. R-029-20 from the Village of Merrickville-Wolford, attached hereto; pertaining to the Ministry of Natural Resources and Forestry's practices and procedures when designating of Provincially Significant Wetlands;

BE IT RESOLVED THAT Council for the Municipality of West Nipissing supports the Village of Merrickville-Wolford requesting that the Ministry of Natural Resources and Forestry to respectfully provide supporting evidence with respect to the expansion of wetlands designations within their boundaries;

BE IT FURTHER RESOLVED THAT Council for the Municipality of West Nipissing calls upon the Ministry of Natural Resources and Forestry to respectfully review its practices and procedures to include a requirement to provide supporting evidence, to impacted municipalities, when designating Provincially Significant Wetlands within their boundaries;

BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to the Premier of Ontario, the Minister of Natural Resources and Forestry, the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA) and all Ontario municipalities.

	YEAS	NAYS
DUHAIME, Yvon		
FISHER, Christopher		
LARABIE, Roland		
MALETTE, Léo		
ROVEDA, Dan		
SÉGUIN, Jeremy		
SÉNÉCAL, Denis		
SÉNÉCAL, Lise		
SAVAGE, Joanne (MAYOR)		

CARRIED: 
 DEFEATED: _____
 DEFERRED OR TABLED: _____

Established 1793
 Incorporated
 Woford 1850
 Merrickville 1860
 Amalgamated 1998



Telephone (613) 269-4791
 Facsimile (613) 269-3095

VILLAGE OF MERRICKVILLE-WOLFORD

February 5, 2020

The Honourable Doug Ford, Premier of Ontario
 Premier's Office, Room 281
 Legislative Building, Queen's Park
 Toronto, ON, M7A 1A1

Dear Premier Ford:

Re: Provincially Significant Wetlands Designation

Please find attached the Council of the Corporation of the Village of Merrickville-Wolford's Resolution No. R-029-20, with respect to the Village's concerns surrounding the Ministry of Natural Resources and Forestry's practices and procedures while implementing designations of Provincially Significant Wetlands.

While the attached resolution is tailored to a Village-specific issue, it is Council's position that the concerns expressed therein are being experienced by municipalities Province-wide.

Thank you in advance for the consideration that you give this matter.

Yours truly,

Doug Robertson
 CAO/Clerk/Director, Economic Development

c. Honourable John Yakabuski, Minister of Natural Resources and Forestry
 Honourable Steve Clark, Minister of Municipal Affairs and Housing
 Andy Brown, CAO of the United Counties of Leeds and Grenville
 Association of Municipalities of Ontario
 Rural Ontario Municipal Association
 All Ontario municipalities

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Incorporated
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Merrickville 1860
Amalgamated 1998

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Facsimile (813) 269-3095



VILLAGE OF MERRICKVILLE-WOLFORD

For Clerk's use only, if required:		
Recorded Vote Requested		
By:		
Cameron	Y	N
Foster	Y	N
Halpenny	Y	N
Molloy	Y	N
Struthers	Y	N

Resolution Number: R - 029 - 20

Date: January 27, 2020

Moved by: Cameron Foster Halpenny Molloy

Seconded by: Cameron Foster Halpenny Molloy

WHEREAS the Village of Merrickville-Wolford is endeavouring to adopt a new Official Plan as required per Section 17 of the *Planning Act* and the Village is required to incorporate the Provincial Policy Statements of the Act;

AND WHEREAS the Provincial Policy Statements require the Village to provide in its Official Plan the updated provisions of new and expanded Provincially Significant Wetlands designations;

AND WHEREAS the Council of the Corporation of the Village of Merrickville-Wolford is concerned that the expansion of these wetlands is detrimentally affecting certain landowners and the Village's assessment base;

AND WHEREAS the Council of the Corporation of the Village of Merrickville-Wolford is concerned that designations of Provincially Significant Wetlands have occurred throughout the Province of Ontario without the provision of supporting evidence;

Established 1793
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 Merrickville 1860
 Amalgamated 1998

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 Facsimile (613) 269-3095



VILLAGE OF MERRICKVILLE-WOLFORD

AND WHEREAS the Council of the Corporation of the Village of Merrickville-Wolford is concerned about the expansion of the Provincially Significant Wetlands in the Northeast quadrant of the Village;

AND WHEREAS the Council of the Corporation of the Village of Merrickville-Wolford is concerned that these wetlands designations have been expanded without the Ministry of Natural Resources and Forestry having provided to the Village supporting evidence to justify said expansion;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Village of Merrickville-Wolford does hereby respectfully request that the Ministry of Natural Resources and Forestry provide the Village with supporting evidence with respect to the expansion of these wetlands designations;

AND THAT the Ministry of Natural Resources and Forestry re-evaluate the subject properties without delay;

AND THAT a copy of this resolution be sent to the Honourable Premier Doug Ford, Minister of Natural Resources and Forestry, the Minister of Municipal Affairs and Housing, the United Counties of Leeds and Grenville, the Association of Municipalities of Ontario and the Rural Ontario Municipal Association and all Ontario municipalities.

Carried / Defeated


 J. Douglas Struthers, Mayor



Norfolk County Office of the Mayor

March 1, 2020

Ontario Municipalities

Dear Heads of Council and Councillors:

Re: Issues regarding the mapping of Provincially Significant Wetlands (PSWs)

Norfolk County Council is working to address significant issues that have come to our attention regarding the mapping of Provincially Significant Wetlands (PSWs).

Following the Ministry's updated mapping related to PSWs, the County updated its Official Plan to bring its policies in line with the new mapping. Following that, the County planning staff introduced a Zoning By-Law amendment to update the zoning to reflect the new mapping and to provide consistency between the Zoning By-Law and the Official Plan. Though the mapping is wholly outside the County's process and control, the zoning by-law amendment was not approved by Council, flowing from significant public concern about the updated mapping affecting people's properties. In some cases, some of these changes were very significant.

The County submitted comments to the province as part of the review of the Provincial Policy statement requesting that the process for PSW mapping be significantly improved to allow for transparency and better land owner engagement, including, for example, a right of appeal or formal dispute resolution process. This will allow for land owners to be properly informed and engaged where land use designations that affect their property may result. The current process appears to be severely underfunded and without any meaningful way for affected residents to engage.

The County is seeking support from other rural municipalities who may be affected by this to address this issue with the province.

Thank you for your consideration of this matter.

Yours Truly,

Mayor Kristal Chopp
Norfolk County

cc. The Honourable Steve Clark,
Minister of Municipal Affairs and Housing



Customer Service Centre: 905-640-1900
 Toll Free: 1-855-642-TOWN (8696)
Automated: 905-640-1910
 Toll Free: 1-855-642-TOWS (8697)
Fax: 905-640-7957
www.townofws.ca

June 4, 2020

Delivered by email
 Helena.Jaczek@parl.gc.ca

Helena Jaczek Constituency Office
 137 Main Street North
 Suite 204
 Markham, Ontario
 L3P 1Y2

RE: Correspondence from the Town of Fort Erie, re: Support for High Speed Internet Connectivity in Rural Ontario

Please be advised the above-noted matter was placed before Council at its meeting held on June 2, 2020, and the following resolution was passed:

WHEREAS The Government of Ontario issued a Declaration of Emergency under the *Emergency Management and Civil Protection Act* on March 17, 2020; and

WHEREAS The Legislative Assembly of Ontario passed the *COVID-19 Response and Reforms to Modernize Ontario Act, 2020*, to allow for more virtual or remote transactions during COVID-19 to help people conduct business while practising physical distancing; and

WHEREAS The Ministry of Education has closed all publicly funded schools for the remainder of the school year; and

WHEREAS Students from Kindergarten to Grade 12 are expected to continue their studies with the resources provided online by the Ministry of Education; and

WHEREAS The Government of Ontario has set-up the Ontario Virtual Care Clinic to connect to an on-call doctor during the COVID-19 pandemic; and

WHEREAS High-speed internet is required to be able to access the virtual resources being provided by the Government of Ontario; and

WHEREAS The Township of Armour passed a resolution at its meeting on April 28, 2020, supporting the need to make substantial investments in high-speed internet connectivity in rural areas of Ontario; and

WHEREAS The Town of Fort Erie passed a resolution at its meeting on May 19, 2020, supporting the need to make substantial investments in high-speed internet connectivity in rural areas of Ontario; and



Customer Service Centre: 905-640-1900
 Toll Free: 1-855-642-TOWN (8696)
Automated: 905-640-1910
 Toll Free: 1-855-642-TOWS (8697)
Fax: 905-640-7957
www.townofws.ca

WHEREAS The Town of Whitchurch-Stouffville has rural areas which require investments for high-speed connectivity.

NOW THEREFORE BE IT RESOLVED THAT The Council of the Town of Whitchurch-Stouffville support the need to make substantial investments in high-speed internet connectivity in rural areas of Ontario; and

THAT This resolution be forwarded to Helena Jaczek, MP for Markham-Stouffville, Paul Calandra, MPP for Markham-Stouffville, York Region, York Region Municipalities, the Township of Armour and the Town of Fort Erie.

Yours truly,

Kristina Soolepp, Council Coordinator
 (905) 642-4130

cc. MPP for Markham-Stouffville, Paul Calandra
 York Region
 City of Markham
 City of Richmond Hill
 City of Vaughan
 Town of Aurora
 Town of East Gwillimbury
 Town of Georgina
 Town of Newmarket
 Township of King
 Township of Armour
 Town of Fort Erie



June 3, 2020

RE:

B1. Centre Hastings motion for support for the role of Conservation Authorities (resolution attached)

B2. City of Sault Ste. Marie motion for Support for Conservation Authorities (resolution attached)

B3. Town of Ajax motion for supporting Conservation Authorities (resolution attached)

Please be advised that Township of Puslinch Council, at its meeting held on April 22, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2020-104: Moved by Councillor Sepulis and
Seconded by Councillor Bulmer

That the Intergovernmental Affairs correspondence Motions for Support items B1, B2, and B3 be received; and

WHEREAS, the Township of Puslinch is committed to planning for a sustainable future for its resources and environment;

AND WHEREAS Township of Puslinch is a member of the Grand River Conservation Authority (GRCA) , Conservation Halton (CH), and the Hamilton Conservation Authority (HCA)and has representatives on each Board of Directors;

AND WHEREAS the GRCA, CH, and HCA provide the Township of Puslinch with expert advice on the environmental impact of land use planning proposals and that the Township of Puslinch does not have staff with comparable expertise or experience;

AND WHEREAS the GRCA, CH, and HCA

(a) provide programs to the residents of Township of Puslinch that include recreation, education, water quality monitoring, reduction of vegetation loss and soil erosion, preservation of species at risk,



(b) complete restoration projections as well as protect life and property through a variety of measures, all of which the Township of Puslinch does not have staff with comparable expertise or experience;

THEREFORE IT BE RESOLVED that the Township of Puslinch supports continuation of the programs of the GRCA, CH, and HCA both mandatory and non-mandatory;

AND THAT this resolution be forwarded to the Minister of the Environment, Conservation and Parks, Premier Doug Ford, MPP Ted Arnott, the Association of Municipalities of Ontario, GRCA, CH, HCA, Conservation Ontario and all Ontario municipalities.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Deputy Clerk



March 18th, 2020

The Honourable Jeff Yurek
Minister of Environment, Conservation and Parks
College Park 5th Floor, 777 Bay Street
Toronto, ON M7A 2J3

Re: Resolution to Support the Role of Conservation Authorities

Please be advised the Council of the Municipality of Centre Hastings at its regular meeting held on March 18th, 2020 passed the following resolution:

WHEREAS the Lower Trent Conservation Authority and the Quinte Conservation Authority along with other Conservation Authorities have been protecting people and conserving and restoring watersheds with local communities for over 50 years, and

WHEREAS municipalities must work together to ensure resilient and healthy watersheds for residents, and

WHEREAS Conservation Authorities will be important partners in concrete and cost-effective initiatives to address the climate change,

NOW THEREFORE BE IT RESOLVED

THAT the Municipality of Centre Hastings supports the important role Conservation Authorities provide to local communities in delivering watershed management programs.

AND THAT the Municipality of Centre Hastings circulate that support to municipalities, conservation authorities and the Minister of Environment, Conservation and Parks in Ontario.

Jennifer Nielsen
Deputy Clerk

OFFICE OF THE MAYOR

CORPORATION OF THE
CITY OF SAULT STE. MARIE

March 13, 2020

The Honourable Doug Ford, Premier of Ontario
The Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks
The Honourable John Yakabuski, Minister of Natural Resources and Forestry

Dear Premier Ford, Minister Yurek and Minister Yakabuski:

RE: Support for Conservation Authorities

You will find attached hereto a resolution passed by the Corporation of the City of Sault Ste. Marie City Council on March 9, 2020 regarding support for conservation authorities in Ontario.

We trust that this matter will receive the appropriate time and attention from your respective offices.

Yours truly,

A handwritten signature in black ink, appearing to read 'Christian C. Provenzano'.

Christian C. Provenzano, B.A., LL.B., LL.M

CC City Council
Association of Municipalities of Ontario
Conservation Ontario



CITY COUNCIL RESOLUTION

Agenda Number: 8.1
Title: Conservation Authorities
Date: Monday, March 9, 2020

Moved by: Councillor M. Bruni
Seconded by: Councillor R. Niro

Whereas the City of Sault Ste. Marie has been well served by the Sault Ste. Marie Region Conservation Authority; and

Whereas Sault Ste. Marie values the efforts of the Conservation Authority to monitor floods, to manage source water protection and to ensure the integrity of the watersheds within our municipality and conserve our natural environment; and

Whereas the Province of Ontario is currently reviewing the mandate and operations of Conservation Authorities; and

Whereas Conservation Authorities provide essential services to municipalities in their watersheds;

Now Therefore Be It Resolved that the Council of the City of Sault Ste. Marie encourages the Province to continue to support the principle of planning on a watershed basis in the ongoing review and prioritize the allocation of adequate funding to support the core mandate of conservation authorities while preventing any downloading of costs to municipalities;

Further that the Province of Ontario be requested to maintain and not diminish the core mandate of Conservation Authorities; and

That this resolution be forwarded to Premier Doug Ford, the Minister of the Environment, Conservation and Parks, the Minister of Natural Resources and Forestry, Conservation Ontario, the Association of Municipalities of Ontario and all Ontario municipalities.

Carried

Tied, Defeated

Defeated

**Officially Read and Not
Dealt With / Postponed**



TOWN OF AJAX
65 Harwood Avenue South
Ajax ON L1S 3S9
www.ajax.ca

Honourable Doug Ford
Premier of Ontario
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

March 5, 2020

Re: **Supporting Conservation Authorities**

Please be advised that the following resolution was endorsed by Ajax Town Council at its Meeting held February 24, 2020:

WHEREAS, the Town of Ajax is committed to planning for a sustainable future, protecting human life and property from natural hazards, and promoting environmental education and stewardship;

AND WHEREAS the Town of Ajax is located within the Toronto and Region Conservation Authority (TRCA) and the Central Lake Ontario Conservation Authority (CLOCA) jurisdiction and has representatives on both Board of Directors;

AND WHEREAS each respective Board of Directors determine the policies, priorities and budget of the TRCA and CLOCA;

AND WHEREAS the TRCA and CLOCA provide valuable non-mandatory programs and services including expert advice on the environmental impacts associated with land use planning and source water protection, environmental restoration services, educational and recreational opportunities, and community engagement programs, in an efficient manner delivered at a watershed scale;

THEREFORE BE IT RESOLVED that the Town of Ajax supports the continuation of both mandatory and non-mandatory programs and services provided by the TRCA and CLOCA, and that no programs or services of the TRCA or CLOCA, or the other Conservation Authorities in Ontario be "wound down" at this time;

AND THAT the Province engage in early consultations with the TRCA, CLOCA, and other Conservation Authorities, and member municipalities including the Region of Durham, to fully understand the funding structure and local benefits of programs delivered by the Conservation Authorities;

AND THAT a copy of this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; Jeff Yurek, Minister of Environment, Conservation and Parks; Rod Philips, MPP Ajax; the Association of Municipalities of Ontario; the Toronto and Region Conservation Authority; Central Lake Ontario Conservation Authority; Conservation Ontario; and all Ontario Municipalities.

If you require any additional information please do not hesitate to contact Sean McCullough, Senior Planner, at 905-619-2529 ext. 3234 or sean.mccullough@ajax.ca

Sincerely

A handwritten signature in cursive script that reads "S. Moore".

Sarah Moore
Acting Manager of Legislative Services/Deputy Clerk

Copy: Jeff Yurek, Minister of Environment, Conservation and Parks
Rod Philips, MPP Ajax
Association of Municipalities of Ontario
Toronto and Region Conservation Authority
Central Lake Ontario Conservation Authority
Conservation Ontario; and
S. McCullough, Senior Planner,
all Ontario Municipalities



June 5, 2020

RE: Mapleton Resolution 2020-04-14 to request the Province review the Farm Property Class Tax Rate Programme, dated May 27, 2020.

- a) Correspondence from Wellington Federation of Agriculture regarding Mapleton Resolution 2020-04-14, dated May 28, 2020.

Please be advised that Township of Puslinch Council, at its meeting held on June 3, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2020-151: Moved by Councillor Sepulis and
Seconded by Councillor Goyda

That the Intergovernmental Affairs correspondence items listed on the Council Agenda for JUNE 3, 2020 Council meeting be received; and

Whereas the Township of Puslinch received correspondence from the Township of Mapleton with respect to requesting the Province of Ontario to review the Farm Property Class Tax Rate Programme in light of economic competitiveness concerns between rural and urban municipalities;

BE IT RESOLVED that the Township of Puslinch hereby supports their Resolution 2020-04-14 passed on March 10, 2020; and

BE IT FURTHER RESOLVED THAT this motion be sent to Hon. Doug Ford, Premier of Ontario, Hon. Steve Clark, Minister of Municipal Affairs and Housing, Hon. Rod Phillips, Minister of Finance, Hon. Ernie Hardeman, Minister of Agriculture, Food & Rural Affairs, MPP Randy Pettapiece, Hon. Ted Arnott, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA) and Association of Municipalities of Ontario (AMO).

CARRIED



As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Deputy Clerk



June 8, 2020

Chris Raynor
Regional Clerk, York Region
17250 Yonge Street
Newmarket, ON L3Y 6Z1

RE: [AMO REQUEST FOR PREFERRED MUNICIPAL BLUE BOX TRANSITION TIMING](#)

Dear Mr. Raynor;

This will confirm that at a meeting held May 26, 2020, the Council of the City of Markham adopted the following resolution:

1. That the Report entitled “AMO request for Preferred Municipal Blue Box Transition Timing ” be received; and,
2. That the City of Markham jointly with York Region and the Local Municipalities support 2025 as the preferred Blue Box transition date (year 3) of the transition process; and,
3. That the City of Markham elect to continue to provide Blue Box collection services to residents (post transition) on behalf of the product producers should both parties arrive at mutually agreeable commercial terms; and,
4. That the City of Markham reserve the option to amend Markham’s transition date and collection service preference at any time if it is determined to be financially and operationally beneficial to the City; and,
5. That staff be directed to report back in the fall of 2020 after release of the Provincial Blue Box regulations; and,
6. That the City Clerk be directed to forward a copy of this resolution to the Association of Municipalities of Ontario, York Region and Local Municipalities; and the Ontario Ministry of the Environment, Conservation and Park; and further,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Should you have any questions, please contact Claudia Marsales at 905.477.7000 ext. 3560.

Yours sincerely,

Kimberley Kitteringham
City Clerk

[Presentation](#)

Cc: Association of Municipalities of Ontario
York Region and Local Municipalities
Ontario Ministry of the Environment, Conservation and Park



June 8, 2020

Chris Raynor
Regional Clerk, York Region
17250 Yonge Street
Newmarket, ON L3Y 6Z1

RE: [SINGLE USE PLASTIC REDUCTION STRATEGY - PHASE 1 \(5.1\)](#)

Dear Mr. Raynor;

This will confirm that at a meeting held May 26, 2020, the Council of the City of Markham adopted the following resolution:

1. That the report entitled “Single Use Plastic Reduction Strategy – Phase 1” be received; and,
2. That the presentation entitled “Single Use Plastic Reduction Strategy - Phase 1 - Presentation” be received; and,
3. That the Memorandum – Styrofoam Recycling Program Cost Analysis (Single Use Plastics Program) be received; and,
4. That the Waste and Environmental Management Department undertake a review of all municipal facilities for opportunities to eliminate or reduce non-essential single use plastic (“SUP”) products and collaborate with the appropriate staff to source alternative products; and,
5. That a community-wide education program be implemented to raise awareness of the SUP issue and provide options for SUP reduction; and,
6. That effective October 20, 2020 (Waste Reduction Week) non-food packaging Styrofoam be banned from curbside collection; and,
7. That staff report back on the results of Phase 1 actions and outline Phase 2 recommendations regarding the implementation of a potential municipal by-law or other methods to reduce plastic retail shopping bags and polystyrene convenience food containers from distribution in Markham including the estimated financial impact and legal implications associated with the implementation and enforcement of a by-law; and,
8. That a copy of this report and recommendations be forwarded to York Region and the local municipalities for their information; and further,
9. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Should you have any questions, please contact Claudia Marsales at 905.477.7000 ext. 3560.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Kimberley Kitteringham', written over a horizontal line.

Kimberley Kitteringham
City Clerk

[Memorandum - May 12, 2020
Presentation](#)

Cc: Local Municipalities

Sent on behalf of Todd Coles, City Clerk

Ms. Lisa Lyons, Director of Legislative Services
and Town Clerk
The Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, Ontario L3Y 4X7

Dear Ms. Lyons:

RE: Timing Of Transition Of Blue Box Program To Full Producer Responsibility

Attached for your information is **Item 16, Report No. 20**, of the Committee of the Whole (2) regarding the above-noted matter, which was adopted without amendment by the Council of the City of Vaughan at its meeting of May 27, 2020.

I draw your attention to the report recommendation, as follows:

3. *That this report be forwarded to the Association of Municipalities of Ontario, the Ontario Ministry of the Environment, Conservation and Parks, York Region and the other York Region Local Municipalities.*

To assist us in responding to inquiries, please quote the item and report number.

Sincerely,
Todd Coles
City Clerk
905-832-8504 | clerks@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



CITY OF VAUGHAN**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2020**

Item 16, Report No. 20, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 27, 2020.

16. TIMING OF TRANSITION OF BLUE BOX PROGRAM TO FULL PRODUCER RESPONSIBILITY

The Committee of the Whole recommends approval of the recommendations contained in the following report of the Deputy City Manager, Public Works, dated, May 20, 2020:

Recommendations

1. That the City declare to the Association of Municipalities of Ontario (AMO) its preference to transition responsibility for the Blue Box recycling program in year three, 2025;
2. That the City remain a service provider for the collection of Blue Box materials on behalf of the Producers, provided that the City is able to negotiate acceptable commercial terms; and
3. That this report be forwarded to the Association of Municipalities of Ontario, the Ontario Ministry of the Environment, Conservation and Parks, York Region and the other York Region Local Municipalities.



Committee of the Whole (2) Report

DATE: Wednesday, May 20, 2020

WARD(S): ALL

TITLE: TIMING OF TRANSITION OF BLUE BOX PROGRAM TO FULL PRODUCER RESPONSIBILITY

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To provide Council with an update on the transition of responsibility for the Blue Box recycling program from municipalities to private sector Producers (Producers) and recommend a preferred transition year and approach, as requested by the Association of Municipalities of Ontario (AMO) and York Region.

Report Highlights

- The Province has proposed a timing window to transfer responsibility for the Blue Box recycling program from municipalities to the Producers between January 1, 2023 and December 31, 2025.
- To support planning of the transfer across Ontario, the Association of Municipalities of Ontario (AMO) has requested that all municipalities provide their preferred transition date and their intention to provide Blue Box services to the Producers.
- Staff have evaluated the available system configurations and transition years, in consultation with York Region and other York Region local municipalities.
- Staff recommend that responsibility for the Blue Box recycling program be transitioned to the private sector in the year 2025.
- Staff also recommend that the City remain a service provider for the collection of Blue Box materials on behalf of Producers, provided that the City is able to negotiate acceptable commercial terms.

Recommendations

1. That the City declare to the Association of Municipalities of Ontario (AMO) its preference to transition responsibility for the Blue Box recycling program in year three, 2025;
2. That the City remain a service provider for the collection of Blue Box materials on behalf of the Producers, provided that the City is able to negotiate acceptable commercial terms; and
3. That this report be forwarded to the Association of Municipalities of Ontario, the Ontario Ministry of the Environment, Conservation and Parks, York Region and the other York Region Local Municipalities.

Background

Municipalities support the transition of responsibility for the Blue Box program to Producers

For over a decade, municipalities have been advocating for Producers to have full financial and operational responsibility for recycling collection and processing. The move to full producer responsibility has been adopted by several European countries and the Province of British Columbia; these examples will be considered in the design of the Vaughan program, including lessons learned and best practices.

Producers are best positioned to address material efficiencies and end of life management of their materials

Producers are commercial organizations that supply the paper products and packaging materials accepted in the Blue Box and include manufacturers, importers and distributors. These organizations are best positioned to improve the efficiency of their products and packaging, and the recovery and reuse of these materials. A coordinated, harmonized, Province-wide system will make recycling easier and more accessible for residents of Ontario, avoiding disposal of material in landfill.

A three-year timing window for municipal waste systems to transition was set out by the Province

On August 15, 2019, the Minister of Environment, Conservation and Parks announced that under the 2016 *Waste Free Ontario Act*, the municipal Blue Box program will transition to full producer responsibility by 2025, with services migrating from municipalities to Producers between 2023 and 2025.

Municipalities must maintain Blue Box service levels, in place as of August 2019, throughout the transition process

Furthermore, during the planning and transition of Blue Box services, municipalities are not permitted to change Blue Box service levels (e.g. collection methods or serviced areas), only allowing for natural growth within communities.

Transitioning the program over three years will help mitigate service impacts

It is estimated that approximately one third of the recycling tonnage will transition in each of the three transition years. The Ontario government will be publishing new regulations for how the transition will occur by Fall 2020. The regulations will inform the two-year preparation process (2021-2022), and a three-year transition for all municipal Blue Box programs (2023-2025). Proper planning and a step-wise roll out to all municipalities will help mitigate service impacts by allowing lessons learned to be considered along the way.

Municipalities are self-nominating their preferred transition year and how they will participate in the future Blue Box program

On December 18, 2019, the AMO requested all Mayors/Heads of Council to pass a non-binding resolution, declaring their preferred transition year and whether the municipality is interested in continuing to provide services (Blue Box recycling collection and/or processing).

Although these resolutions may not be the final determination of the City's transition date, the information will allow AMO and the Province to consider the interests of individual municipalities. The Province may still choose to retain a third-party expert to develop a methodology as to how municipal Blue Box programs will transition.

Blue Box recycling is a currently an integrated program between Vaughan and York Region, partially funded by Producers

York Region and the City of Vaughan share responsibility for Blue Box recycling, processing and collection, respectively. Under existing legislation, the City receives funding to support a portion of its costs from the Producers.

Annually, the City receives approximately \$1.2M from Producers to help offset collection costs whereas York Region receives a corresponding funding allotment to offset processing costs. This funding will continue until the City transitions responsibility for this program.

Blue Box materials make up approximately 25% of the solid waste tonnage generated by the City's residents

The City's Solid Waste services for garbage, organics, and recycling collected approximately 80,000 tonnes in 2019. Of that, approximately 20,000 tonnes was recycling collected in the Blue Box.

The City's collection services are provided through a long-term service contract awarded through a competitive bidding process

Through a competitive bidding process, the City entered into a long-term (eight year) service contract with Miller Waste Systems Inc. (Miller) to provide all waste collection services. Through this contract, the City pays approximately \$3.2M annually for weekly curbside and multi-residential recycling collection. The firm term of this contract is from January 1, 2018 to December 31, 2025.

Although transition was contemplated in the contract, modifications to the City's Blue Box program during the firm term of the contract would require staff to negotiate with Miller to introduce any new terms.

Several options are available to the City to determine how it will participate in the future of the Blue Box program

Under the current legislative framework and preliminary guidance, the City has the following questions to answer.

1. What year to transition?
 - a. Year 1 – 2023
 - b. Year 2 – 2024
 - c. Year 3 – 2025
2. What will the City's role in Blue Box collection be after transition?
 - a. Continue being a service provider (by providing curbside collection services) and enter into a commercial contract with the Producers to provide this service
 - b. Transfer all responsibility for the Blue Box program to the Producers

Staff recommend transitioning in 2025, and continue to provide collection services under negotiated commercial terms

Based on preliminary analysis of risks and benefits, staff recommend declaring a preference to transition the Blue Box program in year three of the transition window, 2025. This date aligns with the firm term of the current contract with Miller and will align with the drafting of new commercial terms for collection services. It would also allow time for Producers to work through the initial contract and service challenges that come with embarking on ownership of the Blue Box program.

Staff recommend that the City remain a service provider for the collection of Blue Box materials on behalf of Producers, provided that the City is able to negotiate acceptable commercial terms.

If acceptable commercial arrangements with the Producers cannot be negotiated, staff recommend that the City consider transferring control and responsibility for Blue Box recycling collection to the Producers.

Council's preferences on transition will be considered by the Province

We have been advised that Council's preference will be considered by the Province as it drafts the regulations.

Previous Reports/Authority

[Blue Box Recycling Program Update – October 7, 2019](#)

[Waste Legislation Update on Amended Blue Box Program Plan – March 7, 2018](#)

[Waste Legislation and Waste Division Program Update - October 10, 2017](#)

[Waste Free Ontario Legislation Review - Comments from City of Vaughan – February 16, 2016](#)

Analysis and Options

Staff considered service level risks and potential for enhanced cost recovery when evaluating options for transition with preliminary Provincial guidance

Following the AMO request in December 2019, York Region and its local municipalities conducted individual analysis of both potential cost avoidance and impacts to service related to Blue Box transition to full producer responsibility. Staff have used continuity of service delivery, balanced against cost recovery throughout the transition process as guiding principles in its evaluation at this time. It is important to note, that to-date, staff have conducted its analysis based on information provided by the Province, AMO, other jurisdictions, and without Provincial regulations to guide the decision making, which are all subject to change once the terms of transition are finalized.

Staff anticipate the City's costs related to the Blue Box program will continue to be only partially compensated under the new regulations. Future costs for the program will depend on successful negotiation of a commercial contract with the Producers.

Under the current contract, Blue Box materials are collected with the same crews, trucks and at the same time as the Green Bin

Blue Box program recycling represents approximately 25% of the total waste tonnes collected through the City's programs for garbage, organics and recycling. As recycling is co-collected with organics using the same fleet of vehicles, extracting recycling from the contract creates challenges in maintaining organics collection under the current contract arrangement.

Handing over all aspects of the Blue Box program to Producers poses potential risks and impacts to the services the City's residents expect

If the City were to transfer all responsibility for Blue Box to the Producers, staff have identified following potential impacts/risks to service levels expected by the City's residents:

- Producers may choose to collect Blue Box recycling on a different day, collect less frequently or by other means.
- Producers may require residents to separate paper/cardboard from the rest of the blue box materials (e.g. blue bin and grey bin).
- Producers may impose payment terms on a per tonne basis, rather than a per household basis.
- Residents are likely to continue to contact the City to resolve customer service issues related to Blue Box collection, despite a transition of responsibilities.
- Contract penalties may be applied against the City if the City exits the recycling collection component of its current waste collection contract which ends December 31, 2025.
- Impacts to other municipal waste programs such as promotion and education, by-law enforcement, design standards for development planning applications.
- Coordination with other City services such as winter maintenance and windrow program.

Net financial benefits from early transition are expected to be minimal

Should the City continue to provide curbside collection services for the Blue Box, one of the key challenges with transition prior to the end of the contract term, December 31, 2025, is aligning the terms of a contract with the Producers and those of the existing contract with Miller. In consideration of potential penalties due to necessary contract amendments with Miller, it is expected that potential cost savings/cost avoidance associated with early transition will be minimal.

Continued collection of Blue Box materials, starting at the end of 2025, balances service level risks and costs

Transitioning in 2025 balances the risks associated with the roll-out of a new Province-wide recycling program operated by the Producers and the potential for service impacts to residents, against cost avoidance for this service. This allows Producers time to stabilize and improve their collection services, and for the City to incorporate lessons learned and best practices into a new commercial contract to start January 1, 2026.

Financial Impact

The recommendations of this staff report do not have any financial or staffing implications at this time as the Council declaration is non-binding and allows the City make changes as more details on the Blue Box transition become available.

Future financial considerations as a result of the Blue Box program transitioning to Producers will include:

- Reduction in municipal collection costs for recyclables
- Potential costs if the City exits the recycling component of its current waste collection contract
- Additional costs related to transportation to recycling facilities if York Region exits Blue Box processing provision prior to the City of Vaughan's transition of Blue Box collection. These costs are currently the responsibility of York Region.
- Additional costs related to recyclable materials placed in the garbage and green bin, that should be captured through the Blue Box program.

These costs will be assessed as more information becomes available and will be communicated to Council for consideration.

Broader Regional Impacts/Considerations

Due to integration between local municipal waste systems and York Region's and their shared responsibilities, the choices made by York Region and other local municipalities should be considered throughout the transition process.

The interdependencies of the systems can present additional challenges, should York Region transition at a different time than the City. If York Region transfers its responsibilities for hauling, processing and marketing recycling to the Producers earlier or later than the City, this change (e.g. a more distant transfer station or recycling facility) could impact the terms of our contract with Miller. Staff will continue to collaborate with York Region, and potentially other local municipalities, to ensure that we capitalize on any potential efficiencies and address any potential costs during this program change.

Conclusion

Staff are working towards a transition plan that maintains service levels for our citizens and continues to provide an efficient, integrated waste collection system throughout the transition years. To achieve this preferred outcome, staff recommend that the City pursue a transition approach where the City will continue to collect Blue Box materials

as part of its waste collection contract with Miller, until the expiration of the current contract, or as dictated by the Province.

Staff recommend declaring our preference to transition in year three of the transition, 2025. This would allow time for the City to negotiate a commercial arrangement, and for Producers to work through the initial contract and service challenges that come with taking ownership of the Blue Box program. Should the City not reach acceptable commercial arrangements with the Producers, staff recommend that the City consider transferring control and responsibility for Blue Box recycling collection to the Producers.

Staff will continue to work with York Region and the other local municipalities, representing the City's interests with the Province through the consultation process for the balance of 2020, and respond to the proposed regulations expected in Fall 2020.

The resolution contained in this report regarding the preferred transition approach and timing is non-binding and does not guarantee the actual outcome. It is meant to inform the Government of Ontario's transition strategy and drafting of regulations.

For more information, please contact: James Steele, Director, Environmental Services, ext. 6116.

Attachment

1. Background on Transition to Full Producer Responsibility, December 18, 2019

Prepared by

Kate Dykman, Manager, Solid Waste Management, ext. 6309

Attachment 1: Background on Transition to Full Producer Responsibility

Municipal governments have been advocating for over a decade for producers to have full fiscal and operational responsibility for end of life management of their packaging, printed paper and paper products. Producers are best positioned to reduce waste, increase the resources that are recovered and reincorporated into the economy and enable a consistent province-wide system that makes recycling easier and more accessible.

In August 2019, Minister Yurek announced that municipal Blue Box programs will be transitioned to full producer responsibility over a three-year period based on the recommendations from the Special Advisor’s report titled, “Renewing the Blue Box: Final report on the blue box mediation process.” Municipal governments played a key role in helping to develop the recommendations within this report. These recommendations broadly reflected the positions advocated by AMO and there was also a great deal of alignment with producers on how the Blue Box should be transitioned.

The municipal transition is proposed to occur between 2023 and the end of 2025, as shown in the table below:

Date	Description
Sept. 2019 → Dec. 2020	Blue Box wind-up plan developed for Stewardship Ontario
	Development of a Regulation under the <i>Resource Recovery and Circular Economy Act, 2016</i>
Jan. 2021 → Dec. 2022	Producers prepare to assume control and operation of system and work with municipal governments and service providers
Jan. 1, 2023 → Dec. 31, 2025	Transition of individual municipal Blue Box programs to full producer responsibility. Occurs in phases over three years with a rolling total of up to one-third of the Provincial program transitioning annually

The Minister wants to ensure that the transitioned Blue Box system is affordable for producers, workable for the waste processing sector, and effective and accessible for residents. AMO and municipal representatives are involved in the consultation process to develop a new regulation for the Blue Box. The Province’s intent is to finalize a Regulation by the end of 2020.

AMO staff held in-person workshops on the Blue Box transition across the Province through October and November 2019 to discuss this topic with municipal waste management staff. Over 165 staff and elected officials attended the sessions in Vaughan, London, Smiths Falls, North Bay and Dryden. The workshops provided an opportunity to engage directly with our sector to build understanding about this transition process and the level of engagement from attendees was excellent.

We also began the discussion about what municipal governments should take into consideration about how to prepare for this change and what factors might be considered as to when a Council might want to transition.

HOW YOUR RESOLUTION WILL HELP INFORM THE DISCUSSION:

The resolutions will be used to map out an ideal transition timeline, and determine whether there are years that are over or under subscribed, as it has been dictated that a rolling total of up to one-third of Blue Box programs can transition each year. This information will also allow AMO and the Province to better understand whether there are conflicts. If there are too many conflicts, the Province may still need to retain a third-party expert to develop a methodology as to how municipal Blue Box programs will transition.

However, rather than deferring to the Province to retain an expert immediately, we think this information would provide a good basis for a more informed decision to be made.

Good afternoon,

Orangeville Council at its June 8, 2020 meeting passed the following resolution:

“WHEREAS The Town of Orangeville recognizes there have been questions in the public related to both diversity training and use of force training and protocols for Police Services, including in Ontario;

WHEREAS the Town recognizes that police officers join this profession out of a desire to do good, to serve and to protect the communities they serve;

AND WHEREAS an understanding of community diversity can foster authentic inclusion;

AND WHEREAS empathy training, and de-escalation training, can support understanding other people’s perspectives;

AND WHEREAS the Town recognizes that policing can be a dangerous profession, and officer as well as community safety are critical considerations in law enforcement;

AND WHEREAS the Ontario Provincial Police have indicated they have a comprehensive diversity training program, however there may not be the same resources available across the entire province for smaller Police Services;

AND WHEREAS there is concern in the public about the boundaries of use of force, such as neck restraints, and oversight;

AND WHEREAS there isn’t clarity on a common bar on diversity and empathy training or on use of force and oversight;

THEREFORE BE IT RESOLVED that the Mayor write to the Solicitor General to encourage common training requirements for all members of Police Services in Ontario as it relates to diversity, empathy and use of force;

AND THAT the Solicitor General provide clarity on police oversight going forward given the anticipated changes to legislation to ensure effective accountability continues;

AND THAT annual updates or refresher courses be mandatory to ensure our Police Services have the best and current information available to them;

AND THAT THE TOWN request that the use of force protocols be reviewed to ensure they are safe and would meet current standards, and then shared across the province;

AND THAT THE TOWN circulate this resolution to all Ontario municipalities seeking their support.”

Regards,

Tracy Macdonald | Assistant Clerk | Corporate Services
Town of Orangeville | 87 Broadway | Orangeville ON L9W 1K1
519-941-0440 Ext. 2256 | Toll Free 1-866-941-0440 Ext. 2256
tmacdonald@orangeville.ca | www.orangeville.ca

June 11, 2020

Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Honourable Christine Elliott
Deputy Premier and Minister of Health
Ministry of Health
5th Floor, 777 Bay Street
Toronto ON M7A 2J3

Honourable Merrilee Fullerton
Minister of Long-Term Care
6th Floor, 400 University Avenue
Toronto ON M5G 1S5

Dear Premier Ford, Minister Elliott, and Minister Fullerton:

At its meeting of June 1, 2020, Chatham-Kent Municipal Council unanimously supported a request from Councillor Clare Latimer to submit a letter to the Premier, Minister of Health, and Minister of Long-Term Care (LTC) regarding current and long-standing issues being faced by the LTC sector and to support the government's Commission on Long-Term Care.

The COVID-19 pandemic has exacerbated the human resources crisis that LTC has faced for a number of years. It has also brought homes and the residents who place trust in the system they will be well cared for into the limelight, when all along the number one priority of all levels of government and oversight should be the health, safety, and well-being of some of our most vulnerable citizens.

The LTC and Retirement Home (RH) sectors are chronically understaffed; losing the extra hands of visitors and volunteers during the pandemic, while necessary, has created an additional burden. Homes in Ontario are experiencing increasing difficulty recruiting and retaining Personal Support Workers (PSW), Registered Practical Nurses (RPN) and Registered Nurses (RN), creating long delays in the ability to fill vacant positions. Before the pandemic, many homes were indicating they no longer have a 'pool' of PSWs ready and available to fill vacant shifts. Homes are seeing more PSWs experiencing stress-related illnesses, mental and physical exhaustion, and an increase in work-related injuries. In addition to an already limited available workforce, hospitals are now hiring PSWs to fill support roles, and many RNs or RPNs accept positions in LTC only to resign when an acute care or community health position becomes available. Additional stressors directly related to the pandemic have certainly added to the staffing crisis. The provision of pandemic pay to front-line staff has helped, and while it would be a welcomed addition to the funding envelope moving forward, wage increases alone will not solve the chronic lack of people choosing long-term care as a career.

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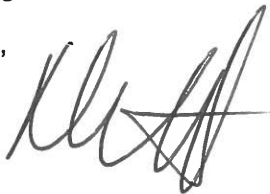
Page 2
June 11, 2020

Staffing ratios have been discussed for several years and there has been lobbying from many avenues to increase the number of direct nursing care hours for residents up to four hours of care per day in order to safely meet the complex needs of the current long-term care population. Without an influx of provincial dollars, coupled with a provincial LTC human resources strategy, homes will not be able to increase direct patient care hours; there simply are not enough human resources to go around. This is difficult for staff in long-term care and retirement homes. They are a determined, passionate bunch who want nothing more than to provide quality care to their residents who call their facilities home.

As a Municipal Council, we have watched the impact the COVID-19 pandemic has had on LTC and RHs across our province. Our municipality has not had any COVID-19 outbreaks in homes in Chatham-Kent; however, we are certainly aware of the ongoing risk and continue to do everything we can to ensure our residents and staff are safe and they have the tools and resources to manage during such a difficult time. As a Council, we support the government's LTC Commission and ask that it remain non-partisan, and be independent of owners and operators including ourselves as the owner and operator of Chatham-Kent's largest LTC home. While we are supportive of the Commission, we are asking for an impartial review of current best practices in both private and publicly operated homes. We are also requesting that the Commission be tasked with recommending best practice standards of care, and accountability protocols regarding documentation, peer reviews, and resident/family reviews.

We appreciate the work involved in any type of large-scale review with the hope the Commission is able to review the current impact of the pandemic and merge these findings with what the sector has known and has been advocating for over the last several years including staffing, governance models, physical structures of homes, and LTC regulations. A comprehensive look at past, current, and future insights will move the sector towards action and real change.

Sincerely,



Darrin Canniff, Mayor/CEO
Municipality of Chatham-Kent

- C Rick Nicholls, MPP Chatham-Kent-Leamington
- Monte McNaughton, MPP Lambton-Kent-Middlesex
- All municipalities in Ontario

June 11, 2020

Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Honourable Christine Elliott
Deputy Premier and Minister of Health
Ministry of Health
5th Floor, 777 Bay Street
Toronto ON M7A 2J3

Honourable Merrilee Fullerton
Minister of Long-Term Care
6th Floor, 400 University Avenue
Toronto ON M5G 1S5

Dear Premier Ford, Minister Elliott, and Minister Fullerton:

At its meeting of June 1, 2020, Chatham-Kent Municipal Council received a letter from eleven organizations serving Long-Term Care and Retirement Homes in Ontario. The letter spoke to the importance of psychosocial and emotional well-being of all Long-Term Care (LTC) and Retirement Home (RH) residents. Council agreed there was significant evidence presented within the letter to warrant supporting the call to action and to encourage the government to review and act on the recommendations provided.

The COVID-19 pandemic has presented a variety of challenges to the LTC and RH sectors, as well as the congregate care sector. Many of these challenges involve protecting the physical health of this extremely vulnerable population. Increased infection control requirements, eliminating non-essential visitors, active screening protocols, and restrictions on the movement of LTC and RH staff working between different homes, are a few examples of the measures taken and backed financially by the provincial government. In Chatham-Kent, early and rigorous adoption of these measures has kept COVID-19 out of our LTC and RH facilities. While this is a commendable achievement, it is important to examine the social costs to residents of such an undertaking.

People living in LTC and RHs depend completely on interactions with staff, visitors, volunteers, and other residents to fulfill their social and emotional needs. Losing any one of these groups impacts residents in ways that are difficult to measure quantitatively but qualitatively we see it in our residents' eyes each day as we strive to provide the best care possible for them. The exclusion of non-essential visitors has left a tangible hole in the lives of residents. In Chatham-Kent's municipally-run LTC home, Riverview Gardens (RVG), this order saw the exclusion of 500-600 additional visitors, volunteers, and contract support staff per week. They were cherished, familiar faces; their visits much-anticipated by residents and appreciated by staff.

Cont'd...

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June 11, 2020

Visitors and volunteers provide more than just visiting, they help in the daily care of our residents. Conversations with other LTC and RHs throughout Chatham-Kent show the same losses and the same impacts on residents and staff. Additional stressors directly related to the pandemic have added to the staffing crisis in LTC and RHs. Supporting a strategy for homes to hire additional staff specifically trained to support the psychosocial and emotional needs of residents would alleviate some of the stress on nursing staff and may lead to better outcomes for residents.

Chatham-Kent has always been a community that comes together and rises to the challenges before us. COVID-19 and the impact this has had on our local LTC and RH sectors is no exception. Through our local United Way, volunteers are finalizing an Adopt a Grandparent program similar to pen pals of years past. This program will link teenagers and young adults with one of our LTC and/or RH residents. Young and old, both with different needs, sharing thoughts and ideas and supporting one another through the pandemic. At Riverview Gardens we have created a Resident Support Worker (RSW) position that provides emotional and social support to our residents. RSWs work on the same floor with the same residents each day where they assist residents with feeding, games, crafts, companionship, and outdoor time when the weather cooperates. RSWs also help provide such services as assisting with laundry, as well as sorting, folding, and organizing a resident's personal items. Currently, redeployed municipal staff are fulfilling these roles at RVG but as Ontario moves further with reopening, these staff will be needed back at their home base location and residents in our home will once again be faced with spending much of their day alone. The homes in Chatham-Kent are providing great care to our residents but they can only do so much. This is why the recommendations from the Long-Term Care and Retirement Home sectors are so important.

Chatham-Kent Municipal Council believes people need human interaction. It is what makes the difference between simply being alive, and living. It is time to act, and protect the psychosocial and emotional health of our LTC and RH residents. We support whole-heartedly, the recommendations presented to you from our LTC and RH partners (attached).

Sincerely,



Darrin Canniff, Mayor/CEO
Municipality of Chatham-Kent

Attachment: Letter from Alzheimer Society et al RE: Psychosocial and Emotional Well-being of LTC Residents

- C Hon. Michael Tibollo, Associate Minister of Mental Health and Addictions
- Hon Raymond Cho, Minister of Seniors and Accessibility
- Helen Angus, Deputy Minister, Ministry of Health
- Richard Steele, Deputy Minister, Ministry of Long-Term Care
- Rick Nicholls, MPP Chatham-Kent-Leamington
- Monte McNaughton, MPP Lambton-Kent-Middlesex
- Matthew Anderson, President and CEO, Ontario Health
- All municipalities in Ontario



May 8, 2020

Hon. Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Hon. Christine Elliott
Deputy Premier and Minister of Health
Ministry of Health
5th Floor, 777 Bay St.
Toronto, ON M7A 2J3

Hon. Merrilee Fullerton
Minister of Long-Term Care
6th Floor, 400 University Ave
Toronto, ON M5G 1S5

Dear Premier Ford, Minister Elliott and Minister Fullerton,

On behalf of almost 80,000 residents, their families and staff in Ontario's long-term care (LTC) homes, we are writing this letter to urgently request that the provincial government take immediate action to support the psychosocial and emotional wellbeing of residents. COVID-19 has changed every aspect of the lived experience in LTC. Despite fervent efforts and commitment from LTC team members to protect residents from the negative physical outcomes of COVID-19, the psychosocial and emotional impacts remain ignored and under-resourced.

According to a recently released study by Mental Health Research Canada, the number of Canadians expressing high-to-extreme levels of anxiety has quadrupled since the start of the COVID-19 crisis. “Mental Health in Crisis: How COVID-19 is Impacting Canadians.” *Mental Health Research Canada*, www.mhrc.ca/our-research/. If that is the reality of people living in the general population, what is happening to the mental health of LTC residents, many of whom are already living with compromised cognitive ability and living in isolation? ‘There is no health without mental health’ - Minister Elliott.

Thousands of residents are living cohorted and/or isolated lives away from their personal belongings and away from the important people in their lives. Many residents are eating alone, experiencing virtually no human connection aside from 2-3 brief encounters with LTC team members for personal care/meal delivery each day and 1-2 virtual visits with a family member each week, if such a program exists in their home. Team member shortages further exacerbate the sense of isolation, we have heard from residents that there is little to no program or activity to nurture social engagement opportunities during these times.

Pre-COVID-19, the realities of pervasive isolation, depression and loneliness are coined as the ‘three plagues’ of life in LTC (Dr. Bill Thomas, founder of The Eden Alternative). While person-centered practices combat these plagues, the current reality of LTC living will lead to residents left with broken spirits and the corresponding negative outcomes associated with their psychosocial, emotional health.

People need people. We are writing this letter now to ask that immediate attention and allocated resources be applied to LTC homes to support the psychosocial and emotional wellbeing of residents. The government of Alberta, in recognizing the importance of ‘quality of life’ for residents, has released substantive directives that clearly define essential visitors as those who contribute to the quality of life of residents in addition to provision of needed physical care. I urge you to follow suit, so that residents can experience the psychosocial and emotional support that has been missing for 7 weeks thus far.

Imagine the new reality when a group of team members (comprised of ‘essential visitors’ and/or dedicated staff) is incorporated into **every LTC home** to exclusively provide avenues/programs/opportunities for psychosocial and emotional support. Residents will experience **multiple** weekly virtual visits using iPads, tablets or cell phones with friends and family members, and even amongst themselves, providing peer to peer support. Residents will enjoy safe outdoor visits during the warm weather now upon us. Imagine residents being supported in a virtual resident activity, meal or conversation between other residents. Residents will feel engaged and connected to each other once again, to their families, to their environment and to their community. They will be well protected from the negative outcome of prolonged isolation.


This is what is needed:

- Declare psychosocial and emotional wellbeing of residents as essential to their quality of life
- Expand the definition of ‘essential visitors’ to include people who contribute to the quality of life including psychosocial and emotional health
- Resources for homes to hire and train additional team members/staff whose primary role is to support psychosocial and emotional health via facilitating virtual and safe physical visiting
- Resources for homes to purchase technology and infrastructure required to support virtual visits amongst residents and families
- Creation of a safe plan for residents to enjoy social engagement outdoors in the coming weeks (physical distancing, wearing of masks, etc.), complete with human resources and supplies to make this a reality

We must act now. COVID-19 requires physical distancing, but in order to uphold resident's quality of life and wellbeing we must enable and support social connection.

We look forward to hearing from you soon, as we work together to provide the best care for LTC residents who are the most vulnerable group of Ontarians during this COVID-19 crisis.

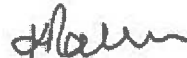
Sincerely,



Cathy Barrick
Chief Executive Officer
Alzheimer Society of
Ontario



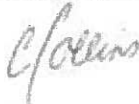
Lisa Levin
Chief Executive Officer
AdvantAge Ontario




Kiran Rabheru MD, CCFP, FRCP
Co-Chair
Canadian Coalition for Seniors' Mental Health



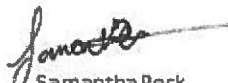
Laura Tamblyn Watts
Chief Executive Officer
CanAge



Carota Collins
MD CCFP
Medical Director



Marta Hajek
Executive Director
Elder Abuse Prevention Ontario



Samantha Peck
Executive Director
Family Councils Ontario



George Heckman, MD, FRCP(C)



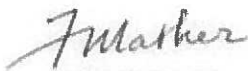
Margaret Gillis
President
International Longevity Centre Canada



Raza M. Mirza, PhD
Network Manager
National Initiative for the Care of the Elderly (NICE)



Dee Lender
Executive Director
Ontario Association of Residents' Councils



Fred Mather, MD
President,
Ontario Long Term Care Clinicians



Donna Duncan
Chief Executive Officer
Ontario Long Term Care Association

cc: Hon. Michael Tibollo, Associate Minister of Mental Health and Addictions
Hon Raymond Cho, Minister of Seniors and Accessibility
Helen Angus, Deputy Minister, Ministry of Health
Richard Steele, Deputy Minister, Ministry of Long-Term Care
Matthew Anderson, President and CEO, Ontario Health



June 12, 2020

The Honourable Steve Clark,
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay St.
Toronto, ON
M5G 2E5

Dear Minister Clark,

RE: Town of Bracebridge Resolution regarding the establishment of a Municipal Financial Assistance Program to offset the financial impact of the COVID-19 pandemic

At its meeting of June 4, 2020, the Council of the Corporation of the Town of Bracebridge ratified motion 20-TC-089, regarding the Town of Bracebridge support for the Federation of Canadian Municipalities (FCM) recommendations contained in their report titled "Protecting Vital Municipal Services", as follows:

"WHEREAS the Federation of Canadian Municipalities (FCM) issued a report titled "[Protecting Vital Municipal Services](#)" on April 23, 2020 which included recommendations to the federal government to provide financial assistance for municipalities across the country;

AND WHEREAS the Association of Municipalities of Ontario (AMO) recognizes that a collaborative federal-provincial effort is required to provide much needed financial assistance to municipalities and their May 14, 2020 letter (attached) to the Prime Minister and the Premier urges Canada and Ontario to extend their successful collaboration through financial support for municipalities;

NOW THEREFORE BE IT RESOLVED THAT the Town of Bracebridge supports the FCM recommendation and requests that both the Federal and Provincial Governments establish a municipal financial assistance program to offset the financial impact of the COVID-19 pandemic;

AND FURTHER THAT the Town of Bracebridge supports the Association of Municipalities of Ontario (AMO) in lobbying the Provincial Government for financial assistance to support Municipalities in offsetting the financial impact of the COVID-19 pandemic;

AND FURTHER THAT this resolution be forwarded to the Honorable Steve Clark, Minister, Municipal Affairs and Housing, local Member of Parliament (MP) and local Member of the Ontario Legislature (MPP), FCM, AMO and its member municipalities, and the Muskoka municipalities."

In accordance with Council's direction I am forwarding you a copy of the associated memorandum for your reference.

1000 Taylor Court
Bracebridge, ON
P1L 1R6 Canada

telephone: (705) 645-5264
corporate services and finance fax: (705) 645-1262
public works fax: (705) 645-7525
planning & development fax: (705) 645-4209

Please do not hesitate to contact me if I can provide any additional clarification in this regard.

Yours truly,

A handwritten signature in black ink, appearing to read "Lori McDonald". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Lori McDonald
Director of Corporate Services/Clerk

Copy: Scott Aitchison, MP, Parry Sound-Muskoka
The Honourable Norm Miller, MPP, Parry Sound-Muskoka
The Federation of Canadian Municipalities
Association of Municipalities Ontario and member municipalities
Muskoka Municipalities