



Priorities  
Committee  
**Agenda**

to be held on  
Wednesday, June 12, 2002  
at

**7:00 p.m.**

**Deputy Mayor  
Ron Dupuis  
Chair**



**Community  
Viability  
Committee**

**Councillor  
Lionel Lalonde  
Vice-Chair**



**Public &  
Intergovernmental  
Affairs Committee**



**Finance & Program  
Accountability  
Committee**

## Priorities Committee Agenda

FOR THE FIRST MEETING OF THE PRIORITIES COMMITTEE TO BE HELD  
ON WEDNESDAY, JUNE 12, 2002 AT 7:00 P.M., IN THE  
COUNCIL CHAMBER, TOM DAVIES SQUARE, 200 BRADY STREET, SUDBURY

*(Please ensure Cell Phones and Pagers are turned off)*

### DEPUTY MAYOR DUPUIS IN THE CHAIR

1. **DECLARATIONS OF PECUNIARY INTEREST.**

2. **OPENING REMARKS: Deputy Mayor Dupuis**

3. **PRESENTATION:**

City Clerk - Overhead Presentation:  
Review of Council's new Governance Procedure.  
**(FOR INFORMATION)**

4. **MOTION TO MOVE INTO SUB-COMMITTEES.**

### COMMUNITY VIABILITY COMMITTEE - COUNCILLOR PETRYNA, CHAIR

5. **PRESENTATION:**

Letter dated May 17, 2002 from Brian Ruck, Consultant  
Project Manager, Totten Sims Hubicki Associates on behalf  
of the Ontario Ministry of Transportation regarding, Highway 69  
Four-Laning on New Alignment from Highway 537 Northerly 8.8 Km.  
**(FOR INFORMATION - NO RECOMMENDATION)**

1-2

The Council Chamber of Tom Davies Square is Wheel Chair accessible. Please speak to the City Clerk prior to the meeting if you require a hearing amplification device. Persons requiring assistance are requested to contact the City Clerk's Office at least 24 hours in advance of the meeting if special arrangements are required. Please call (705) 671-2489, extension 2475. Telecommunications Device for the Deaf (TTY) (705) 688-3919. Copies of Agendas can be viewed on the City's web site at [www.city.greatersudbury.on.ca](http://www.city.greatersudbury.on.ca).

# AGENDA

## COMMUNITY VIABILITY COMMITTEE continued:

6. Letter dated June 6, 2002 from the General Manager of Corporate Services regarding the Taxi Licensing Review.

3-7

**(CONSULTANT'S REPORT TO BE TABLED AT MEETING)**

### **RECOMMENDATION:**

**THAT the Taxi Licensing Report, dated 2002-06-10 be received;**

**AND THAT Councillor \_\_\_\_\_ be appointed to review the Taxi Licensing Report; lead the Public Review Process; and, draft a Taxi Licensing By-law;**

**AND THAT Councillor \_\_\_\_\_ report back to Wednesday, October 23, 2002 Meeting of the Priorities Committee.**

Upon completion of the above item the Community Viability Committee will adjourn.

**COUNCILLOR COURTEMANCHE, CHAIR**  
**PUBLIC & INTERGOVERNMENTAL AFFAIRS**

**(There are no items for the consideration of the Public and Intergovernmental Affairs Committee.)**

# AGENDA

## DEPUTY MAYOR GAINER, CHAIR FINANCIAL & PROGRAM ACCOUNTABILITY COMMITTEE

7. Letter dated June 5, 2002, with attachments, from the General Manager of Corporate Services regarding the Projected 2001 Year-end Position.  
**(NO RECOMMENDATION - FOR INFORMATION & DISCUSSION) 8-12**

Upon completion of the above item the Community Viability Committee will adjourn.

## DEPUTY MAYOR DUPUIS IN THE CHAIR

(At this point in the Meeting the Chair of Priorities Committee will call upon each of the Chairs to rise and report on all matters dealt with by each Committee. The Priorities Committee will then consider and vote on any recommendations considered by the Committees.)

8. **REPORTS OF COMMITTEE CHAIRS AND CONSIDERATION OF RECOMMENDATIONS BY PRIORITIES COMMITTEE:**
- (1) Councillor Petryna, Chair, Community Viability Committee.
  - (2) Councillor Courtemanche, Chair, Public & Intergovernmental Affairs Committee.
  - (3) Deputy Mayor Gainer, Chair, Financial & Program Accountability Committee.
9. **Adjournment (10:00 p.m.)**

2002-06-07

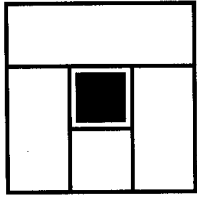
THOM M. MOWRY  
CITY CLERK

GLORIA WARD  
COUNCIL SECRETARY

# **Community Viability Committee**

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**Councillor Mike Petryna, Chair  
Councillor Lousie Portelance, Vice-Chair**



**TSH**  
 engineers  
 architects  
 planners  
*40 Years*

Totten Sims Hubicki Associates  
 300 Water Street  
 Whitby, Ontario, Canada L1N 9J2  
 (905) 668-9363 Fax: (905) 668-0221  
 E-mail: tsh@tsh.ca www.tsh.ca

May 17, 2002

Mr. Thom Mowry  
 City Clerk  
 The City of Greater Sudbury  
 200 Brady Street  
 P.O. Box 5000, Stn. A  
 Sudbury, ON  
 P3A 5P3

**RECEIVED**

**MAY 22 2002**

**CLERKS - DEPT.**

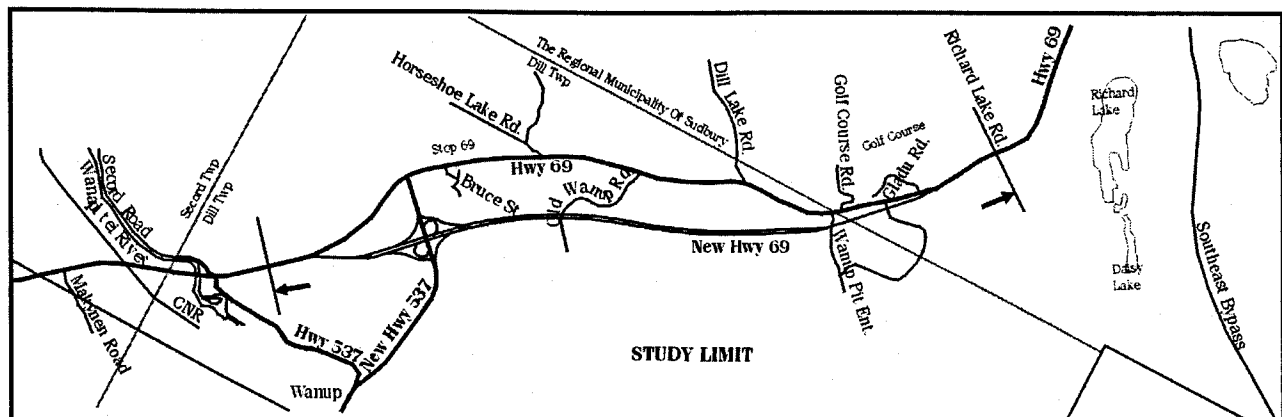
Dear Mr. Mowry:

**Re: Highway 69 Four-Laning on New Alignment  
 From Highway 537 Northerly 8.8 km  
 G.W.P. 327-91-00**

This is further to our telephone conversation of today concerning a proposed presentation to City Council on Wednesday June 12, 2002, the purpose of which is to inform Council of proposed changes to this project since it was approved in 1999. I understand that we will have a total of 30 minutes allotted, with the presentation limited to 10 minutes and questions by Council occupying the balance of the time slot. The purpose of this letter is to formally request inclusion on the agenda for the meeting on June 12<sup>th</sup>.

**Background**

Totten Sims Hubicki (TSH) Associates Limited, on behalf of the Ministry of Transportation, is undertaking the detailed design for the four-laning of Highway 69 from 0.3 km north of Highway 537 northerly 8.8 km to join to the undivided four-lane section of Highway 69 south of Sudbury. The project limits are illustrated on the Study Area map provided below. The purpose of the project is to complete the detailed design for the proposed improvements and to prepare a tender package for construction.



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In 1999, a combined Planning, Preliminary Design and Environmental Assessment (EA) Document was prepared and filed with the Ministry of the Environment and led to the approval of the Highway 69 Four-Laning Project from Burwash to Sudbury.

Prior to commencing the detailed design for this project, a Value Engineering (VE) exercise was undertaken wherein an independent group of experts reviewed the decisions that had been made during the preparation of the preliminary design in an attempt to improve upon that design. The VE review considered the entire 8.8 km section of Highway 69 north of Highway 537 but eventually focussed on the areas of the proposed Highway 537 Interchange and the Gladu Road Interchange/North tie-in.

With the benefit of new and/or updated geotechnical and topographic survey data, based on field investigations undertaken at the commencement of this project, a number of opportunities for improvement were identified. Consequently, the Project Team developed a number of alternatives, assessed the impacts and selected a design that is preferred in terms of social, economic, cultural and natural environmental impacts.

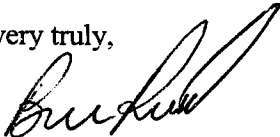
Having identified a preferred design that varies from the approved design selected through the original EA process, an EA addendum will be required to obtain approval for the preferred design. If irresolvable conflicts arise for the new preferred design, MTO has the option of reverting to the original approved preliminary design and proceeding on that basis.

As part of the EA Addendum process, a Public Information Centre will be held to present the alternatives considered, the evaluation process to which they were subjected and the preferred redesign (i.e. new alignment and interchange location and/or configuration modifications) to the public for review and comment. Towards the end of the Detailed Design phase, a second Public Information Centre will be held to present the detailed design plans for the proposed work. We will advise you of the date, time and location for each Public Information Centre when that information is available.

Upon completion of the Detailed Design phase, a "Design and Construction Report" will be prepared and submitted for public review and comment. A notice of project completion will be published at that time.

In the meantime, should you require additional information and/or wish to discuss this project further, please do not hesitate to contact the undersigned at (905) 668-4021 ext. 250.

Yours very truly,



Brian Ruck, P. Eng., CVS  
Consultant Project Manager

Attachment

cc: J. Fraser, MTO  
B. Bird, MTO  
P. Moore, TSH

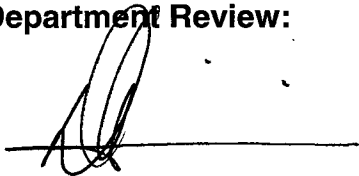
Report To: **COMMUNITY VIABILITY**

Report Date: 7 June 2002

Meeting Date: 12 June 2002

**Subject: TAXI REVIEW**

**Department Review:**



Doug Wuksinic,  
General Manager of Corporate Services  
and Acting General Manager of  
Emergency Services

**Recommended for Agenda:**



Mark Mieto  
Acting Chief Administrative Officer

**Report Authored by:**

T. Mowry, City Clerk

**Recommendation:**

THAT the Taxi Report, dated 2002-06-10, prepared by Hara Associates, be received and distributed to the public and taxi industry in order to allow them an opportunity to consider and respond to the recommendations contained in the Report;

AND THAT Councillor \_\_\_\_\_ be appointed to review the Taxi Licensing Report; lead the Public Review Process; and, draft a Taxi Licensing By-law;

3

**AND THAT Councillor \_\_\_\_\_ report back to the Wednesday, October 23, 2002 Meeting of the Priorities Committee with final recommendations and a draft Tax Licensing By-law.**

## **Background:**

### **Origin:**

One of the employee Working Groups established by The Transition Board for the City of Greater Sudbury dealt with this issue of taxi regulation for the new City. Though the Working Group prepared a brief interim report it was not possible to conclude the matter within the timed mandate of the Transition Board. The Working Group was confronted with the problem of reducing inconsistent and conflicting licensing regimes into one viable tax licensing regime that would include the regulation of limousines and the provision of taxi service to the Sudbury Airport.

The issues which required review and advice included the following:

- the use of a zone system for licensing
- the number of licences to be issued
- vehicle conditions and standards
- the value of taxi plates in the former municipalities
- compensation alternatives
- driver licensing and training
- enforcement issues
- limousine services
- airport services
- preparation of a comprehensive by-law.

The Board recognized that such an undertaking required expert advice and assistance, and selected the firm of Hara Associates for this work. At its January 15th, 2001 meeting the Transition Board passed the following Resolution:

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**“Resolution No. 2001-15:**

WHEREAS the old municipalities each had their own regime for licensing taxi-cabs;

AND WHEREAS the taxi industry has a direct and immediate impact on business and tourism in the new City, including airport services;

AND WHEREAS an effective transition to a new and integrated regime for taxi and limousine services requires industry expertise to develop an appropriate by-law;

NOW THEREFORE BE IT RESOLVED:

1. THAT Hara Associates be retained to undertake a study, including public input, prepare and recommend a by-law to City Council respecting taxi/limousine licensing.
2. THAT Terms of Reference be developed by Thom Mowry, City Clerk, Darryl Mathé, Manager of Purchasing and Doug Nadorozny, General Manager of Economic Development and Planning.”

**Hara Report:**

Over the past year, staff have met with Dr. Hara, the principle, of Hara Associates, and developed Terms of Reference for the taxi study, a copy of which are attached to this Report for the Committee’s convenience. As well, a Public Input Meeting was held on November 7, 2001. Dr. Hara also met personally with area taxi owners, representatives of the Greater Sudbury Chamber of Commerce and taxi cab drivers. Other taxi cab drivers were interviewed over the phone.

In December 2001 and Spring 2002 two public opinion surveys were conducted to gauge the opinions of the residents of the community and taxi drivers on a series of issues related to taxi cab services in the community.

Dr. Hara is in the final stages of completing his initial report. It was anticipated that his Report would be available for distribution with the Agenda on Friday, June 7, 2002. However, Dr. Hara requested some additional time to complete the Report. It will therefore be tabled at the Wednesday, June 12, 2002 meeting of the Community Viability Sub-Committee of the Priorities Committee.

It is not intended that the Committee consider the Hara Report but merely "receive" the report at this time.

It is recommended that the Hara Report be received and distributed for public and taxi industry review and comment. It is also recommended that Council appoint one (1) Member of Council to lead the review of the Report; seek further public input; and, to report back to the Priorities Committee no later than October 23, 2002 with recommendations and a draft Taxi Licensing By-law.

An appropriately worded recommendation has been prepared for the Committee's consideration.

All of which is respectfully submitted for the Committee's consideration.

**Attached: Terms of Reference**



## SUDBURY TAXI & LIMOUSINE SURVEY Terms of Reference

Hara Associates is to provide advice and recommendations to the City of Greater Sudbury on the following topics:

1. **Zones/Single region.** Identify options and make recommendations on whether taxis should be able to operate within a single zone across the entire municipality, or in a zone structure. Zone options to be assessed should include the previous status quo of old municipal boundaries, and any relevant alternative consolidations. The potential for special accommodation of services historically serving outlying communities and rural areas will also be assessed.
2. **Number of Taxis.** Identify options and make recommendations concerning the number of taxis required and the form that taxi limitations might take under the new City. Present and future requirements will be addressed, along with a method or formula for adjustment over time.
3. **Rates & Fees.** Recommend license fees, a meter rate structure, and a method of annual review and adjustment.
4. **Airport Taxi regime.** Advise on how airport taxi service should be operated under the alternative licensing /zone scenarios identified above. Assess whether a special regime for airport taxi service is needed and, if so, advise on which agency is the most appropriate for implementation (e.g. airport authority or licensing authority, or roles for both).
5. **Limousine Regulation.** Advise on the extent to which limousine service should be regulated within the new City.
6. **Vehicle Standards.** Review current requirements within each jurisdiction and compare to standards in other Canadian jurisdictions. Recommend new requirements for the City.
7. **Driver Training Standards.** Review current requirements within each jurisdiction and compare to standards in other Canadian jurisdictions. Recommend new requirements for the City.
8. **Draft New Bylaw.** Incorporate recommendations accepted by the City into draft wording for a new Bylaw.

Analysis will include an assessment of the impacts on customer service, taxi brokers, vehicle owners, taxi drivers, the hospitality industry, and other municipal stakeholders. Public input will be gathered through stakeholder interviews, an open public meeting, and a survey.

# **Public & Intergovernmental Affairs Committee**

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**Councillor David Courtemanche, Chair  
Councillor Ron Bradley, Vice-Chair**

**Public & Intergovernmental Affairs  
Committee**

**NO ITEMS FOR THIS AGENDA**

# **Financial & Program Accountability Committee**

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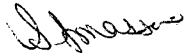
**Councillor Eldon Gainer, Chair  
Councillor Austin Davey, Vice-Chair**

Report To: **PRIORITIES COMMITTEE**

Report Date: **June 5, 2002**

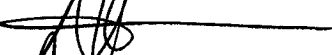
**Subject:** Projected 2001 Year-end Position

**Division Review:**



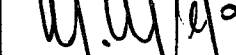
S. Jonasson  
Director of Finance /  
City Treasurer

**Department Review:**



D. Wuksinic  
General Manager, Corporate Services and  
Acting General Manager, Emergency Services

**C.A.O. Review:**



M. Mieto  
Acting Chief Administrative  
Officer

**Report Prepared by:** C. Mahaffy, Manager of Financial Planning & Policy

## For Information Only

### Executive Summary:

The purpose of this report is to inform Council of the 2001 year-end position of the City of Greater Sudbury, including information on the calculation of the 2001 Community Reinvestment Fund.

## Background:

For the most part, revenue and expenditure transactions have been finalized for 2001, and a shortfall of \$1.22 million is projected, although this figure will not be finalized until completion of the annual audit. This shortfall, which represents one-third of one per cent of the 2001 gross budget, will be eliminated in accordance with Council policy regarding surpluses / deficits. Contributions are made to or from the Capital Financing Reserve Fund - General and the Tax Rate Stabilization Reserve, in equal amounts. Consequently, contributions of approximately \$610,000 have been made from each of these reserves to offset the 2001 budget shortfall.

Although the Province very recently announced the extension for filing the Financial Information Returns (FIRs) deadline from June 30 to July 31, the City is striving to meet the original filing deadline. Once the audit is complete, the FIRs filed, and the statements prepared, our auditors will be presenting the final financial statements and FIRs to Council at the first meeting in September. At the same meeting, the Municipal Performance Measurement Program information will also be presented.

In a report to Council last November, no surplus or deficit was anticipated for 2001. There are four areas where the early predictions differ considerably from the final numbers, as follows:

- Leisure and Recreation Services - \$1.4 million further overspent
- Municipal Buildings - \$0.6 million overspent
- Roads Maintenance - \$1.6 million further overspent
- Waste Management - \$1.1 million greater underexpenditure

Explanations for all major variances, including those listed above are in the following section.

The attached chart lists the projected over/under expenditures. Favourable variances are in brackets, while unfavourable variances are shown without brackets. There are five areas where the variance is in excess of \$1 million, and explanations for each follow:

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## **Major Variances**

### ***Provincial Offences - \$1.7 million additional revenue***

This variance is largely due to a one-time grant of \$1.2 million received from the Province to partially offset the revenue shortfalls related to Provincial Offences in 1999 and 2000. The balance of the variance is the actual revenue received from the Province for 2000 and fines collected in 2001.

### ***Leisure and Recreation Services - \$2 million overexpenditure***

Grounds maintenance, buildings and facilities maintenance and waterfront/pool programs costs are considerably higher than budgeted. This, coupled with revenue shortfalls at the arenas, has resulted in a substantial year-end overexpenditure. A budget correction has been made for 2002.

### ***Roads Maintenance - \$4.1 million overexpenditure***

As a result of the extraordinary winter conditions in the first four months of 2001, this section experienced an overexpenditure. The heavier than normal snowfall led to increased spring run-off, which quickly accelerated the deterioration of the roads, thus causing increased summer maintenance costs as well. In total, this area was \$5.1 overspent, but in accordance with Council's policy on reserves and reserve funds, the \$1 million in the Roads Winter Control Reserve Fund was brought into revenue to partially offset the winter overexpenditures. This reserve fund is now basically depleted, and cannot be used to help offset any overexpenditures in winter roads costs for 2002 and future years until it is built up again.

### ***Waste Management - \$1.6 million underexpenditure***

Lower costs for purchased services related to waste and blue box collection, some delays in implementing programs, and reduced costs as a result of the four bag limit in place for 2001 has left this section in a substantial surplus position.

***Delayed Implementation - \$1.7 million underexpenditure***

During the 2001 budget process, Council approved an allocation of \$3 million to fund additional costs resulting from delays in implementing the efficiencies anticipated in the amalgamation. Approximately \$1.3 million has been charged directly against this allocation. The remaining funding of \$1.7 million helps to offset the additional costs being carried primarily in Citizen and Leisure and Public Works as a result of the delayed implementation.

***Other Variances***

Numerous other over and underexpenditures occurred throughout the organization, and brief explanations of those in excess of \$250,000 follow:

***Grants and Subsidies - \$560,000 additional revenue***

The surplus in this section relates to grant revenue from the Province which was not known at budget time. The grant is to compensate municipalities for lost tax revenue when power generating dams became tax exempt.

***Solicitors and Clerks Services - \$447,000 overexpenditure***

This area is slightly overspent throughout, particularly in outside legal services, but the major contributing item to this deficit is a shortfall in revenue for lottery licenses.

***Building Services - \$296,000 underexpenditure***

A lag in fully staffing the section together with increased permit revenue has resulted in this surplus.

***Long Term Care - \$317,000 overexpenditure***

The overexpenditure in this area relates almost entirely to the food budget. Some difficulties related to the new serveries and Ministry of Health compliance orders were encountered.

***Ontario Works - \$319,000 underexpenditure***

There were underexpenditures in the core program area, mainly due to delays in filling vacancies.

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***Public Libraries / Citizens Services - \$336,000 underexpenditure***

The surplus in this area relates to delays in staffing and a Provincial Pay Equity Grant that was not budgeted.

***Transit Services - \$384,000 overexpenditure***

The overexpenditure in this area relates almost entirely to increased gasoline costs resulting from the expanded service.

***Municipal Buildings - \$625,000 overexpenditure***

Insufficient budgets were brought forward to this area for 2001. In addition, there were substantial additional costs related to snow removal from roofs in the spring.

***Police Services - \$582,000 overexpenditure***

The shortfall in Police Services is due to a number of circumstances including increased security at the airport, labour disputes, communications, etc.

***LSR / CRF Adjustment - \$437,000 additional revenue***

Further information from the Province on the 2001 reconciliation was received late in 2001, and based on this information, staff has made assumptions on the net variance in this area. Some programs are excluded from the reconciliation, such as Assessment and the Local Housing Authority costs, while other programs are now back in the reconciliation. These include the Provincial Offences shortfall and Children's Aid, which had been excluded from the reconciliation since 1998. Costs for Children's Aid have doubled since that time, and Ministry staff have recommended that this change be considered in our CRF calculation. Staff will continue to follow up with the Province on CRF issues and Council will be kept informed of any changes in Provincial policy.

# City of Greater Sudbury

## 2001 Variances

	<b>Projections</b>
	<b><u>May 31/02</u></b>
	<b>\$</b>
Taxation Levy	195,000
Grants and Subsidies	(560,000)
Information Technology	(237,000)
Human Resources	159,000
Solicitors and Clerks Services	447,000
Provincial Offences	(1,693,000)
New Capital	(101,000)
Economic Development and Planning	236,000
Building Services	(296,000)
Social Housing	(180,000)
Employment and Support Services	(166,000)
Long Term Care	317,000
Ontario Works	(319,000)
Public Libraries / Citizens Services	(336,000)
Leisure and Recreation Services	1,952,000
Transit Services	384,000
Municipal Buildings	625,000
Ops - Admin	139,000
Roads Maintenance	4,059,000
Waste Management	(1,554,000)
Emergency Services	(229,000)
Police Services	582,000
Delayed Implementation	(1,663,000)
Transition Board	141,000
LSR / CRF Adjustment	(437,000)
Miscellaneous	(244,000)
	<u>1,221,000</u>
<b>Projected Year-end Shortfall</b>	<b><u>1,221,000</u></b>
 <b>Funding per Capital Policy</b>	
Capital Financing Reserve Fund - General	(610,500)
Tax Rate Stabilization Reserve	(610,500)
	<u>(1,221,000)</u>
<b>Funding per Capital Policy</b>	<b><u>(1,221,000)</u></b>
 <b>Projected Final Year-end Position</b>	 <b><u><u>0</u></u></b>