

TORONTO FINANCIAL DISTRICT BIA

BOARD OF MANAGEMENT GENERAL MEETING MINUTES

April 22, 2015, 12:00 p.m. – 1:30 p.m.
FDBIA Office, 100 King St. W., Suite 5700

PRESENT

Scott Pennock (Chair)
David Morley (Treasurer)
David Costello (Secretary)
Savvas Kotsopoulos (Member)
Don McLean (Member)
Andrew Oliver (Member)
Salma Salman (Member)
Lolita Southwell (Member)
Tom Davidson (Councillor McConnell's Office)
David Hessels (City BIA Office)

FDBIA Staff

Grant Humes
Evan Weinberg
Tim Kocur
Amy Harrell

Guest

Iain Dobson (SRRA)
Glenn Miller (SRRA)
John Duffy (FAST)
Amber Crawford (FAST)

REGRETS

Mike Snell (Vice Chair)
Colin Ross (Member)
Joe Cressy (Ex-Officio)
Pam McConnell (Ex-Officio)

1. CALL TO ORDER

The Chair called the meeting to order at 12:03 p.m.

2. MOTION TO ACCEPT THE MINUTES OF THE PREVIOUS MEETING

The Chair called for a motion to accept the minutes of the previous meeting.

MOTION: To accept the minutes of the March 6, 2015 FDBIA Board of Management General Meeting.

MOTION: David Costello

SECOND: Salma Salman

Motion passed unanimously.

3. CHAIR'S REPORT

The Chair did not provide a report.

4. EXECUTIVE DIRECTOR'S REPORT

Mr. Humes referred the board to the April Executive Director's Report in the board meeting package and noted that financials and operations are tracking to plan.

Mr. Humes referred the board the Policy Summary included in the meeting package. He provided the following updates in addition to the written summary:

The SRRA's objective is to build on the Nodal Study to make locating near transit more attractive. SRRA has been commissioned to do a demand study for transit. There are limits to growth in the downtown core, which presents a problem for businesses. SRRA will be reviewing SmartTrack and making recommendations on how to enhance the model for business and ensure good access to labour. The goal is to build policies around transit structure to feed and support the downtown core and allow the community to expand. Transit should be an enabler of growth, not just approached as a means of congestion relief. The board encouraged SRRA to explore the relative benefit of transit to people in addition to business, as it is important to the overall health and welfare of the community. The board also expressed interest in any data on businesses which have relocated from the downtown core to the suburbs and have lost employees as a result. Mr. Dobson noted that several companies had this experience, but that cost can be prohibitive to companies locating downtown and that there need to be multiple price points for office space that is accessible to transit.

9. FRIENDS AND ALLIES OF SMARTTRACK

Mr. Humes introduced John Duffy and Amber Crawford from Strategy Corp. to discuss Friends and Allies of SmartTrack (FAST). Mr. Duffy has been involved with SmartTrack since Mayor Tory's campaign. FAST is being created to advocate for SmartTrack and ensure it is built, and within the proposed seven-year timeline. The group is in the exploratory phase and will need to register as a lobby group.

Mr. Duffy noted that SmartTrack is a considerable success to date and the fact that it is moving quickly is a testament to the fact that it is a good and timely idea. Typically, transit in Canada emerges from a process involving review by transit agencies and government before the idea is discussed publicly. The process for SmartTrack has been more similar to how transit is developed in the U.S., with the idea being introduced and discussed publicly before it was brought to government and transit agencies. Mr. Duffy noted that transit plans in the U.S. are often supported by political action committees and that, while SmartTrack is not subject to referendum, support is needed to ensure the project overcomes barriers. FAST is late in its feasibility study and expects to launch in the next few months. The annual budget will be \$400k, and is approximately half-funded at this time. FAST will be a web-based education and advocacy vehicle, including a website with features for information, donations, and discussion, as well as a digital campaign and direct communication tools for the public to reach out to government officials. Once funding has been secured for SmartTrack, FAST will focus on ensuring the plan is implemented as it is envisioned, supporting transit-oriented developments and ensuring that it is not eroded into local service. FAST will remain active from spring 2015 through March 2018, when it will close for the election cycle. Mr. Duffy noted that FAST is not a Mayor's initiative, but that he is aware of the organization.

The board asked Mr. Duffy to identify some of the hurdles to SmartTrack that he expects FAST to address. Mr. Duffy noted that the timeline is moving quickly and that FAST will be making appeals to the Federal government for funding under the newly announced program as soon as possible. Timing of other transit projects, such as the Eglinton Feasibility Study, also put pressure on FAST to move quickly.

The board asked Mr. Duffy who he envisioned operating SmartTrack. Mr. Duffy responded that while Metrolinx may have been a logical choice, the federal government's interest in funding projects with private equity brings this into question.

The board asked Mr. Duffy to provide his thoughts on SmartTrack versus the Downtown Relief Line. Mr. Duffy noted that SmartTrack is a proposal that can be accomplished in seven years, versus the decades required to vet, fund and implement the Downtown Relief Line. He noted that without FAST, SmartTrack is at risk of going forward but getting watered down without strong guidance.

Mr. Duffy asked for the board's financial support and noted that he would be happy to discuss FAST with individual board members and their companies if desired.

The board discussed the merits of participating in FAST. There was some concern about the optics of the FDBIA supporting what may be seen as a political organization and the degree of the connection of the organization with the Mayor's office. The board also noted that FDBIA members cannot wait for more long discussions on various transit options without seeing results, and that in supporting FAST the FDBIA would be making a statement that action is needed now.

The board asked Mr. Humes to develop a list of recommendations regarding the pros and cons of participating in FAST for review at the next board meeting.

10. IN CAMERA SESSION

There was no requirement for an in camera session.

11. NEXT MEETING

The next meeting is scheduled for June 17, 2015, 12:00 to 1:30 p.m.

There being no further business, the meeting adjourned at 1:47 p.m.

These minutes of the April 22, 2015 Board Meeting were approved by the Board of Management at its meeting of June 17, 2015.

Scott Pennock, Chair

David Costello, Secretary