



**Board of Directors Meeting
Revised Agenda**

**The meeting will be conducted via a video conference
Members of the public may view the livestream at the following link:
<https://video.isilive.ca/trca/live.htm>**

**September 23, 2022
9:30 A.M.**

Pages

- 1. ACKNOWLEDGEMENT OF INDIGENOUS TERRITORY**
- 2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**
- 3. MINUTES OF MEETING #5/22, HELD ON JUNE 24, 2022**
[Minutes Link](#)
(June 24, 2022 Closed Session minutes will be circulated to Board Members separately)
- 4. DELEGATIONS**
- 5. PRESENTATIONS**
- 6. CORRESPONDENCE**

7. SECTION I - ITEMS FOR BOARD OF DIRECTORS ACTION

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| 7.1. PEEL ZERO EMISSIONS VEHICLE STRATEGY ENDORSEMENT | 8 |
| <p>Endorsement of and direction for implementing the Peel Zero Emissions Vehicle (ZEV) Strategy, a major deliverable of the Low Carbon Communities strategic priority of the Peel Climate Change Partnership (PCCP)</p> | |
| 7.2. ENDORSEMENT OF MINIMUM ACCESS STANDARDS | 60 |
| <p>Endorsement of minimum standards for student access to out-of-classroom learning related to natural science, conservation and the environment, as recommended by the Natural Science and Education Committee (NSEC)</p> | |
| 7.3. REVISED REGIONAL WATERSHED ALLIANCE (RWA) MEMBERSHIP COMPOSITION | 68 |
| <p>To propose and discuss a revised membership composition for the 2023-2025 term of the Regional Watershed Alliance (RWA)</p> | |
| 7.4. UPDATE AND PROGRESS REPORT ON MUNICIPAL MEMORANDUMS OF UNDERSTANDING | 78 |
| <p>To provide an update to the Board of Directors on work underway to update and develop new Memorandums of Understanding (MOUs) and other agreements with participating and partner municipalities in the context of the updated <i>Conservation Authorities Act</i> (CA Act) and regulations, and to obtain Board approval of the second progress report on this work, as required under O.Reg. 687/21, Transition Plans and Agreements for Programs and Services Under Section 21.1.2 of the Act under the Conservation Authorities Act ("Transition Regulation") and to be submitted to the Province</p> | |
| 7.5. REQUEST FOR DELEGATED AUTHORITY | 91 |
| <p>Staff request to Toronto and Region Conservation Authority's (TRCA) Board of Directors for perennial delegated authority to the Chief Executive Officer (CEO) during July, August and December for planned breaks and September, October, and November during years of municipal elections, if TRCA's Board of Directors is unable to reach quorum during this additional period</p> | |

8.	SECTION III - ITEMS FOR THE INFORMATION OF THE BOARD	
8.1.	ANNUAL CAPITAL PLAN FOR ADMINISTRATIVE BUILDINGS & PUBLIC FACILITIES	93
	Business continuity and provision of critical services by developing long-term financial planning and essential maintenance decision-making framework for administrative buildings and public facilities	
8.2.	2021 SUMMARY OF PROCUREMENTS REPORT	98
	Receipt of the 2021 Summary of Procurements Report approved by the Chief Executive Officer (CEO) or Designate, Executive Committee, or the Board of Directors	
8.3.	UPDATE ON PROCUREMENTS APPROVED UNDER DELEGATED AUTHORITY	143
	Report back to on time sensitive procurements approved by the Chief Executive Officer under delegated authority over the “summer recess” to ensure business continuity including support for municipal and partner supported programs and projects	
9.	MATERIAL FROM EXECUTIVE COMMITTEE MEETING	
	<u>Executive Committee Minutes</u>	
9.1.	SECTION I - ITEMS FOR BOARD OF DIRECTORS ACTION	
9.1.1.	LEASE RENEWAL - JESUITS OF CANADA	
	Approval of Jesuits of Canada lease renewal on Toronto and Region Conservation Authority (TRCA) owned land located east of Liverpool Road and south of Rigby Drive, in the City of Pickering, Regional Municipality of Durham, Duffins Creek watershed and Frenchman’s Bay watershed (CFN 22118)	
	(Link to report, excluding appendices: <u>Executive Committee Res.#B63/22</u>)	
	PDF Page 10/255	
9.1.2.	LEASE RENEWAL - WOODBRIDGE LION'S CLUB	
	To seek approval for Woodbridge Lion’s Club lease renewal on Toronto and Region Conservation Authority (TRCA)-owned land, located east of Langstaff Road and north of Meeting House Road, municipally known as 200 Clarence Street, in the City of Vaughan, Regional Municipality of York, Humber River watershed (CFN 24259)	
	(Link to report, excluding appendices: <u>Executive Committee RES.#B64/22</u>)	
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9.1.3. LAND LEASE RENEWAL - DAVID M. STONE

Approve land lease renewal with David M. Stone on Toronto and Region Conservation Authority-owned (TRCA) land, located east of Park Crescent and south of Surf Avenue, in the City of Pickering, Regional Municipality of Durham, Lake Ontario Waterfront (CFN 37383)

(Link to report, excluding appendices: [Executive Committee RES.#B65/22](#))

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9.1.4. DONATION OF LAND 5318 OLD BROCK ROAD, CITY OF PICKERING

Donation of a parcel of land located west of Old Brock Road and southwest of Uxbridge Pickering Townline Road, municipally known as 5318 Old Brock Road, in the City of Pickering, Regional Municipality of Durham, under the “Greenspace Acquisition Project for 2021-2030,” Flood Plain and Conservation Component, Duffin Creek Watershed (CFN 67512)

(Link to report, excluding appendices: [Executive Committee RES.#B66/22](#))

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9.1.5. ACQUISITION FROM 8831467 CANADA LIMITED, CITY OF PICKERING

Acquisition of property located east of Altona Road and south of Sheppard Avenue, municipally known as 1421 Rougemount Drive, in the City of Pickering, Regional Municipality of Durham, under the “Greenlands Acquisition Project for 2021-2030,” Flood Plain and Conservation Component, Petticoat Creek watershed (CFN 67636)

(Link to report, excluding appendices: [Executive Committee RES.#B67/22](#))

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9.1.6. 2022 MID-YEAR GRANT PROGRAM UPDATE

To provide a mid-year update to Toronto and Region Conservation Authority’s (TRCA) Board of Directors on the Funding and Grants program and to highlight program successes as of July 31, 2022

(Link to report, excluding appendices: [Executive Committee RES.#B68/22](#))

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9.1.7. 2022 UPDATES TO ADMINISTRATIVE BY-LAW

Requesting approval of proposed amendments to the Toronto and Region Conservation Authority (TRCA) Board of Directors Administrative By-Law, which address participation by electronic means for hybrid meetings, updates to the Hearing Guidelines, updates to address Conservation Authority Act (CA Act) amendments and regulations and additional housekeeping items

(Link to report, excluding appendices: [Executive Committee RES.#B69/22](#))
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9.1.8. NAMING OF THE DAVE BARROW CENTRE FOR CONSERVATION

To recognize the long-standing service of Mayor David Barrow on Toronto and Region Conservation Authority's (TRCA) Board of Directors including his efforts on acquiring the Swan Lake property by renaming the Swan Lake Centre in Richmond Hill to the Dave Barrow Centre for Conservation

(Link to report: [Executive Committee RES.#B70/22](#))
PDF Page 114/255

9.2. SECTION II - ITEMS FOR EXECUTIVE COMMITTEE ACTION (FOR THE INFORMATION OF THE BOARD)

9.2.1. VENDOR OF RECORD FOR CUSTODIAL SUPPLIES AND EQUIPMENT CONTRACT EXTENSION

Extension of Contract No. 10033374 (Ontario Education Collaborative Marketplace (OECM) Master Agreement #2018-297-01) for a Vendor of Record (VOR) arrangement for Custodial Supplies and Equipment

(Link to report: [Executive Committee RES.#B71/22](#))
PDF Page 118/255

9.3. SECTION III - ITEMS FOR THE INFORMATION OF THE BOARD

9.3.1. 2022 INSURANCE PROGRAM UPDATE

Report summarizing Toronto and Region Conservation Authority's (TRCA) Insurance and Surety Programs

(Link to report, excluding appendices: [Executive Committee RES.#B72/22](#))
PDF Page 120/255

9.3.2. 2022 RISK PROGRAM UPDATE

Update on Toronto and Region Conservation Authority's (TRCA) Risk Management Program

(Link to report: [Executive Committee RES.#B73/22](#))
PDF Page 125/255

9.4. SECTION IV - ONTARIO REGULATION 166/06, AS AMENDED

9.4.1. TOWN OF CALEDON

THE GORE ROAD, FROM PATTERSON SIDE ROAD TO
FINNERTY SIDE ROAD

The purpose is to undertake road reconstruction including improved vertical and horizontal alignments, wider shoulders for the benefit of pedestrians, cyclists and motorists and replacement of 10 culverts on The Gore Road, between Patterson Side Road and Finnerty Side Road, in the Town of Caledon

(Link to report: [Executive Committee RES.#B74/22](#))
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9.4.2. TOWN OF CALEDON

THE GORE ROAD FROM FINNERTY SIDE ROAD TO
HIGHWAY 9

The purpose is to undertake road reconstruction including improved vertical and horizontal alignments, wider shoulders for the benefit of pedestrians, cyclists and motorists and replacement of 4 culverts on The Gore Road between Finnerty Side Road and Highway 9, in the Town of Caledon

(Link to report: [Executive Committee RES.#B75/22](#))
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9.4.3. UPDATE ON DELEGATED MAJOR PERMITS – JULY AND AUGUST 2022

Toronto and Region Conservation Authority (TRCA) staff are required to report back on any major permits issued through the approved delegated process during the months of July and August 2022

(Link to report, excluding appendices: [Executive Committee RES.#B76/22](#))
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9.4.4. STANDARD DELEGATED PERMITS FOR RECEIPT - STAFF APPROVED AND ISSUED

Receipt of permits pursuant to Ontario Regulation 166/06, as amended, for applications under item 10.4 which were received at the September 9, 2022 Executive Committee Meeting

(Link to report: [Executive Committee RES.#B77/22](#))
PDF Page 151/255

9.5. SEPTEMBER 9, 2022 EXECUTIVE MEETING CLOSED SESSION ITEMS

9.5.1. 2022 LITIGATION SUMMARY

Pursuant to Section C.4.(e) of the TRCA Board of Directors Administrative By-Law, as the subject matter consists of litigation or potential litigation, affecting TRCA

Executive Committee RES.#BXX/22

(Confidential report will be circulated to Board Members separately)

10. CLOSED SESSION

10.1. TORONTO AND REGION CONSERVATION AUTHORITY 'S (TRCA) NEW ADMINISTRATIVE BUILDING PROJECT UPDATE

Pursuant to Section C.4.(e) of the TRCA Board of Directors Administrative By-Law, as the subject matter consists of litigation or potential litigation, affecting TRCA

(Closed session reports will be circulated to Board Members separately)

11. NEW BUSINESS

NEXT MEETING OF THE BOARD OF DIRECTORS #7/22, TO BE HELD ON OCTOBER 28, 2022 AT 9:30 A.M. VIA VIDEO CONFERENCE

John MacKenzie, Chief Executive Officer

/jh

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: Darryl Gray, Director, Education and Training

RE: PEEL ZERO EMISSIONS VEHICLE STRATEGY ENDORSEMENT

KEY ISSUE

Endorsement of and direction for implementing the Peel Zero Emissions Vehicle (ZEV) Strategy, a major deliverable of the Low Carbon Communities strategic priority of the Peel Climate Change Partnership (PCCP).

RECOMMENDATION:

WHEREAS the Peel Climate Change Partnership (PCCP) works collaboratively on climate change initiatives that will help each partner achieve greenhouse gas emissions reduction targets and adapt to climate change;

WHEREAS international science demonstrates electric vehicles powered by low carbon electricity offer the largest potential to reduce land-based transportation emissions on a life cycle basis;

WHEREAS the PCCP Steering Committee approved and funded the development of the Peel Zero Emissions Vehicle (ZEV) Strategy in 2019;

THEREFORE LET IT BE RESOLVED THAT the Peel ZEV Strategy be received and endorsed by the Board;

AND FURTHER THAT the Board support, in principle, TRCA staff working to implement the Peel ZEV Strategy actions along with other PCCP members.

BACKGROUND

The Peel ZEV Strategy ('The Strategy') was developed under the Low Carbon Communities strategy of the PCCP. The Strategy's intent is to develop and implement actions that result in reducing community greenhouse gas (GHG) emissions in priority areas. Early work on supporting zero emission vehicle adoption was undertaken in 2018, when the PCCP conducted an inventory existing charging stations within the Region of Peel and opportunity areas for future ZEV charging stations to inform grant applications.

In 2019, TRCA presented to the PCCP Steering Committee findings of a research report that highlighted municipal levers to encourage small and light duty ZEV uptake. This report also identified potential processes and outcomes of a regional ZEV strategy that aligned with PCCP priorities. A proposal for the PCCP to fund the development of a regional ZEV strategy was received and approved such that in 2019/2020 each municipal partner (Region of Peel, Cities of Mississauga and Brampton, Town of Caledon) committed \$50,000 in their 2019 budgets to develop the Peel ZEV Strategy. Following this approval, the task of completing the Peel ZEV Strategy was initiated, which included several strategic steps necessary to inform its development, as highlighted in Figure 1, on the following page.



Figure 1. Steps taken to develop the Strategy

On June 22, 2022 the Region of Peel received and approved the Peel ZEV Strategy.

Development of the Peel ZEV Strategy

The Peel ZEV Strategy was led, and project managed, by the TRCA with development further supported by the Low Carbon Communities Technical Support Team (ZEV Strategy Working Group). The Low Carbon Communities Technical Support Team worked collaboratively and was made up of members of the City of Mississauga, the City of Brampton, the Town of Caledon, The Region of Peel, Alectra and Hydro One Utilities as well as The Atmospheric Fund.

RATIONALE

Peel ZEV Strategy Objectives, Focus Areas and Actions

The main objectives of the Peel ZEV Strategy are:

- Reduce GHG emissions and air pollution from the transportation sector;
- Improve business and resident knowledge on the benefits of ZEVs;
- Increase ZEV driving experiences, availability, and ownership;
- Enhance planning processes and access to charging infrastructure; and,
- Promote local job creation and economic development.

The Peel ZEV Strategy consists of 5 Focus Areas with actions and progress metrics as outlined in the table below. Details of proposed actions and implementation roles/ responsibilities are presented in the full Peel ZEV Strategy (attached).

Focus Area	Description
Expanding Access to public ZEV charging stations	<ul style="list-style-type: none"> • Actions in this section focus on supporting sufficient and equitable access to charging stations and enhancing awareness of their locations. • Progress will be evaluated by mapping the distribution and tracking the number of ZEVs and charging stations across the region.
Enhancing ZEV Education and Awareness	<ul style="list-style-type: none"> • Actions in this section aim to increase ZEV knowledge amongst Peel residents, businesses, and PCCP members. • Progress will be measured by re-conducting community and staff surveys to measure changes in their understanding of ZEV technologies, programs and policies.

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Enhancing Private Investment in ZEVs and Charging Infrastructure	<ul style="list-style-type: none"> • Actions in this section focus on municipal programs to support businesses and residents in purchasing ZEVs and charging infrastructure. • Progress will be measured by program uptake.
Embedding ZEV Infrastructure Considerations in the Planning Process	<ul style="list-style-type: none"> • Actions in this section focus on enhancing municipal policies and development standards for charging infrastructure, as well as coordinating with local electric utilities on planning, programming, and innovation. • Progress will be demonstrated by the application of new by-laws and development standards, and ongoing collaboration with electric utilities.
Advocating, Implementing and Reporting Collectively	<ul style="list-style-type: none"> • Actions in this section focus on establishing the governance and partnerships needed to implement the ZEV strategy and advocating on the PCCP Members' needs to achieve Federal ZEV sales targets. • Progress will be measured by the formation of a task force, support for advocacy positions, and reporting the ongoing achievements from implementing the ZEV strategy.

Implementation of the Peel ZEV Strategy

The Peel ZEV Strategy is intended to be implemented over a 5-year term with the Strategy identifying PCCP Members as Implementation Leads across a number of key action areas where the actions are within scope of each member's climate action plan. Collectively, Implementation Leads work on program development and undertake specific actions identified in the Strategy while also coordinating with key stakeholders across other levels of government, not-for-profit organizations, utilities, and the business sector. To respect available resources and capacity, the scale and timing of participating in implementation activities would be self-determined by each PCCP member.

Implementation Leads will report on outcomes of The Strategy to stakeholders, including all PCCP member organizations, on an annual basis and continue to implement actions as The Strategy advances through the 5-year term.

Implementation of the Peel ZEV Strategy will require additional budget resources above current envelopes, however, there is significant opportunity to leverage new or enhanced federal funding programs that were introduced in the 2022 Federal Budget to address barriers to Zero Emission Vehicle adoption. This includes a \$500 million investment in large-scale urban and commercial ZEV vehicle charging/refueling infrastructure. Furthermore \$400 million over a five-year period to fund ZEV charging infrastructure provided through the Zero-Emission Vehicle Infrastructure Program (ZEVIP).

The PCCP has an excellent track record in successfully applying for federal ZEV-related funding. Since 2019 the PCCP has secured \$1.177 million through the ZEVIP to support the installation of 192 public and fleet EV chargers, including five Level 3 public DC Fast Chargers. The implementation of the ZEV Strategy is key in continuing this necessary effort and increasing the adoption of ZEVs.

Benefits and Risks

The Peel ZEV Strategy focuses on one of the highest sources of GHGs across the Region of Peel – transportation. Acting collectively to move this sector onto a zero-carbon pathway will be beneficial to each municipal member as there is strong, strategic alignment with local and regional climate change priorities. Additionally, acting collectively is anticipated to achieve efficiencies in collaborating with external stakeholders, such as the utilities, and realizing greater

Item 7.1

impact in the community, for example, turn out for events such as pop-up EV test drives. Along with these synergies, further benefits include acceleration and scaling of shared goals; resource or knowledge sharing; and collaborating with the appropriate partners on defined, tangible actions.

If the Peel ZEV Strategy is not endorsed, there will be less cohesion and coordination to support the accelerated transition to ZEVs across the Region of Peel. The transition to ZEVs is critical in reducing transportation emissions to meet municipal and regional climate change targets.

Alignment with Municipal Climate Plans

ZEVs are only one component of the sustainable transportation hierarchy. The Peel ZEV Strategy aligns with existing plans and strategies to enable climate action across all PCCP Members. Municipalities also have broader plans that focus on public transit, micro-mobility (e-bikes, e-scooters, e-skateboards) and active transportation (walking and cycling). These plans support residents in transitioning to healthier and safer modes of travel, while connecting our communities. Passenger vehicles will continue to be an integral component of the region's transportation system and the Peel ZEV Strategy will focus on converting these kilometres into low carbon kilometres.

Conclusion

Zero Emission Vehicles are essential in reducing greenhouse gas (GHG) emissions. Currently, transportation emissions account for 35% of the Region's community GHG emissions. There is a critical role for PCCP members to support the transition to zero-emission transportation. This Strategy signals a commitment from the PCCP to work with all levels of government to accelerate light-duty electric vehicle adoption across the community.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 1 – Green the Toronto region's economy

Strategy 10 – Accelerate innovation

Strategy 12 – Facilitate a region-wide approach to sustainability

FINANCIAL DETAILS

Implementation and funding of ZEV Strategy actions will be subject to the annual budget process for each PCCP member. Opportunities to leverage the considerable federal funding programs identified in this report will also be pursued either through joint application or by individual organizations.

DETAILS OF WORK TO BE DONE

The Strategy is being brought forward to local municipal Councils, and conservation authority Boards for endorsement and/or for information, as appropriate.

In addition to securing Council and Board endorsement over the 2022 calendar year, PCCP partners will:

- Develop implementation plans to advance The Strategy and begin work immediately on high priority actions, including Action 2.2 - *Work with auto industry, not-for-profits, and utilities to provide ZEV test drives, raise awareness and ensure ZEV availability across the community*
- Commence program planning to provide ZEV test drive and education opportunities for residents and businesses across the community as its first initiative. Examples of similar municipal led initiatives include: E-Mission Durham and MEET Burlington.

Item 7.1

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Date: August 4, 2022

Attachments: 1

Attachment 1: Peel Zero Emission Vehicle Strategy

PEEL ZERO EMISSION VEHICLE STRATEGY

The road to a healthier
low carbon community





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MESSAGE FROM THE CHAIR

I am proud to be introducing the Peel Climate Change Partnership's Zero Emission Vehicle Strategy. This policy framework and strategic action plan is an important part of our work to keep Peel moving while mitigating our carbon impact. We know that we have a role to play and the vision for this strategy is to create opportunities to accelerate zero-emission vehicle adoption across the Region.

As the Region continues to grow, the way we move is expected to change but there will continue to be a role for the light-duty vehicle. Our goal is to ensure that the residents and businesses within Peel Region have the necessary resources and information to rapidly transition to zero-emission vehicles to continue on the road to a low carbon healthier community.

This Strategy comes at a critical time when we all must act on climate change. This is why all municipalities in the Region of Peel have declared climate emergencies, developed climate change plans and strategies, and have taken action to reduce GHG emissions.

On behalf of the Peel Climate Change Partnership, I'd like to thank all the organizations and community members that have contributed their time and effort to the development of this strategy.

We look forward to continued collaboration as we work in partnership to implement these actions.

Jodi Robillos

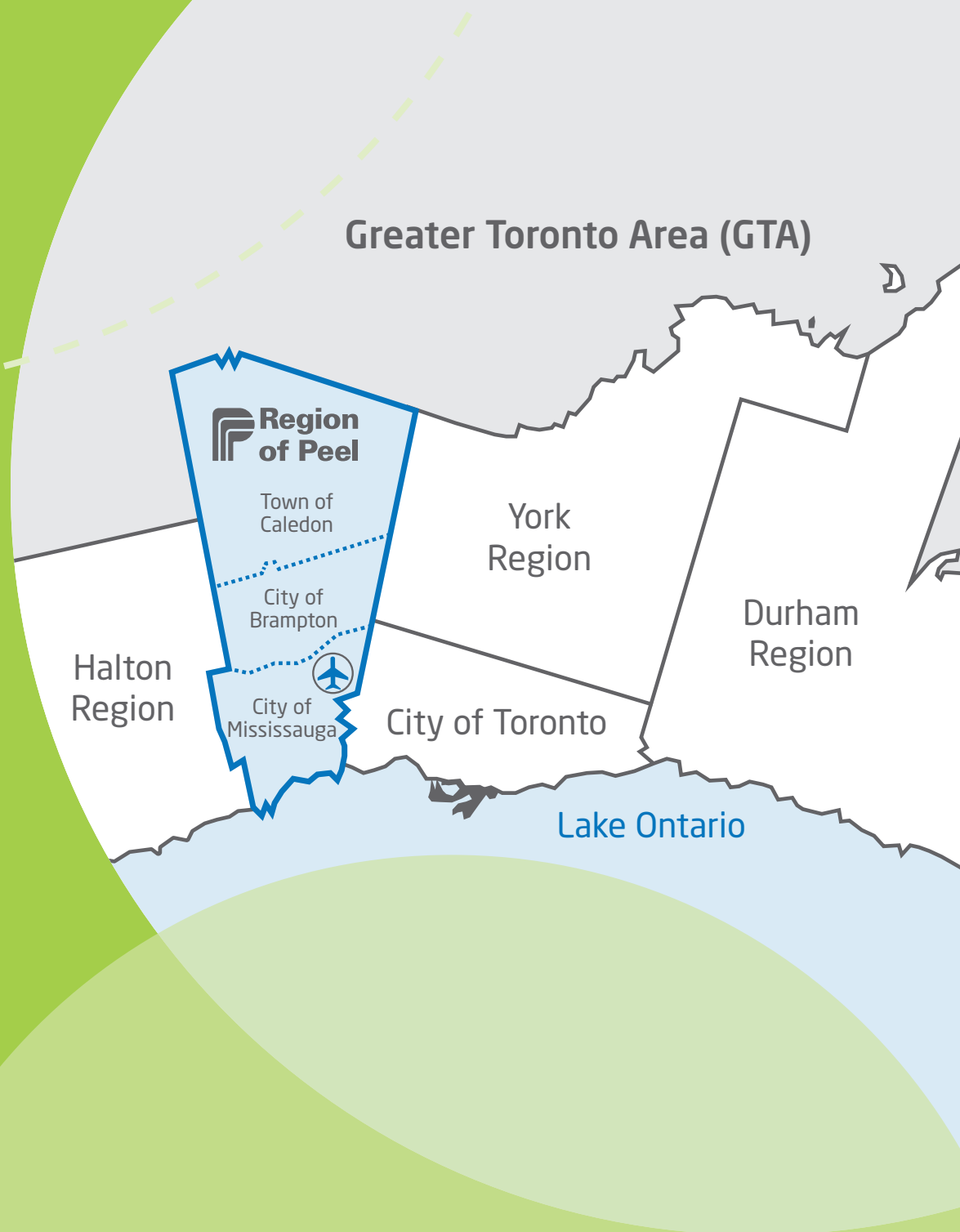
Peel Climate Change Partnership Chair
Commissioner, Community Services
City of Mississauga



WHO WE ARE

The Regional Municipality of Peel is located in the Greater Toronto Area, just west of Toronto and hosts three lower tier municipalities: the City of Mississauga, the City of Brampton, and the Town of Caledon.

The Region serves over 1.5 million residents and approximately 175,000 businesses. Governing the area's watersheds are Credit Valley Conservation, and Toronto and Region Conservation Authority.



THE PEEL CLIMATE CHANGE PARTNERSHIP

Working together to address climate change

For more than 10 years, the Peel Climate Change Partnership (PCCP) has been building and accelerating innovative climate solutions in the geographic region of Peel. The PCCP leverages resources and expertise from six member organizations or PCCP Members: the Region of Peel, Town of Caledon, City of Brampton, City of Mississauga, Toronto and Region Conservation Authority and Credit Valley Conservation.

The PCCP embraces the opportunity to accelerate the outcomes of PCCP Members' climate change plans and pursues strategic actions that transcend political boundaries to collectively produce greater results.

The PCCP aims to:

- Reduce greenhouse gas (GHG) emissions in buildings and vehicles;
- be better prepared for extreme weather and climate change impacts; and
- measure, report and communicate progress towards achieving GHG emissions reduction targets and increasing resiliency.



The Peel Zero Emission Vehicle (ZEV) Strategy provides strategic actions for PCCP Members to support increasing the use of light-duty ZEVs across our community. By working together to implement a region-wide strategy, we are aiming to efficiently support residents and businesses to reduce GHG emissions and air pollution.

EXECUTIVE SUMMARY

Driving a Zero Emission Vehicle is one of the most impactful ways to help fight climate change and reduce air pollution, and municipalities have a key role to play in supporting their adoption.

Currently, transportation accounts for 35% of the Region's community GHG emissions.¹

Developing this Strategy signals a commitment from the PCCP to work with all levels of government utilities, and community stakeholders to support Peel's transition to ZEVs.



COLLECTIVE GOALS



Reduce GHG emissions and air pollution



Improve business and resident knowledge on the costs and benefits of ZEVs



Increase ZEV driving experiences, availability, and ownership



Enhance planning processes and access to charging infrastructure



Promote local job creation and economic development

The Peel ZEV Strategy actions include five areas of focus that reflect the PCCP Members' role in increasing and supporting ZEV adoption throughout the region:

1. Expanding Access to Public EV Charging Stations

- How to deploy ZEV charging stations equitably across the Region of Peel and ensure awareness of their locations.

2. Enhancing ZEV Education and Awareness

- How to increase ZEV knowledge amongst Peel residents, businesses and PCCP staff.

3. Enhancing Private Investments into ZEVs and Charging Infrastructure

- How municipal programs can support businesses and residents to purchase ZEVs and charging infrastructure.

4. Embedding ZEV Infrastructure Considerations in the Planning Process

- How to enhance municipal policies and development standards for charging infrastructure and coordinating with local electric utilities on planning, programming and innovation.

5. Advocating, Implementing and Reporting Collectively

- How to establish governance and partnerships to implement the Peel ZEV Strategy monitor progress, and best support the community.

Electric vehicles powered by low emissions electricity offer the largest decarbonization potential for land-based transport, on a life cycle basis.²

- Intergovernmental Panel on Climate Change (2022)

INTRODUCTION

The Peel ZEV Strategy is a five year plan that identifies actions to accelerate ZEV uptake across the Region of Peel. With the population in the region expected to grow by 40% between now and 2050, transportation emissions can significantly increase.

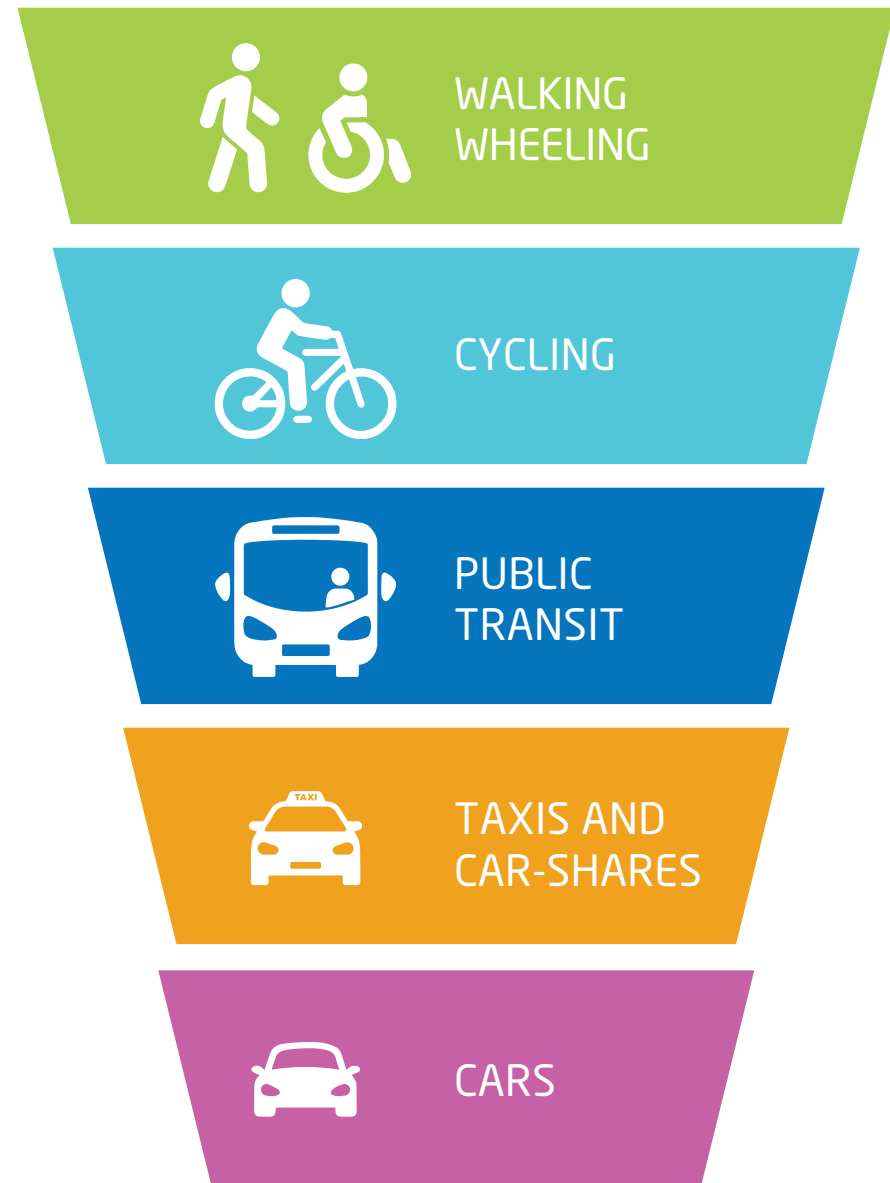
Moving to ZEVs can help reduce GHG emissions, improve public health, advance equity, promote job growth and enhance energy security.

Municipalities are uniquely positioned as the closest level of government to the public and can be effective leaders in the transition to ZEVs.

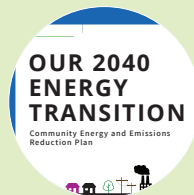
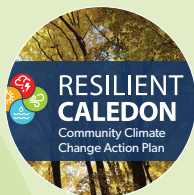
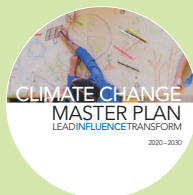


RELATED PLANS AND STRATEGIES

The ZEV Strategy aligns with existing municipal plans, policies and strategies that enable climate action and clean transportation in the community. ZEVs are only one component of the sustainable transportation hierarchy. Municipalities also have plans that focus on public transit, micro-mobility (e-bikes, e-scooters, e-skateboards) and active transportation (walking, wheeling and cycling). These plans support residents in transitioning to healthier and safer modes of travel, while connecting our communities. Passenger vehicles will continue to be an integral component of the region's diversifying transportation system and the ZEV Strategy will focus on converting these kilometres into low carbon kilometres.



RELATED MUNICIPAL PLANS AND STRATEGIES



**PEEL
ZERO EMISSION
VEHICLE STRATEGY**
The road to a healthier
low carbon community

SCOPE

This Strategy focuses on light-duty vehicles – cars, trucks and vans – owned by the general public and businesses, and the charging infrastructure to support these vehicles. Municipal fleet and transit vehicles have been excluded from the scope of this Strategy, as each partner has addressed corporately-managed vehicles through existing plans and commitments.

SUMMARY OF STRATEGY SCOPE
IN SCOPE
Light-duty class: cars, trucks and vans
Vehicles owned by general public and businesses
Charging infrastructure
NOT IN SCOPE
Freight and heavy-duty
Municipal fleet
Transit
Two-wheelers (e.g. motorcycles, scooters, etc.)
Hydrogen fuel cell vehicles

WHAT IS A ZEV?

Zero Emission Vehicles can produce no tailpipe emissions. They can have a conventional internal combustion engine, but can operate without using it. ZEVs include battery-electric (BEV), plug-in hybrid electric (PHEV), and hydrogen fuel cell (hydrogen is converted to electricity using a fuel cell).

- Transport Canada

WHERE WE ARE TODAY



Climate change is among the most pressing emergencies of our time. This is why all Peel municipalities have declared climate emergencies, developed climate change plans and strategies, and are taking action to reduce GHG emissions and build resilience.

While each municipality is unique, there is a clear need for a unified effort to reduce emissions from the transportation sector. The electrification of light-duty vehicles presents a significant opportunity and will be imperative to meet near-term targets from our local climate action plans and long-term net-zero goals.³





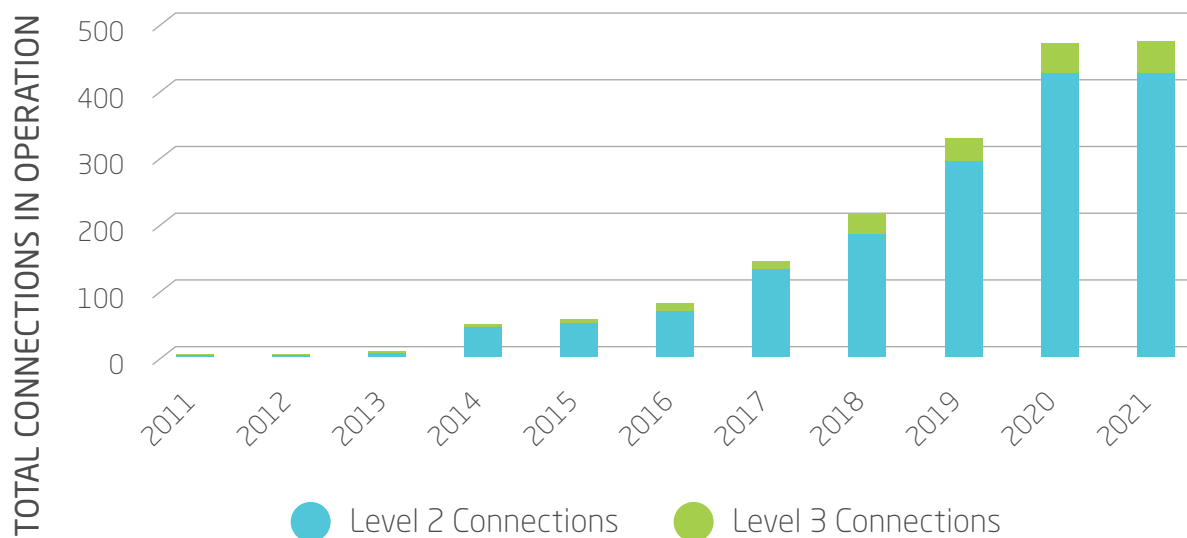
Access to public charging infrastructure is critical for ZEV market growth across the region.

To date, the PCCP Members have installed 129 publicly accessible chargers, including eight Level 3 Fast Chargers.

While the region is home to over 450 public charging connections, significant investments in additional infrastructure are needed to serve over 1.5 million residents in a meaningful shift to ZEVs.

Identifying equity gaps in the location of EV charging infrastructure and other strategic locations will support a more equitable transition to ZEVs.

FIGURE 1:
Peel Region Public Electric Vehicle Charging Connections

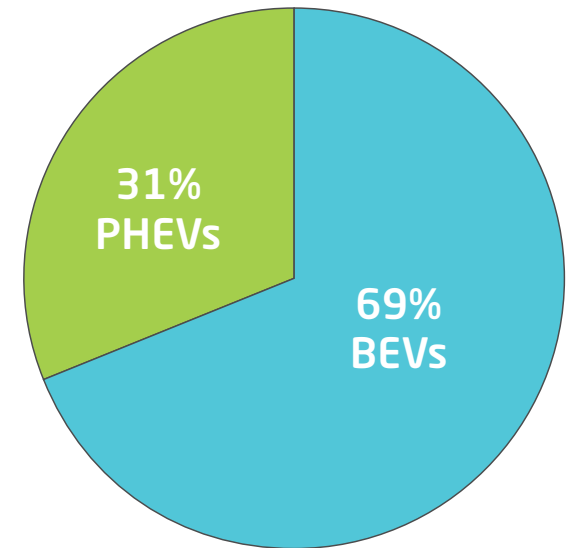
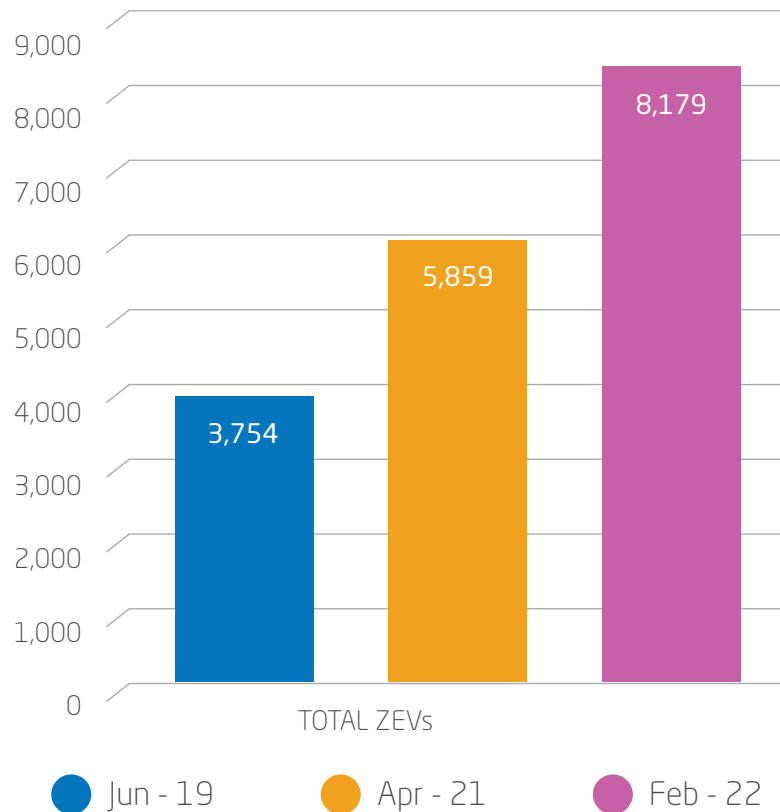




Plug-in hybrid and battery electric vehicle ownership in the Region of Peel is growing rapidly. The Region has seen a 40% increase in ZEV registrations in just 10 months.

TOTAL ZEV VEHICLE GROWTH

June 2019, April 2021, and February 2022



BATTERY ELECTRIC VEHICLES (BEVs):
Powered exclusively by electricity and must be plugged in to charge.



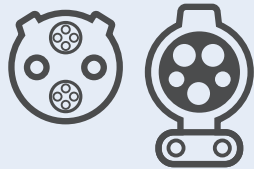
PLUG-IN HYBRID VEHICLES (PHEVs):
Can be fuelled with both gasoline and electricity and can be plugged into charge.

Over 8,000 ZEVs registered in Peel Region as of February 2022.

TYPES OF CHARGERS

ZEVs recharge their batteries using electricity provided by charging stations. There are three 'Levels' of charging stations reflecting power output and the speed at which a battery can be charged.

LEVELS OF CHARGING

	LEVEL 1 TRICKLE CHARGING	LEVEL 2 MEDIUM CHARGING	LEVEL 3 FAST CHARGING
Where charging happens	Overnight at home	Home, workplaces, public and commercial destinations	Public and commercial destinations, fueling stations, traffic corridors
Power Delivery	1 - 1.4 kilowatts (kW)	3.9 - 19.2 kilowatts (kW)	24 - 350 kilowatts (kW)
Driving range added	5 - 8 km per hour	20 - 130 km per hour	2 - 28 km per minute
Time to Charge 60 kWh EV (from 10% to 80% battery charge)	30 - 40 hours	2 - 10 hours	8 minutes - 2 hours
Charging Connectors Used	 J1772 connector plugged into standard 120V outlet	 J1772 connector	 CHAdeMO SAE Combo CCS

GOALS AND OBJECTIVES



The Peel ZEV Strategy supports the Federal sales mandate to ensure at least 20% of new light-duty vehicle sales will be ZEVs by 2026, at least 60% by 2030, and 100% by 2035⁴.

The Peel ZEV Strategy aims to:

- Reduce GHG emissions and air pollution from the transportation sector;
- Improve business and resident knowledge on the benefits and costs of ZEVs;
- Increase ZEV driving experiences, availability, and ownership;
- Enhance planning processes and access to charging infrastructure;
- Promote local job creation and economic development.

DEVELOPING THE STRATEGY

The Peel ZEV Strategy was developed through community surveys, technical research and extensive consultations.

RESEARCH STUDIES*

COMMUNITY SURVEYS

An online and telephone survey was conducted to better understand Peel Region residents and business' attitudes towards ZEVs, their appetite for using ZEVs, and to determine potential steps by municipalities to accelerate the transition to ZEVs. A total of 541 Region of Peel residents and 33 companies with facilities located in Peel were surveyed.

BEST PRACTICE ACTION RESEARCH

An extensive list of potential ZEV Strategy actions was developed through a best practice research scan of similar municipal plans in Ontario, and more broadly throughout Canada and internationally.

STAKEHOLDER FEEDBACK

Meetings were held across the departments of PCCP Members that have a role in the ZEV Strategy. Stakeholders were provided with an opportunity to comment on the ZEV Strategy actions, including representatives from the Government of Canada, Province of Ontario, Plug'n Drive, local electric utilities, the Peel Climate Change Partnership, the Clean Air Partnership, the Atmospheric Fund, and the EV Society.

ZEV UPTAKE SCENARIOS

This research study investigated the region and neighbourhood-specific ZEV uptake scenarios for the Region of Peel for 2021, 2026 and 2035. The results of this analysis provided insight into the scale of uptake of ZEVs in the Region of Peel and the factors that have the biggest impact to grow/advance ZEV uptake.

GRID IMPACT MODEL

The results of the ZEV uptake scenarios were used to estimate electricity demand throughout the Region of Peel due to ZEVs; assess the capacity on the local electricity grid; and to determine where areas of high demand may occur. The results of this analysis are helpful to ensure the electrical grid has sufficient capacity to support charging infrastructure, and were provided and discussed with local electric utilities.

SOCIOECONOMIC IMPACT ANALYSIS

The third research study assessed potential job creation in the Region of Peel as a result of increased ZEV uptake. The study considered the large cluster of automotive suppliers in the region and jobs that can be created for battery/vehicle design and manufacturing; sales, maintenance and after-sales service; as well as research and development.

HEALTH IMPACTS, CLIMATE CHANGE AND TOTAL COST OF OWNERSHIP

This study evaluated existing research on the impact ZEVs have in improving human health, reducing GHG emissions, and increasing financial benefits to ZEV owners.

*Research studies available on request.

WHY THE TRANSITION TO ZEVS IS MORE IMPORTANT NOW THAN EVER THE IMPACTS OF A CHANGING CLIMATE

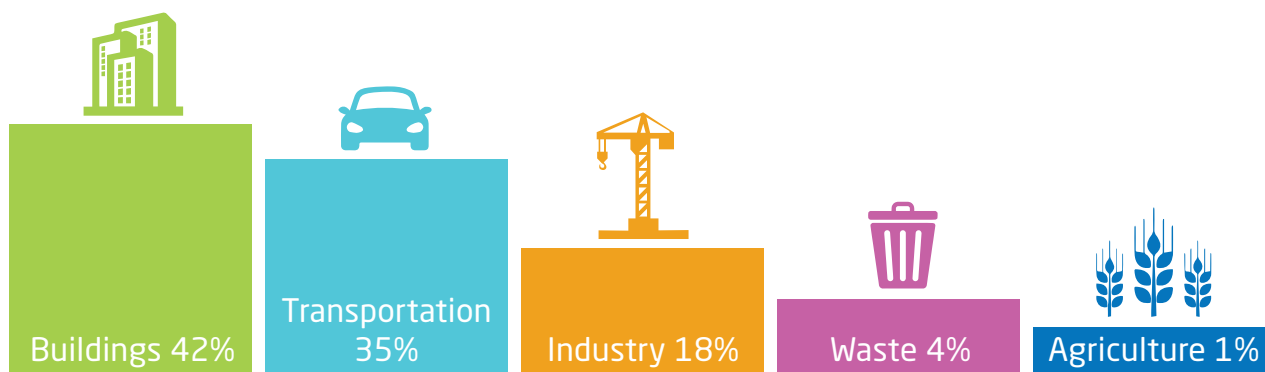
Over the next 100 years, it is expected that the average temperature in Ontario will rise by 3 to 8°C due to human-caused climate change without significant intervention.⁵ The frequency of extreme weather will also increase. Along with these consequences comes new health implications for residents, as well as impacts on our local ecosystems and economy. Without mitigation measures to minimize the effects of climate change, we expect significant economic impacts to the region, municipal assets and direct impacts to residents and local businesses.

We are already seeing the impacts of climate change. The latest research indicates that

human influence has warmed the planet, resulting in widespread changes such as extreme heat, rising sea levels and more severe storms. In fact, the speed of warming has increased, with changes irreversible from centuries to millennia. However, we can limit climate change by increasing efforts to reduce GHG emissions. There is still a path forward, but that pathway is narrowing. Large-scale action is required now to slow climate change, and reduce the human health, environmental, social and economic impacts.

A switch to ZEVs will significantly decrease transportation related GHG emissions and support broader global efforts to mitigate the impacts of climate change.

PEEL REGION 2020 GHG INVENTORY⁶



ZEVs emit significantly lower lifetime GHG emissions than gas and diesel vehicles. This is especially true in Ontario where the vast majority of electricity is generated from low carbon sources. Maintaining access to clean electricity is crucial for ZEVs to address the climate emergency. Reductions in carbon emissions between an internal combustion and battery electric vehicles are drastic; lifetime emissions of ZEVs are less than 30% compared to internal combustion vehicles.

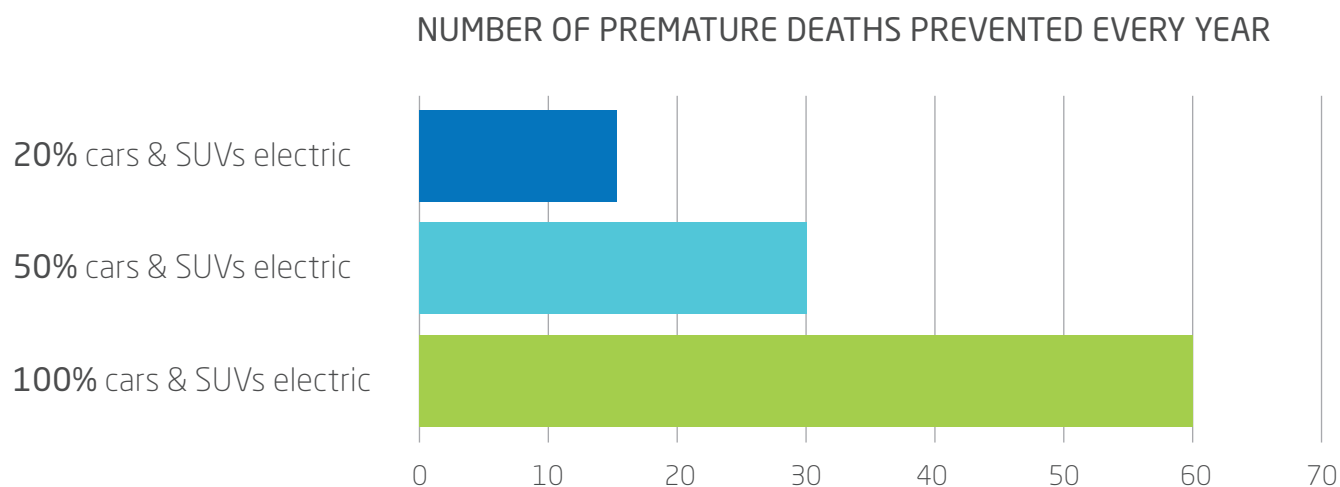


IMPROVEMENTS TO HUMAN HEALTH

Exhaust pollution negatively impacts human health contributing to heart and lung conditions, chronic health conditions, hospitalization and premature death.

ZEVs address both direct and indirect health impacts because they can operate without exhaust and produce significantly lower GHG emissions. Adopting ZEVs widely is expected to prevent 60 premature deaths each year in Peel Region and reduce hospitalizations related to poor air quality.⁶

FIGURE 2:
Preventable Deaths in Peel Region⁶





STIMULATING THE LOCAL ECONOMY

Peel Region and surrounding area is home to large automotive suppliers and a talented workforce with local training programs, making it well positioned to support ZEV manufacturing, and boost the local economy. As a logistics hub, Peel is the ideal location to support the automotive sector by making it easy for companies to interact and establish supply chains.

At a global level, the employment implications of electrification are expected to be minimal with some sector-specific gains and losses. Jobs in Canada's EV industry are expected to increase twenty-six fold by the end of this decade if measures outlined in Canada's A Healthy Environment and a Healthy Economy plan are implemented.⁷ Ontario's Government has set a goal to build at least 400,000 electric and hybrid vehicles in Ontario by 2030. A move towards the electrification of light-duty vehicles has the potential to significantly stimulate the local economy.

THE APPETITE AND KNOWLEDGE FOR ZEVs IN OUR LOCAL COMMUNITY

A survey was conducted to understand residents' attitudes toward ZEVs, their appetite for uptake, and potential motivations and barriers to making the transition to ZEVs. Results show most residents recognize the environmental and climate change benefits from making the switch. There is an interest from some residents in purchasing a ZEV in the next five years (22%), however, further uptake was hindered by cost, a lack of charging stations, and limited knowledge of the technology.



The vast majority of surveyed residents would like to see Peel municipalities help accelerate the adoption of ZEVs.

THE BARRIERS

Ontario's current ZEV registrations lag below the national average. In 2021, ZEVs made up only 3.3% of the province's new vehicle registrations⁸. There are some common challenges to increasing the adoption of ZEVs. While ZEV ownership is on the rise across Canada, the barriers described in this section have slowed the rate of growth required to wide-scale ZEV adoption.





LACK OF ZEV AVAILABILITY AT DEALERSHIPS

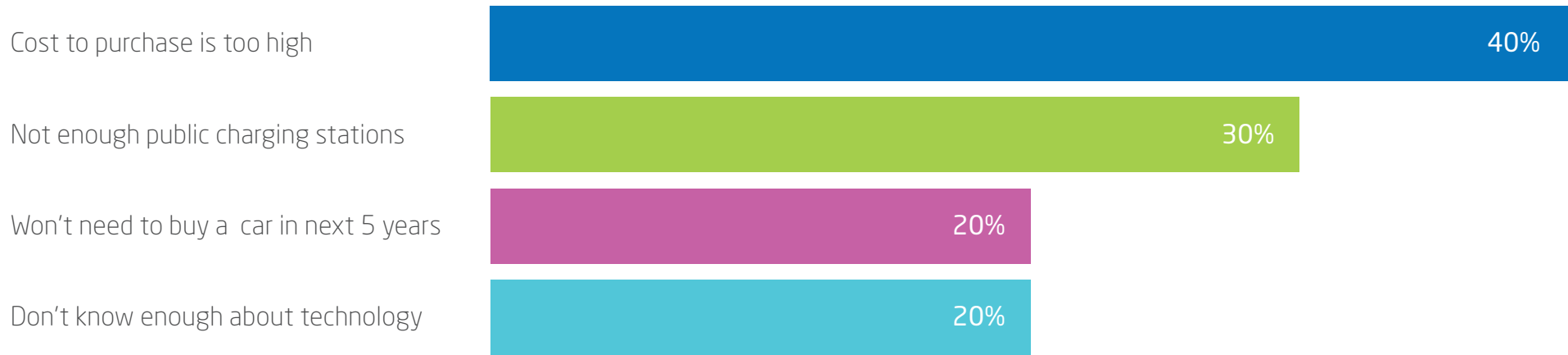
The majority of dealerships in Canada have limited or no availability of ZEVs in stock. While inventory levels are slowly increasing, many shoppers are not able to find an in-stock ZEV. Ontario has at least one ZEV in 41% of dealerships, but only 6% have five or more¹⁰.

Long wait times for vehicle delivery are an additional barrier. A third of Ontarian's wait three to six months for their ZEV, and only 6% receive theirs within less than one month¹¹. Although COVID-19 may have impacted ZEV availability, the majority of the dealerships do not see the pandemic as the main factor for wait times.

PERCEIVED COSTS OF ZEVs

While ZEVs may have a higher upfront price, the operating costs of the vehicle (e.g. fuel and maintenance) are much lower than internal combustion engine vehicles. Overall, battery electric vehicles are estimated to save consumers about 60% on fuel costs compared to the average vehicle in their class, according to a 2020 study conducted by Consumer Reports. With increasing fuel prices, the operational savings only increase.¹² **Retail costs for ZEVs are anticipated to reach price parity with gas and diesel vehicles by the middle of this decade.** It is paramount for residents to understand the financial benefits of driving a ZEV.

FIGURE 3:
Top Reasons Peel Survey Respondents are Unlikely to Purchase a ZEV





RANGE ANXIETY AND CHARGING INFRASTRUCTURE AVAILABILITY

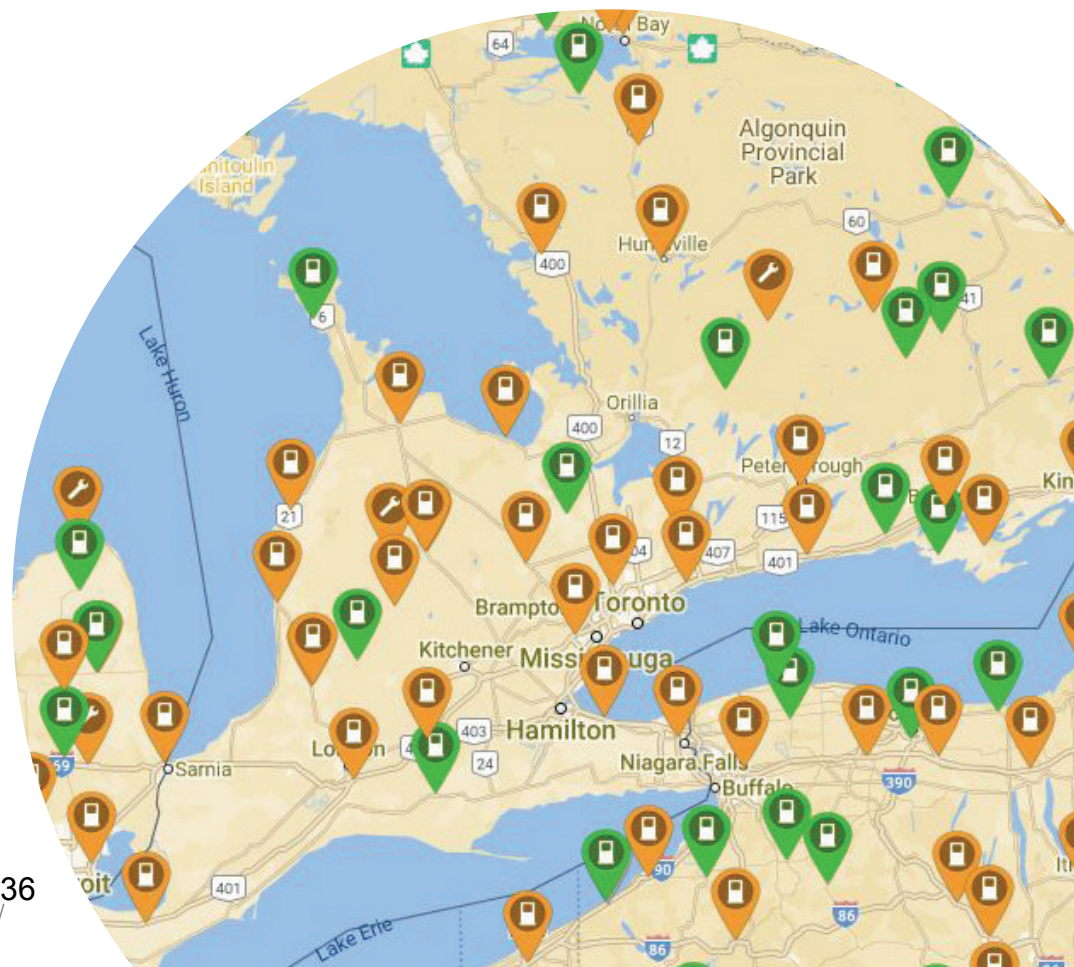
Many non-ZEV owners are concerned about accessing public charging. ZEV drivers tend to recharge daily or once every two days, typically overnight at home, and overall, about 70-80% of charging occurs at home or at a workplace parking lot¹³. Charging at home is a notable challenge for residents who live in apartments or condos without charging stations.

ZEV range is also a concern on long distance trips because it may be difficult to find an en route place to charge, especially when leaving an urban area. One of the most commonly cited barriers to EV adoption is a perceived drawback due to range or the fear of running out of electricity, also called “range anxiety.”¹⁴ According to the International Energy Agency, the average range of EVs are increasing, from 211km on average for 2015 models to 338km on average for 2020 models¹⁵. However, EVs have a reduced range or performance in colder climates, meaning that charging infrastructure must be even more visible and accessible.

Fast charging infrastructure in the GTHA

ONTARIO BUILDING CODE CHANGES

In 2018, the Ontario Building Code removed ZEV charging infrastructure requirements, making it challenging for municipalities to require ZEV charging in new developments. Peel municipalities are in the process of amending their parking bylaws and have passed Green Development Standards to advance ZEV-ready requirements in new developments.





THE OPPORTUNITIES

The ZEV market is evolving quickly and is moving beyond the early adopters. Support from the Federal and Provincial government, increasing access to charging infrastructure and ZEV model availability, low overnight electricity rates and dedicated education and outreach organizations all contribute to increasing ZEV adoption.





PCCP Members Unveil ZEVIP Funded EV Chargers (Caledon, 2020)



Since 2019, the Peel Climate Change Partnership has secured \$1.177 million through the Natural Resources Canada's Zero Emission Vehicle Infrastructure Program to support the installation of 192 public and fleet EV chargers, including five Level 3 public DC Fast Chargers.

FEDERAL SUPPORT

The Government of Canada has set a mandatory target for all new light-duty cars and passenger trucks to be zero-emission by 2035. Two funding programs have been established by the Federal Government to support this mandate. The Zero Emission Vehicle Infrastructure Program (ZEVIP) offers funding to address the lack of charging and refuelling stations in Canada. The Federal Government also provides incentives for the purchase of ZEVs through its incentives for Zero Emission Vehicles Program (iZEV) by offering point-of-sale incentives for consumers who buy or lease a ZEV vehicle of up to \$5,000.

PROVINCIAL SUPPORT

The Province has established several programs to support the transition to ZEVs. The Province provides green licence plates for eligible low-carbon vehicles in high occupancy vehicle (HOV) lanes with any number of occupants and high occupancy toll (HOT) lanes on 400-series highways and the QEW at no cost. The Province amended The Highway Traffic Act by adding the Reserved Parking for Electric Vehicle Charging Act. This Act allows tickets to be issued for two reasons: parking a non-electric vehicle in a designated EV charging space, and for parking an EV that is not plugged in. The Province also invested \$56.4 million to create the Ontario Vehicle Innovation Network (OVIN) to accelerate the development of next generation electric, connected and autonomous vehicle and mobility technologies, as well as supporting Ontario's role as a manufacturing hub.



DEDICATED EV ORGANIZATIONS

Non-profit organizations such as Plug'n Drive and the EV Society enhance consumer education and awareness about ZEVs, providing educational events such as pop-up test drives. Plug'n Drive also offers a Used Electric Vehicle Incentive of \$1,000 toward the purchase of a used fully electric vehicle and has a Discovery Centre with EV models available to test drive.

ZEV MODEL AVAILABILITY

The variety of ZEVs has been steadily increasing. 370 electric car models were available worldwide in 2020, a 40% increase from 2019¹⁶. As of 2021, there are 66 models of ZEV models available in Canada. While supply chain challenges have created a global shortage of vehicles in the short term, the range of ZEV models is expected to continue to increase.

INCREASED ACCESS TO ZEV CHARGING

EV charging infrastructure is continuously being installed throughout Ontario, including the recent deployment of charging infrastructure along ONRoute locations such as highways 401 and 400. The PCCP pursues opportunities to collaborate on Federal ZEVIP grant applications to install more EV charging stations throughout the region.



ONTARIO'S ELECTRICITY GRID

Local distribution companies in Ontario have time of use pricing, where the price depends on when you use electricity. Off-peak pricing offers the lowest cost electricity and occurs when demand for electricity is lowest, providing incentives for ZEV owners to charge their vehicles in the evening and overnight. Off-peak demand consumption in Ontario is also when the electricity grid emits the lowest GHG emissions. The province has announced plans for an ultra-low overnight electricity rate. The new rate, if adopted, can result in energy savings for residents while also creating a potential capacity cost savings for the electricity system. At the same time the new rate will support electric vehicle (EV) adoption by decreasing overnight charging costs when province-wide electricity demand is lower.¹⁷ Transitioning to ZEVs also increases energy security in Ontario, as internal combustion engines are powered by oil that comes from outside of the Province and is subject to higher levels of volatility globally. The transmission and distribution of electricity is maintained in Ontario and can have economic advantages to using a locally distributed resource.



MAKING ACCESS TO ZEVs EQUITABLE

Everyone should have access to ZEVs

We need to make decisions that are inclusive; to ensure fair and equitable implementation of a program or policy. The Region of Peel's 20-year Vision for Peel is "Community for Life," where everyone enjoys a sense of belonging and has access to all the services and opportunities they need to thrive throughout their life.

The PCCP plays an important role in promoting equitable access and affordability for electric mobility. We recognize there are equity issues associated with ZEVs and the policies and programs designed to support ZEV adoption.

Residents in the region may face challenges that include:

- The inability to afford home EV charging infrastructure;
- The inability to install EV charging infrastructure at an apartment or rental property;
- Less access to public EV charging infrastructure because stations are not equitably dispersed throughout the community;
- Having a smaller budget for a vehicle purchase;
- EV incentives are often after the point of sale, rather than at the time of purchase, making it difficult for people who do not have the funds at the time of sale to take advantage of these savings; and
- Educational information on ZEVs and their benefits may not be available in a resident's primary language.

These factors make ZEV ownership more challenging for some residents and policies are needed to address these inequities. The PCCP will examine these challenges in its ZEV Strategy actions and throughout implementation, for example by designing programs that are inclusive and allow the economic benefits of vehicle electrification to be shared across a wider cross-section of people and pursuing equitable access to EV charging.¹⁸



Low-income households can benefit from ZEVs because lower maintenance and fuel costs reduce the strain on household budgets.



HOW WE WILL ACCELERATE THE TRANSITION TO ZEVS





TAKING ACTION

The ZEV Strategy focuses on five areas that reflect PCCP Members’ role in enhancing ZEV adoption throughout the region by:

Expanding Access to Public EV Charging Stations

Enhancing ZEV Education and Awareness

Enhancing Private Investments into ZEVs and Charging Infrastructure

Embedding ZEV Infrastructure Considerations in the Planning Process

Advocating, Implementing and Reporting Collectively

PCCP Members include staff from the Region of Peel, Cities of Mississauga and Brampton, Town of Caledon, Toronto and Region Conservation Authority and Credit Valley Conservation. Where PCCP Members are listed as an implementation lead, it means the action is within scope of each member and there is an opportunity to implement an action collectively. The scale of implementation of all actions will be self-determined by each member.

Each action includes the implementation timeframe within the five-year scope of the Strategy and estimated costs:

ACTION TIMEFRAME DESCRIPTION	
TIMEFRAME	DESCRIPTION
Ongoing	Action will continue to be implemented
Immediate	Action is currently being completed
Short-term	1-2 years (2022 – 2024)
Medium-term	3-4 years (2025 – 2026)
Long-term	5 years (2027)

ESTIMATED ACTION COST DESCRIPTION	
SYMBOL	ESTIMATED COST*
\$	\$100,000 or less
\$\$	\$100,000 - \$1,000,000
\$\$\$	\$1,000,000 - \$10,000,000+

*Costs do not include the offset of potential grant funding opportunities.



EXPANDING ACCESS TO PUBLIC ZEV CHARGING STATIONS

Actions in this section focus on supporting sufficient and equitable access to charging stations, and enhancing awareness of their locations.

Why is this important?

A perceived lack of public charging stations is one of the highest ranked barriers for residents to consider when purchasing a ZEV in the region.¹⁹ About two thirds of residents support installing publicly-accessible charging infrastructure at municipal facilities.²⁰ Enhancing awareness on charging locations and promoting consistent availability across the community is essential for a fair transition to electric vehicles.

Progress will be evaluated by mapping the distribution and tracking the number of ZEVs and charging stations across the region.





EXPANDING ACCESS TO PUBLIC EV CHARGING STATION ACTIONS

#	SUB-ACTION	TIMEFRAME	IMPLEMENTATION LEAD AND POTENTIAL KEY STAKEHOLDERS	ESTIMATED COST	POTENTIAL IMPLEMENTATION TOOLS
1.0 EXPAND ACCESS TO PUBLIC EV CHARGING STATIONS					
1.1	Enable the installation of public charging stations at municipal-owned facilities and conservation authority lands (<i>e.g. libraries, community centres, arenas, parking lots, destination parks conservation areas</i>)	Immediate and Ongoing	<ul style="list-style-type: none"> PCCP Members 	\$\$ - \$\$\$	<ul style="list-style-type: none"> Grant programs for charging infrastructure (e.g. NRCan, The Atmospheric Fund (TAF), Alectra) Green Building Standards Public private partnerships
1.2	Develop a methodology to guide charging infrastructure distribution throughout the community using an equity lens	Short-term	<ul style="list-style-type: none"> PCCP Members Equity diversity and inclusion community groups Clean Air Partnership Utilities 	\$	<ul style="list-style-type: none"> Green Vehicle registration mapping A mechanism for the public to provide input into EV charging station locations
1.3	Install and explore standardizing wayfinding signage for ZEV charging stations	Short-term and Ongoing	<ul style="list-style-type: none"> PCCP Members Ministry of Transportation 	\$	<ul style="list-style-type: none"> Provincial Tourism Oriented Directional Signage (TODS) platform Destination/tourism and other maps such as trails and cycling routes



ENHANCING ZEV EDUCATION AND AWARENESS

Actions in this section aim to increase ZEV knowledge amongst Peel residents, businesses, and PCCP members.

Why is this important?

The majority of Peel residents believe driving a ZEV will lead to environmental benefits and help address climate change; however most have moderate-to-low levels of knowledge about many aspects of ZEVs. Less than 20% are highly knowledgeable on how to charge a ZEV, the ZEV benefits vs. combustion engines, and the costs to purchase a ZEV. Only 1 in 10 have a good understanding of routine maintenance costs and available rebates, which can be linked to high vehicle costs being the primary barrier to purchasing a ZEV. 45% of surveyed residents support the municipal role in providing education on ZEV benefits and availability.

Peel region's business community expressed a lack of knowledge on the types of ZEVs available. They also have minimal understanding on the charging infrastructure, including project experience, costs and managing station use. About 40% of businesses are in favour of municipal support to make education and guidance resources available.

Progress will be measured by re-conducting community and staff surveys to measure changes in their understanding of ZEV technologies, programs and policies.

The majority of residents who have driven a ZEV are highly satisfied with their experience. 85% of survey respondents indicate they will be in the market for a new vehicle in the next five years, facilitating a ZEV driving experience will be an effective approach to encourage uptake.





ENHANCING ZEV EDUCATION AND AWARENESS ACTIONS

#	SUB-ACTION	TIMEFRAME	IMPLEMENTATION LEAD AND POTENTIAL KEY STAKEHOLDERS	ESTIMATED COST	POTENTIAL IMPLEMENTATION TOOLS
2.0 EDUCATE AND RAISE AWARENESS ON THE BENEFITS OF ZEVS					
2.1	Brand ZEV fleet vehicles owned by PCCP members	Immediate and Ongoing	<ul style="list-style-type: none"> PCCP Members 	\$	<ul style="list-style-type: none"> Regional/municipal fleet vehicles
2.2	Work with auto industry, not-for-profits, and utilities to provide ZEV test drives, raise awareness and ensure ZEV availability across the community	Short-term and Ongoing	<ul style="list-style-type: none"> PCCP Members Plug'n Drive EV Society Auto industry and car dealerships Utilities 	\$-\$\$	<ul style="list-style-type: none"> Existing municipal-led and other local events Grant programs for ZEV Education (e.g. NRCan - Zero Emission Vehicle Awareness Initiative)
2.3	Educate municipal staff, residents and businesses about federal mandates and targets, incentive programs, ZEV charging and parking locations and the benefits of ZEVs (<i>health, cost, environment, etc.</i>)	Short-term and Ongoing	<ul style="list-style-type: none"> PCCP Members Plug'n Drive Toronto and Region Conservation Authority (SNAP, PPG) EV Society Utilities 	\$	<ul style="list-style-type: none"> Return on Investment tools EV charging retrofit guides Existing programs such as SNAPs, Vision Zero, EcoSchools, and GreenBiz Regional and municipal social media platforms PCCP website and webinars Resident and business surveys Real Estate listings



ENHANCING PRIVATE INVESTMENT IN ZEVs AND CHARGING INFRASTRUCTURE

Actions in this section focus on municipal programs to support businesses and residents in purchasing ZEVs and charging infrastructure.

Why is this important?

For property owners, developers and managers in the Region of Peel, the greatest motivation to invest in ZEV chargers is to stay ahead of the curve as requests from tenants, employees, and customers continue to rise. Fleet operators are motivated to transition to ZEVs to reduce air pollution, GHG emissions and fuel costs. Concerns about ZEV driving range remains a top-of-mind barrier for light-duty fleet

electrification. Overall, the greatest barrier for businesses in the region to accelerate ZEV uptake is high costs for chargers and vehicles.

Approximately 40% of surveyed residents are unsure if a ZEV is the right option for their next vehicle²¹ due to high costs and a lack of charging stations. Nearly half of surveyed residents support municipalities working with electric utilities to make it easier to install charging stations in homes.

Progress will be measured by the uptake in the programs described in this section.





ENHANCING PRIVATE INVESTMENT IN ZEVS AND CHARGING INFRASTRUCTURE ACTIONS

#	SUB-ACTION	TIMEFRAME	IMPLEMENTATION LEAD AND POTENTIAL KEY STAKEHOLDERS	ESTIMATED COST	POTENTIAL IMPLEMENTATION TOOLS
3.0 ENCOURAGE BUSINESSES TO ELECTRIFY FLEETS AND INSTALL CHARGING INFRASTRUCTURE					
3.1	Explore financial and non-financial incentives for ZEV charging stations and fleet for the commercial/industrial sector	Ongoing (Caledon) / Medium-term	<ul style="list-style-type: none">• Town of Caledon• City of Mississauga• City of Brampton	\$\$ - \$\$\$	<ul style="list-style-type: none">• Community Improvement Plans• Development charge discounts• Business and vehicle license fees or rebates
4.0 ENCOURAGE RESIDENTS TO PURCHASE ZEVS					
4.1	Evaluate ZEV charging infrastructure as an eligible measure in home energy retrofit programs	Short-term	<ul style="list-style-type: none">• City of Brampton• City of Mississauga• Town of Caledon	\$\$ - \$\$\$	<ul style="list-style-type: none">• Local improvement charges (LIC) or property assessed clean energy programs (PACE)



EMBEDDING ZEV INFRASTRUCTURE CONSIDERATIONS IN THE PLANNING PROCESS

Actions in this section focus on enhancing municipal policies and development standards for charging infrastructure, as well as coordinating with local electric utilities on planning, programming, and innovation.

Why is this important?

Increasing public and active transportation are priorities in the Region of Peel, but cars will continue to have a significant presence on our roadways. Currently, municipal plans call for electric vehicle charging infrastructure in new community areas and in parking and zoning by-law updates.²²

Installing charging stations in existing residential buildings is more costly and complicated than implementing ZEV ready parking in new construction.²³ 45% of Peel

residents support requiring new buildings to be ZEV charging ready. Access to a home charger is a critical factor in determining household ZEV adoption²⁴ as the large majority of charging currently occurs at drivers' homes.²⁵

As ZEV uptake is set to accelerate, electricity demand and use in the community is sure to follow. With today's typical vehicle charging rates and trends, the majority of connected residential customers can adopt

ZEVs without exceeding local transformer capacities.²⁶ However, as vehicles with longer driving ranges and bigger batteries become available, customers seeking faster and higher-powered home chargers can cause significant electricity grid constraints.

Monitoring ZEV uptake and working closely with the local electric utilities is crucial to ensure a smooth transition. Key planning exercises to collaborate on include locating infrastructure and demand management on a neighbourhood scale.

Progress will be demonstrated by ZEV uptake being a consistently communicated municipal goal, the application of new by-laws and development standards, and ongoing collaboration with electric utilities.





EMBEDDING ZEV INFRASTRUCTURE CONSIDERATIONS IN PLANNING PROCESSES ACTIONS

#	SUB-ACTION	TIMEFRAME	IMPLEMENTATION LEAD AND POTENTIAL KEY STAKEHOLDERS	ESTIMATED COST	POTENTIAL IMPLEMENTATION TOOLS
5.0 REQUIRE EV READY PARKING					
5.1	Include ZEV ready parking requirements for new developments	Short-term	<ul style="list-style-type: none"> City of Brampton City of Mississauga Town of Caledon Clean Air Partnership 	\$	<ul style="list-style-type: none"> Green Development Standards Official Plans Parking and Zoning Bylaws Site Plan and Pre-Development Meetings
5.2	Amend municipal by-laws to enforce violations for improper parking in designated EV charging station spaces on municipal properties	Short-term	<ul style="list-style-type: none"> City of Brampton City of Mississauga Town of Caledon 	\$	<ul style="list-style-type: none"> Reserved Parking for Electric Vehicle Charging Act, 2019, S.O. 2019, c. 18 – Bill 123 Administrative Penalty By-Law
5.3	Explore municipal on-street ZEV charging infrastructure requirements in high density areas (<i>e.g. at select mixed-use developments, business improvement areas and tourist locations</i>)	Long-term	<ul style="list-style-type: none"> City of Brampton City of Mississauga Town of Caledon Utilities 	\$\$-\$\$\$	<ul style="list-style-type: none"> Capital Planning (e.g. major roadway projects) Grant programs for charging infrastructure (NRCan, TAF, Alectra)



EMBEDDING ZEV INFRASTRUCTURE CONSIDERATIONS IN PLANNING PROCESSES ACTIONS

#	SUB-ACTION	TIMEFRAME	IMPLEMENTATION LEAD AND POTENTIAL KEY STAKEHOLDERS	ESTIMATED COST	POTENTIAL IMPLEMENTATION TOOLS
6.0 ENSURE ZEVS ARE FACTORED IN LONG-TERM PLANNING					
6.1	Include language to encourage ZEV uptake and charging infrastructure deployment in municipal plans and policies	Immediate and Ongoing	<ul style="list-style-type: none"> City of Brampton City of Mississauga Town of Caledon Region of Peel 	\$	<ul style="list-style-type: none"> Official Plans Transportation Master Plans Climate Change Plans Zoning by-Laws and parking standards Urban Design Guidelines Long Range Transportation Plan Goods Movement Strategy Asset Management Plans
6.2	Provide ZEV mapping and charging infrastructure guidance documents to municipal planners to encourage ZEV ready development	Short-term	<ul style="list-style-type: none"> PCCP Members Plug'n Drive Clean Air Partnership 	\$	<ul style="list-style-type: none"> Green Development Standards Pre-consultation meetings with Developers Green Vehicle registration mapping
6.3	Work with electric utilities to inform planning for ZEV charging infrastructure readiness across the community, and explore opportunities for pilot projects focused on electricity demand management and vehicle-to-grid technologies	Short-term and Ongoing	<ul style="list-style-type: none"> PCCP Members Utilities IESO 	\$-\$\$	<ul style="list-style-type: none"> Alectra Value Framework Community ZEV Adoption Modeling Regional Infrastructure Planning Meetings



ADVOCATING, IMPLEMENTING AND REPORTING COLLECTIVELY

Actions in this section focus on continued partnerships to implement the ZEV Strategy, and advocating on the PCCP Members' needs to achieve Federal ZEV sales targets.

Why is this important?

ZEVs, the charging ecosystem and driver behaviours are rapidly evolving. Over the next five years, it will be important to monitor community uptake and challenges, adjust workplans and tactics, and support Peel Region's residents by advocating to higher levels of government for needed policies and programs.

Climate change cannot be addressed by one body or level of government. It requires coordinated and collective action to have a significant and sustainable impact. Implementing the ZEV Strategy actions will require strategic oversight, resource

allocation and partnerships. PCCP Members are committed to coordinate ZEV adoption efforts within the community, but achieving ambitious Federal ZEV sales targets will require collaboration with a variety of stakeholders – school boards, utilities, public transit authorities, EV societies, environmental advocacy groups, innovation centres, auto manufacturers and dealerships, and large fleet operators – to name a few. Going forward, the PCCP Members will continue to build long-term relationships with community stakeholders to take actions that establish Peel Region as national leader in ZEV adoption.

Progress will be measured by collective advocacy positions and reporting ongoing achievements from implementing the ZEV Strategy.





ADVOCATING, IMPLEMENTING AND REPORTING COLLECTIVELY ACTIONS

#	SUB-ACTION	TIMEFRAME	IMPLEMENTATION LEAD AND POTENTIAL KEY STAKEHOLDERS	ESTIMATED COST	POTENTIAL IMPLEMENTATION TOOLS
7.0 FORM A PCCP MEMBER WORKING GROUP TO IMPLEMENT AND REPORT ON ZEV STRATEGY ACTIONS					
7.1	Work together to implement ZEV Strategy actions and monitor and report progress on implementation	Short-term	<ul style="list-style-type: none"> PCCP Members Utilities Auto Industry and Dealerships 	\$	<ul style="list-style-type: none"> Resident and business surveys EV charging infrastructure usage data Green vehicle license plate registration data Electric charging and alternative fueling stations locator Annual reports on municipal climate change action plans
8.0 ADVOCATE TO ENABLE ZEV ADVANCEMENT					
8.1	<p>Advocate for:</p> <ul style="list-style-type: none"> building code updates; municipal authority to require EV charging readiness; (e.g. <i>fast-charging infrastructure requirements, MURB charging infrastructure requirements</i>) appropriate policies and regulations; vehicle availability; and, utility rates and incentives, and a low emissions electricity grid to support ZEV uptake; (e.g. <i>incentives for low-income earners</i>) 	Immediate and Ongoing	<ul style="list-style-type: none"> PCCP Members Clean Air Partnership Utilities Plug'n Drive 	\$	<ul style="list-style-type: none"> PCCP Provincial and Federal Conferences Clean Air Council Regional/Council approved advocacy positions



LET'S GET TO WORK

Much work lies ahead to achieve wide-scale adoption of ZEVs in the Region of Peel. In the near term, PCCP Members will focus on initiating the following five priority actions:

Work together to implement ZEV Strategy actions and monitor and report progress on implementation

Include language to encourage ZEV uptake and charging infrastructure deployment in municipal plans and policies

Continue to enable the installation of public charging stations at municipal-owned facilities and conservation authority lands

Enhance ZEV education and support events such as pop-up ZEV test drives

Evaluate ZEV charging infrastructure as an eligible measure in home energy retrofit programs



GLOSSARY

Battery Electric Vehicle (BEV): Powered exclusively by electricity and must be plugged in to charge.

Bidirectional Charging: Allows electric vehicle drivers to charge their battery OR take the energy stored in their battery and push it back to a home, building, or power grid. It also enables smarter EV charging during off-peak hours, when electricity generation from clean sources is highest.

Clean Air Partnership (CAP): Charitable environmental organization that aims at enabling communities to improve air quality, advance active transportation and take bold climate action.²⁸

Electric Vehicle (EV): A vehicle that requires electric charging.

Electric vehicle charging station: The equipment that connects an electric vehicle to a source of electricity to recharge electric cars, neighbourhood electric vehicles and plug-in hybrids.²⁹

Fuel Cell Electric Vehicle (FCEV): Vehicle that converts hydrogen into electricity using a fuel cell.

GHG emissions: The main greenhouse gases are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). These are released through activities including burning fossil fuels, solid waste, and agricultural and industrial activities. Greenhouse gas emissions trap heat in the atmosphere, which contributes to the greenhouse effect and global warming.

Internal Combustion Engine (ICE): Vehicle with gasoline or diesel-powered engine.

Key performance indicators (KPIs): KPI stands for key performance indicator, a quantifiable measure of performance over time for a specific objective.³⁰

Level 1 Charging Station: Charging stations using a standard outlet (110 Volts/15 Amps), providing a range of ~8km/hour of charging. These are the slowest charging stations.

Level 2 Charging Stations: Charging stations using a stove or dryer type outlet (240 Volts/30 Amps), providing a range of ~35 km/hour of charging. These are the second fastest charging stations.

Level 3 (DC Current) Charging Stations:

Charging stations using a 400 Volt/100 Amp outlet, providing a range of ~250 km/hour of charging. These are the fastest charging stations, bringing an EV from empty to an 80% charge in 30 to 45 minutes.

Low carbon community: A community where infrastructure, residents, and businesses produce low amounts of greenhouse gas emissions (GHG) by carrying out sustainable actions, resulting in a community with a low carbon footprint.

Low emission electricity: Electricity produced with substantially lower greenhouse gas emissions than conventional fossil fuel power generation. This includes electricity produced from wind turbines, photovoltaic cells, hydro, etc.

Mitigation Measures: The provision of a system to avoid, offset, and/or reduce the adverse environmental impacts of climate change from human GHG emissions.

**Multi-Unit Residential Building (MURB):**

One third of Canadian residents currently reside in MURBs, which are residential buildings with a common entrance and individual units. They can be low-rise, mid-rise, or high-rise.

Partners in Project Green (PPG): PPG is a fast-growing community of businesses, government bodies, institutions and utilities working together to build the world's largest eco-business zone.³¹

Peel Climate Change Partnership (PCCP):

PCCP is a partnership designed to build and accelerate innovative climate solutions in the geographic region of Peel. By leveraging resources and expertise from the six member organizations, the Region of Peel, Town of Caledon, City of Brampton, City of Mississauga, Toronto and Region Conservation Authority and Credit Valley Conservation.³²

Plug-in Hybrid Electric Vehicle (PHEV):

Can be fueled with both gasoline and electricity and can be plugged in to charge.

Plug 'n Drive: Plug 'n Drive is a non-profit organization that promotes the use of electric vehicles to maximize environmental and economic benefits through education and awareness.³³

The Atmospheric Fund (TAF): A regional climate agency working towards helping the Greater Toronto and Hamilton Area become carbon neutral by 2050 by investing in low-carbon solutions, including the EV Station Fund.³⁴

Zero Emission Vehicle (ZEV): A vehicle that has the potential to produce no tailpipe emissions (e.g. battery-electric, plug-in hybrid electric, hydrogen fuel cell).³⁵

Zero Emission Vehicle Infrastructure Program (ZEVIP): A federally funded program that aims to address the lack of charging and refueling stations in Canada.³⁶



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[5] [Credit Valley Conservation, 2021.](#)

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[9] [Transport Canada, 2021.](#)

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Over one in 20 new cars registered in Canada in 2021 were EVs.

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[22] [Ibid.](#)

[23] [Region of Peel, 2021.](#)

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[24] [Clean Air Partnership, 2021.](#)

Electric Vehicle Charging Infrastructure Costing Study.



[25] Ibid.

[26] Ibid.

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[34] The Atmospheric Fund, n.d. About Us.

[35] Transport Canada, 2020.
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[36] Government of Canada, 2022.
Zero Emission Vehicle Infrastructure Program.



Section I – ITEMS FOR BOARD OF DIRECTORS ACTION

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: Darryl Gray, Director, Education and Training

RE: **ENDORSEMENT OF MINIMUM ACCESS STANDARDS**
Endorsement of Recommended Minimum Standards for Student Access to Out-of-Classroom Learning from the Natural Science and Education Committee

KEY ISSUE

Endorsement of minimum standards for student access to out-of-classroom learning related to natural science, conservation and the environment, as recommended by the Natural Science and Education Committee (NSEC).

RECOMMENDATION:

WHEREAS at Meeting #2/21 held on February 26, 2021, TRCA's Board of Directors endorsed the Final Report and Recommendations of the Outdoor Education Task Force, including Recommendation #1: Establishment of a Multi-stakeholder NSEC, as a sub-committee of TRCA's Board of Directors;

AND WHEREAS NSEC, as an advisory board of TRCA's Board of Directors, has been convened to make recommendations to TRCA related to the provision of out-of-classroom learning related to natural science, conservation and the environment;

AND WHEREAS the work of NSEC informs TRCA, school boards and government and agency partners on improvements and future needs as it pertains to the provision, planning or access for students to out-of-classroom learning related to natural science, conservation and the environment in the Greater Toronto Area;

AND WHEREAS at the NSEC meeting held on June 6, 2022 the Committee endorsed a series of proposed minimum standards for student access to out-of-classroom learning related to natural science, conservation and the environment to be considered by TRCA's Board of Directors;

THEREFORE LET IT BE RESOLVED THAT the enclosed minimum standards of student access, as recommended by NSEC, be endorsed;

THAT the NSEC report on Minimum Standards of Access be circulated to area School Boards, partner education-focused government ministries including the Provincial Ministers of Education and Environment Conservation and Parks, the federal Minister of Environment and Climate Change and crown agencies with an updated request for Provincial involvement in the next phase of Committee work.

BACKGROUND

Since 1953, TRCA and area school boards have collaborated through formal partnerships on the delivery of out-of-classroom learning related to natural science, conservation, and the environment for students of the Greater Toronto Area. Over the last sixty (60) years, a robust system of learning centres has developed to support nature-based student learning in the out-

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of-doors, which currently consists of thirty (30) dedicated or purpose-built facilities operated by TRCA and area school boards. Of these thirty centres, eight are operated by TRCA and twenty-two (22) are operated by local school boards, of which sixteen (16) currently have some form of agreement with either a local conservation authority, regional municipality or the Government of Ontario for provision or access either to or of greenspace, or learning facilities, to support out-of-classroom learning for students.

Outdoor Education Centre	Operated By	Location	Type	Opened
School Board Operated Centre				
<i>Duffins Creek Environmental Education Centre</i>	DDSB	Claremont	Day	1989
Nonquon Environmental Education Centre	DDSB	Greenbank	Day	1977
Durham Forest Environmental Education Centre	DDSB	Goodwood	Overnight	1978
Old Britannia School House	PDSB	Mississauga	Day (Seasonal)	1982
Brittania Farm Field Centre	PDSB	Mississauga	Day (Seasonal)	1988
GW Finlayson Field Centre	PDSB	Orangeville	Day	1975
Jack Smythe Field Centre	PDSB	Terra Cotta	Day	1969
Silver Creek Outdoor Education Centre	DPCDSB	Belfountain	Day	1981
<i>Forest Valley Outdoor Education Centre</i>	TDSB	Toronto	Day	1967
<i>Hillside Outdoor Education School</i>	TDSB	Toronto	Day	1975
Toronto Urban Studies Centre	TDSB	Toronto	Day	1978
Warren Park Outdoor Education Centre	TDSB	Toronto	Day	1972
<i>Etobicoke Outdoor Education Centre</i>	TDSB	Caledon	Overnight	1982
Island Natural Science Centre	TDSB	Toronto	Overnight	1960
Mono Cliffs Outdoor Education Centre	TDSB	Orangeville	Overnight	1986
Scarborough Outdoor Education School	TDSB	Kearny	Overnight	1978
Sheldon Centre for Outdoor Education	TDSB	Alliston	Overnight	1982
<i>Swan Lake Outdoor Education Centre</i>	YRDSB	Richmond Hill	Day	2016
<i>Milne Outdoor Education Centre</i>	YRDSB	Markham	Day	1990
Sibbald Point Outdoor Education Centre	YRDSB	Sutton	Day	2004
<i>Burlington Outdoor Education Centre</i>	YRDSB	Kleinberg	Day	1968
Vivian Outdoor Education Centre	YRDSB	Ballantrae	Day	1972
Conservation Authority Operated Centre				
<i>Kortright Centre for Conservation</i>	TRCA	Vaughan	Day	1979
<i>Tommy Thompson Park Education Programs</i>	TRCA	Toronto	Day (Seasonal)	2004
<i>Bruce's Mill Maple Syrup Programs</i>	TRCA	Stouffville	Day (Seasonal)	1968
<i>Claremont Nature Centre</i>	TRCA	Claremont	Overnight	1970
<i>Albion Hills Field Centre/Conservation Area</i>	TRCA	Caledon	Overnight/Day	1963
<i>Lake St. George Field Centre</i>	TRCA	Richmond Hill	Overnight	1979

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<i>Black Creek Pioneer Village</i>	TRCA	Toronto	Day	1960
<i>Claireville Nature School</i>	TRCA	Brampton	Day	2021

*School board centres denoted in *italics* located on or adjacent to TRCA greenspace

Outdoor Education Task Force

At Meeting #6/18 on July 20, 2018, TRCA Board of Directors approved the establishment of an Outdoor Education Task Force (Task Force) with an eighteen (18) month mandate to study, develop, and recommend strategic future directions related to out-of-classroom learning related to natural science, conservation and the environment in the Greater Toronto Area (GTA), specifically including Peel, York and Durham Regions and the City of Toronto.

Comprised of School Board Trustees and TRCA Board Members, the Task Force recognized in its deliberations an inconsistency across school boards in the ability and capacity to deliver, or access, out-of-classroom learning related to natural science, conservation and the environment for students that meet curricular expectations. Through the work of the Task Force, it was also identified that principles of inclusion and equity of access were integral to the strengthening of the out-of-classroom learning system and programs. To this end, the Task Force recommended that standards be established that provide for a minimum base for out-of-classroom learning experiences related to natural science, conservation and the environment for students, and that these essential experiences be curriculum-linked via a scope and sequence and reflect the Task Force's expectations related to equitable inclusion and student-centred perspectives.

The system of out-of-classroom learning centres and facilities referenced above, specifically the thirty education centres owned and/or operated by TRCA and area school boards, represents a significant suite of publicly owned assets that meet the needs of students from area school boards on a daily basis in providing curriculum-linked experiential learning related to natural science, conservation and the environment. While this system is enabled through Section 197 of the Education Act, which makes provisions for a conservation authority and school board to establish a formal agreement for the provision of greenspace, facilities or instructional services related to out-of-classroom learning, as recognized by the Task Force, there is no specific standards for student access to out-of-classroom learning.

At Meeting #2/21 held on February 26, 2021, TRCA's Board of Directors endorsed the Final Report and Recommendations of the Outdoor Education Task Force,

Recommendation #1: Establish Shared Governance Model – Natural Science and Education Committee as a Subcommittee of Toronto and Region Conservation Authority's Board of Directors

Recommendation #2: Establish Consistent Access and Curricular Standards Across TRCA and School Boards

Recommendation #3: Establish a Unified Performance Measurement System

Recommendation #4: Advance Shared-Ownership and Access Models That Enhance and Sustain an Overall Out-Of-Classroom Learning System

Recommendation #5: Develop a Long-Term Equitable Access Financial Plan

Recommendation #2 related to the establishment of consistent standards focused on ensuring equitable access to out-of-classroom learning related to natural science, conservation and the

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environment for students from all school boards. It further sought to root these standards in a consistent and common curricular framework as well as grounding the learning in real-world applied conservation and environmental science, of which TRCA is the leading local agency. Additionally, the Task Force acknowledged the importance of harmonizing policy, funding, curriculum and risk management practices to both ensure the overall efficacy of learning for students accessing out-of-classroom learning related to natural science, conservation and the environment, as well as facilitating the ease of access for these experiences.

Natural Science and Education Committee

Building on the outcomes and recommendations of the Outdoor Education Task Force, the Natural Science and Education Committee, as an advisory board of TRCA's Board of Directors, provides a multi-stakeholder governance framework to advance shared objectives pertaining to out-of-classroom learning related to natural-science, conservation and the environment in the Greater Toronto Area. There has historically been no formalized collaborative mechanism to foster, develop and strengthen partnerships between school boards and conservation authorities to support and enhance student learning in the out-of-doors. TRCA's Board of Directors, through the Natural Science and Education Committee, provides leadership in leveraging the value of the publicly built and operated system that supports out-of-classroom learning related to natural science, conservation and the environment more effectively, while also ensuring the current and future learning needs of GTA students are met.

The current Natural Science and Education Committee is comprised of the following members appointed by TRCA's Board of Directors:

School Board Trustees:

Mr. Stan Cameron, Peel District School Board
Mr. Nadeem Mahmood, York District School Board
Mr. Garry Tanuan, Toronto Catholic District School Board
Mr. Thomas Thomas, Dufferin-Peel District School Board
Ms. Jennifer Wigston, York Catholic District School Board
Ms. Manna Wong, Toronto District School Board

Youth Representatives:

Ms. Alissa Gallizzi
Mr. Sam Matrosov

TRCA Board Members:

Ms. Xiao Han
Ms. Connie Tang

As an advisory board of TRCA's Board of Directors, NSEC has a mandate to:

Study and make recommendations to the Board of Directors of TRCA regarding recommendations to TRCA and government and agency partners on improvements and future needs as it pertains to the provision, planning or access for students to out-of-classroom learning related to natural science, conservation and the environment in the Greater Toronto Area region.

The objectives of NSEC are to advise TRCA and partner agencies on the effective implementation and advancement of the recommendations of the Outdoor Education Task Force. This report on Minimum Standards for Student Access to Out-of-Classroom Learning is

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the first of a series of reports and recommendations to TRCA's Board of Directors from the Natural Science and Education Committee intended to advance the shared goals of TRCA and area school board partners in achieving the above mandate.

RATIONALE

School Board Policy Scan

To begin to address Recommendation #2 of the Task Force and inform the work of the Natural Science and Education Committee, TRCA staff completed a scan of school board policies and enabling instruments related to out-of-classroom learning. Through this scan it was identified that all area school boards have Excursion Policies, and all area school boards have some form of subsidy available for out-of-classroom learning. Furthermore, as outlined below in the following summary, five of the eight school boards have existing agreements with either TRCA or other government agencies or organizations for the provision of out-of-classroom learning related to natural science, conservation and the environment.

School Board	Excursion Policy Date	Target Grades	Subsidy Available	Owned Centres	Lease or Agreement with TRCA	Lease or Agreement with Other
DDSB	Yes (internal access only)	Yes	Yes	Yes	Yes	Yes
DCDSB	2019		Yes			
DPCDSB	2019		Yes			Yes
PDSB	2018		Yes	Yes		
TCDSB	2019	Yes	Yes		Yes	Yes
TDSB	2019	Yes	Yes	Yes	Yes	Yes
YCDSB	2020		Yes			
YRDSB	2021	Yes	Yes	Yes	Yes	Yes

Further to the above, staff completed a scan of area school boards objectives related to out-of-classroom learning to better understand target grades for these curriculum-linked experiences and inform the establishment of minimum standards for access. While all area boards have enabling excursion policies, as outlined below, there is no consistent approach to determining grades that receive out-of-classroom learning experiences related to natural science, conservation and the environment.

School Board	JK/SK	Gr. 1	Gr. 2	Gr. 3	Gr. 4	Gr. 5	Gr. 6	Gr. 7	Gr. 8	Secondary
DDSB			Current focus is on grades 2-12. Previously grades 3, 6 (overnight) and secondary were targeted.							
DCDSB										
DPCDSB										
PDSB										
TCDSB	Every other year									
TDSB	Two (2) day visits between grades K-8, and one (1) overnight experience between grades 5-8.									
YCDSB										
YRDSB			X		X			X		

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As per the recommendations of the Task Force, a key activity of the Natural Science and Education Committee is to build on existing supportive school board policies and provide recommendations to TRCA's Board of Directors and area school boards on consistent standards for student access to out-of-classroom learning related to natural science, conservation and the environment in the Greater Toronto Area. As identified in the preceding chart, only three of the eight area school boards have formal expectations for access and only YRDSB specifically targets identified grades for access to excursions. Boards that do not specifically target grades generally provide opportunities for teachers and classes in all or various grades to access learning facilities. However, while opportunities for student learning experiences exist and are encouraged across all boards, including subsidies in various forms, there is no consistent rationale underpinning the system at large, which was a key gap identified by the Task Force and again outlined here.

Proposed Minimum Standards Framework

Out-of-classroom learning related to natural science, conservation and the environment is foundational to broader learning objectives in the Elementary Science and Technology Curriculum as well as the Grade 9 and 10 Science Curriculum. As with other curricular areas, to be effective, natural science, conservation and environmental learning must be sequential, integrated and provide for repeated exposure. Furthermore, out-of-classroom learning experiences provide multiple benefits to student development by contextualizing curriculum in ways that cannot be done in the classroom – a highly trained teaching professional in a natural system, supported by real-world science practitioners, can accelerate student understanding of complex concepts and interactions through experiential learning.

Within their final report, the Task Force acknowledged the importance of harmonizing policies in support of student access to out-of-classroom learning related to natural science, conservation, and the environment. Consistent curricular and access standards across school boards will ensure students have equitable access and create a framework for assessing and developing the broader out-of-classroom learning system that supports student success in this area. In the absence of a coordinated framework or minimum standards for access to out-of-classroom learning related to natural science, conservation and the environment, continued inequity, or inconsistency amongst and between jurisdictions will persist. However, given that all school boards have excursion policies in place, as well as provide some form of subsidy, there is a strong foundation of shared principles and practices upon which to build.

To this end, the following is a recommended framework for minimum standards of access for students in area school boards:

Elementary Science and Technology Curriculum			
Grade	Type	Understanding Life Systems	Understanding Earth and Space Systems
Grade 2	Day	Growth and Changes in Animals	Air and Water in the Environment
Grade 4	Day	Habitats and Communities	
Grade 7	Overnight	Interactions in the Environment	
Secondary Science Curriculum			
Grade	Type	Biology	Earth and Space Science
Grade 9	Day	Sustainable Ecosystems	

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The above framework for minimum standards of access for students will achieve the following:

1. Aligns out-of-classroom learning experiences related to natural science, conservation and the environment with specific curricular expectations;
2. Cross-supports curriculum and learning in Grades 3, 5, 6, 8 and 10, creating opportunities for leveraged learning both in the classroom and in the schoolyard or community;
3. Creates a consistent and clear system that ensures equitable access for all students in the GTA while supporting improved system planning and resourcing GTA-wide.

It should be noted the establishment of minimum standards does not preclude school boards from scaling activities above and beyond the proposed framework and locally developed opportunities to enhance, augment and support student learning within the classroom, school, school yard and community are an essential element of future collaboration between and amongst the key stakeholders in this area of learning. The proposed minimum standards provide a starting point from which to ensure consistent access for all students while fostering improved partnerships between public sector agencies such as school boards and conservation authorities in meeting student learning needs in an efficient, effective manner.

Supportive and Cross-Enable Learning

To further support, augment, enhance and cross-enable learning beyond the minimum standards as outlined above, the Natural Science and Education Committee also identified a need to integrate beyond the minimum standards to other elements of the broader education system. These areas will be considered during the next term of the Natural Science and Education Committee, commencing in 2023.

- Development of increased Professional Development and Professional Learning supports for in-service teachers to better enable instruction related to natural science, conservation and the environment, including the development of PD Day curriculum and an AQ course. Professional Development should be undertaken on an ongoing basis and integrated into any expanded partnership model and agreements with and between school boards and TRCA;
- Enhanced focus on engaging with Faculties of Education to ensure pre-service teacher candidates are afforded an appropriate level of instruction on teaching natural science, conservation and the environment curriculum both in the classroom and in the school yard or local community;
- Curating classroom and teaching resources and extension materials for teachers that leverage student experiences in nature while contextualizing learning related to natural science, conservation and the environment within the classroom or schoolyard setting;
- School boards and TRCA to continue to work with EcoSchools Canada and other organizations focused on advancing school group greening initiatives to improve the natural heritage and learning value of local school yards;
- Improved connectivity between schools and local greenspaces, including active transportation routes to local greenspaces that support teacher-led learning related to natural-science, conservation and the environment on a regular basis in the communities where students reside and learn. Supportive resources and training are necessary for this recommendation;
- Expansion of TRCA's Watershed on Wheels program, or other similar natural-science based in-class programs, to schools, classes and grades not covered by the proposed minimum-standards to allow for improved learning throughout a student's career;

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- For high school students, increasing awareness for educators and students on course opportunities offered by TRCA (e.g., Boyd Archaeological Field School) and volunteer activities (e.g., Regional Watershed Alliance Youth Council) in support of their learning and volunteer credit objectives;

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 3 – Rethink greenspace to maximize its value

Strategy 5 – Foster sustainable citizenship

Strategy 7 – Build partnerships and new business models

DETAILS OF WORK TO BE DONE

With a consistent set of minimum standards for access to out-of-classroom learning, the broader system of school boards, conservation authorities and other government agencies can better coordinate resources and assets as well as identify and allocate long-term funding in support of these activities at the same time as realizing improved operational efficiencies and measuring overall performance. Furthermore, this set of minimum standards is forward-looking in recognizing a continued need for student learning experiences within nature or natural environments as the GTA continues to urbanize and grow and the pressing challenges of climate change remain.

Following endorsement of the above framework, TRCA staff will work with area school boards to undertake a detailed assessment of the out-of-classroom learning system including existing capacity for implementation of the minimum standards, gap analysis by grade level of the framework, as well as initial system-wide strategic recommendations related to meeting current and future student learning needs where gaps remain or exist. Ideally, each school board in TRCA's jurisdiction would endorse these standards and develop an implementation plan to achieve them supported by the Province.

In addition to Task Force Recommendation #2 related to consistent access and curricular standards for student learning in the out-of-doors, the Task Force and TRCA's Board of Directors endorsed the following recommendations:

Recommendation #3: Establish a Unified Performance Measurement System

Recommendation #4: Advance Shared-Ownership and Access Models That Enhance and Sustain an Overall Out-Of-Classroom Learning System

Recommendation #5: Develop a Long-Term Equitable Access Financial Plan

With endorsement of a minimum access and curricular standards, the Committee can begin work on Recommendations #4 and #5 with support from TRCA staff and the Natural Science and Education Staff Working Table, following which specific performance measures as per Recommendation #3 can be developed.

Report prepared by: Darryl Gray, (416) 791-0327

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Date: August 8, 2022

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: John MacKenzie, Chief Executive Officer

RE: **REVISED REGIONAL WATERSHED ALLIANCE (RWA) MEMBERSHIP COMPOSITION**
Proposed membership composition for the 2023-2025 term

KEY ISSUE

To propose and discuss a revised membership composition for the 2023-2025 term of the Regional Watershed Alliance (RWA).

RECOMMENDATION:

THAT the Board of Directors endorse the proposed revised membership composition structure of the RWA, as outlined in the Rationale section below, in advance of the proposed changes being made for the 2023-2025 term of the RWA;

THAT the RWA Terms of Reference be amended accordingly, pending Board approval of the revised membership composition structure;

AND FURTHER THAT TRCA staff continue to bring relevant opportunities forward for RWA involvement in TRCA- and partner-led projects and initiatives.

BACKGROUND

The RWA is an advisory committee to TRCA's Board of Directors, made up of up to 45 voting members. According to the RWA Terms of Reference, members are appointed for a 2-year period with a possibility of re-appointment. The current RWA membership categories and composition are as follows:

- TRCA Board of Directors: up to 5
- Watershed residents: up to 20
- Sector experts and organizations: up to 10
- Municipal representatives: up to 8
- Provincial representative: up to 1
- Federal representative: up to 1

The current members were re-appointed by the Board of Directors at its March 29, 2019 meeting for a term expiring at the end of 2021 (RES.#A40/19). At the October 22, 2021 Board of Directors meeting, CG-2.01-G Public Appointments Policy was approved, aligning all advisory board appointment terms with the municipal Term of Council, which will end on November 14, 2022 (RES.#A205/21). In order to align RWA membership timelines with the municipal Term of Council, at the November 19, 2021 Board of Directors meeting the Board extended RWA member terms by one (1) year to November 14, 2022 (RES.#A228/21).

RATIONALE

In advance of the new 2023-2024 term, TRCA staff believe there is an opportunity to enhance oversight, governance, and impact of the RWA by revising the current membership structure to reduce the number of members and expand member diversity.

It is suggested that 45 voting members be reduced to 30 voting members in total. A reduced number is proposed to make the administration of the RWA, including recruitment processes, more efficient. There is also the need to align membership numbers with the current state of attendance and vacancies. RWA attendance has typically been in the range of approximately 15 to 25 members, out of 45 total member spots, in the past year or two. Currently, there are 13 vacant positions.

It is also proposed that two additional membership categories be introduced: Youth Council Representative and Indigenous Representative. Given that the TRCA Youth Council reports to the RWA, it is recommended that the Youth Council also has representation in the RWA itself. This new membership category would also ensure there is a dedicated representative from a Youth perspective. It is also recommended that an Indigenous Representative be added to provide explicit representation for the Indigenous communities that TRCA's jurisdiction covers.

The suggested membership structure, and associated details, are as follows:

- Youth Council Representatives: 2
- Indigenous Representative: 1
- Board of Director Representatives: 2
- Watershed Residents: Up to 12
 - Toronto: 2 representatives
 - Peel: 2 representatives
 - York: 2 representatives
 - Durham: 2 representatives
 - The remaining 4 spots will be flexible and can be utilized for Mono, Adjala-Tosorontio and/or additional representatives from the municipalities above. During the selection process, efforts will be made to ensure there is representation from across TRCA's watersheds.
- Sector Experts and Organizations: Up to 6
 - All representatives for this category must be located in and/or undertake work within TRCA's jurisdiction.
 - Representation will be sought from both experts/organizations with impact and/or jurisdiction that spans TRCA's jurisdiction and local/community-focused experts/organizations, with efforts made to include membership representation from across TRCA municipalities.
- Municipal Representatives: Up to 5
 - There will be a minimum of 1 representative each from Toronto, Peel and local municipalities, York and local municipalities, and Durham and local municipalities (4 total).
 - The remaining additional spot can be allocated to one of the municipalities above or to Mono/Adjala-Tosorontio
 - Municipal representatives may be Council members or staff
- Provincial Representative: 1
- Federal Representative: 1

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Soliciting, vetting and selection of candidates will be done in accordance with TRCA's Public Appointment Policy. Where relevant, TRCA staff will be involved in selection of candidates and criteria will be developed in advance to guide the review process. It is intended that the Youth Council representatives would be elected from within, and by, the TRCA Youth Council Executive.

The suggested revised RWA membership above was discussed and approved by the RWA at the May 25, 2022 Meeting (RES. #R7/22). In addition to approving the membership structure above, RWA members expressed the desire for more opportunities for meaningful involvement in TRCA work. For the remainder of the current term, and for the upcoming 2023-2025 term, TRCA will be encouraged to consider and bring forward opportunities for individual RWA members and/or the RWA as a whole to provide meaningful input to initiatives, be involved in, and/or play a role in relevant TRCA-led or TRCA-supported projects and initiatives. In recognition of the time constraints and workload capacity of RWA members, involvement in TRCA initiatives outside of scheduled RWA meetings is intended to be voluntary.

At the request of RWA members, TRCA will also circulate relevant submissions made to the Environmental Registry of Ontario (ERO) or other relevant submissions on governmental policy to RWA members in as timely a way as possible in order to share TRCA content and messaging, should RWA members wish to also craft submissions as individuals or on behalf of the organizations that they represent.

Staff will also explore and pursue opportunities to create stronger linkages between the RWA and TRCA's other relevant committees, including the Natural Science and Education Committee and the Partners in Project Green Executive Management Committee to inform the work, perspectives and collaboration opportunities of all these committees.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 5 – Foster sustainable citizenship

Strategy 7 – Build partnerships and new business models

Strategy 8 – Gather and share the best sustainability knowledge

FINANCIAL DETAILS

Administration of the RWA will continue to be covered through applicable Operating accounts.

DETAILS OF WORK TO BE DONE

If a revised RWA membership structure is adopted, the following will need to be undertaken to ensure that the RWA continue to fulfill their intended role as an advisory committee to the Board of Directors:

- The Terms of Reference would be updated to make clear attendance expectations at RWA meetings and at what point a member will be removed for non-attendance.
- The Clerk's Office would closely monitor RWA member attendance and would follow up immediately with members that have missed meetings without an adequate reason. The Clerk's Office would also enforce the revised Terms of Reference and remove RWA members that do not comply with attendance requirements. The Clerk's Office and Government and Community Relations would work together to fill RWA vacancies in a timely manner.

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Date: June 16, 2022

Attachments: 1

Attachment 1: Regional Watershed Alliance Terms of Reference (September 23, 2022)

Attachment 1: Regional Watershed Alliance Terms of Reference (September 23, 2022)

The Regional Watershed Alliance (RWA) is considered an advisory board of TRCA.

1. MISSION AND MANDATE

Mission:

Create healthy watersheds and waterfront that achieve The Living City Vision of sustainable communities, regional biodiversity and healthy rivers and shorelines through advocacy, knowledge sharing and collective action.

Mandate:

Reporting to the Board of Directors (Figure 1) and working closely with Toronto and Region Conservation Foundation, the RWA is an advisory board to TRCA with the purpose of:

- **Advocacy:** Advocacy for awareness, policy innovation and action within members' sectors, communities and jurisdictions on regional and local environmental and sustainability issues.
- **Advisory:** Input on TRCA initiatives, act as a sounding board to TRCA staff, and advise the Board of Directors on matters of community interest.
- **Collective Action:** Priority setting and collective investment in key sustainability and environmental issues for cross- jurisdictional and cross-sectoral actions. Support and leadership to the development of platform and campaigns to bring actors and stakeholders together to drive solutions through collective action and resource sharing.
- **Reporting:** Reporting on collective outcomes on regional sustainability to the public, TRCA municipal partners and stakeholders. Reporting to the Board of Directors on its work.

2. MEMBERSHIP AND APPOINTMENTS

Supported by TRCA staff, the RWA has a Chair, Vice-Chair, and is comprised of approximately 30 voting members.

2.1. Voting Members

The RWA members are recruited based on a diverse skill set, sector and community specific expertise, network connections, demonstrated leadership, experience, and knowledge of the watersheds within TRCA's jurisdiction.

- **Toronto and Region Conservation Authority Board Members** (up to 2 voting representatives)
 - Preferably one representative from different TRCA appointing member municipalities from the Board of Directors.
- **Watershed Residents** (up to 12 voting representatives)
 - Up to 12 watershed residents selected from across TRCA's nine watersheds and

waterfront, aiming to achieve the following representation from TRCA municipalities to the best of TRCA's ability:

- Toronto: 2 representatives
 - Peel: 2 representatives
 - York: 2 representatives
 - Durham: 2 representatives
 - The remaining 4 spots will be flexible and can be utilized for Mono, Adjala-Tosorontio and/or additional representatives from the municipalities above. During the selection process, efforts will be made to ensure there is representation from across TRCA's watersheds.
- **Sector Experts and Organizations** (up to 6 voting representatives)
 - All representatives for this category must be located in and/or undertake work within TRCA's jurisdiction.
 - Representation will be sought from both experts/organizations with impact and/or jurisdiction that spans TRCA's jurisdiction and local/community-focused experts/organizations, with efforts made to include membership representation from across TRCA municipalities.
 - **Municipal Representatives** (up to 5 voting representatives)
 - There will be a minimum of 1 representative each from Toronto, Peel and local municipalities, York and local municipalities, and Durham and local municipalities (4 total).
 - The remaining additional spot can be allocated to one of the municipalities above or to Mono and/or Adjala-Tosorontio
 - **Provincial Representative** (up to 1 voting representative)
 - Up to one political representative or senior staff from the Province of Ontario.
 - **Federal Representative** (up to 1 voting representative)
 - Up to one local political representative or senior staff from the Government of Canada.
 - **Youth Council Representatives** (up to 2 voting representatives)
 - To be appointed from the Youth Council Executive. If sufficient representatives are not available from the Youth Council Executive, RWA Youth Council Representatives can be appointed from the Youth Council General Membership
 - **Indigenous Representative** with a Treaty right or historical affiliation to TRCA's jurisdiction (up to 1 voting representative)

2.2 Guests

The Regional Watershed Alliance meetings are open to the public. Municipal or other agency staff may be invited as guests to offer presentations or participate in discussions on relevant issues. Guests will not have voting privileges nor be eligible for travel expenses to and from meetings.

2.3 Appointment Process

Soliciting, vetting and selection of candidates will be done in accordance with TRCA's Public

Appointment Policy. Where relevant, TRCA staff will be involved in selection of candidates and criteria will be developed in advance to guide the review process

2.3.1 Board of Directors Representatives: Board Members will be appointed by the Board of Directors as voting representatives.

2.3.2 Watershed Residents: Applications from watershed residents will be solicited through direct recruitment, announcements in newsletters, local newspapers, web sites, volunteer networks, and through various social media platforms. A committee of TRCA staff and/or Board members will select the RWA resident members through the application process using a set of criteria to ensure suitability and eligibility.

2.3.3 Sector Experts and Organizations: Select organizations and agencies will be requested by TRCA to appoint a representative.

2.3.4 Municipal Representatives: Formal request for appointment of municipal representatives will be made to municipal councils.

2.3.5 Provincial and Federal Representatives: Federal and provincial representatives (member of Parliament or staff) with specific interest in TRCA's work and jurisdiction will be requested to participate as members.

2.3.6. Youth Council Representatives: Youth Council representatives will be elected from and by the TRCA Youth Council Executive.

2.3.7. Indigenous Representative: Formal request for appointment of an Indigenous representative will be made to Indigenous Bands with a Treaty right or historical affiliation to TRCA's jurisdiction.

2.4 Term of Appointment

RWA Members will be appointed for a two-year term with a possible extension of up to two additional years, with the exception of the Youth Council representatives, which currently serve a one-year term on the Youth Council with a possible extension of an additional year. Members unable to fulfill their commitments may be replaced as per the Board of Directors Administrative By-law.

3. ROLES AND RESPONSIBILITIES

3.1.1 The **Chair** is responsible for:

- a) Presiding over meetings, setting the agenda and generally ensuring the effectiveness of meetings;
- b) Calling special meetings, as required;
- c) In the absence of the Chair, the Vice-Chair will perform the above functions;
- d) In the absence of the Chair and Vice-Chair, Members shall appoint an Acting Chair who, for the purposes of that meeting has all the powers and shall perform all the duties of the Chair.

3.2. **RWA Members** are responsible for:

- a) Providing input to TRCA or partner initiatives
- b) Sharing important notifications from TRCA or partner organizations

- c) Representing their organization, if relevant, and the interest of TRCA.
- d) Attending RWA meetings as required;
- e) Acting as a resource to TRCA, TRCA's municipal partners, other levels of government and the Toronto and Region Conservation Foundation by providing advice on matters of community interest;
- f) Collaborating with other conservation authorities, municipalities, other levels of government, and other organizations on opportunities that transcend TRCA jurisdictional boundaries;
- g) Reporting to the Board of Directors on a regular basis.

3.3. **TRCA's Government and Community Relations Specialist** is responsible for providing general support in regards to the activities and actions of the Committee and setting agenda for the meetings.

3.4. **TRCA's Clerk's Office** is responsible for acting in a Committee Clerk capacity, arranging meeting logistics, preparing the agenda, maintaining meeting minutes, tracking and delegating action items

4. GOVERNANCE

4.1 Members are required to attend quarterly evening meetings of the Regional Watershed Alliance. An agenda will be circulated in advance of meetings. The Chair will have the discretion to call additional meetings, if required. Some meetings may be held during regular work hours depending on the preference and availability of members and staff or via conference call or online meetings.

4.2 Quorum will consist of voting members in numbers greater than or equal to one-third of the total number of voting members on the RWA. Consensus-based decision making will be the preferred procedure. Formal decisions will be based on a simple majority vote. In the event of a tie, the vote fails. Should a member resign or be removed from the Committee, quorum provisions, until the vacancy is filled, will be reduced by the number of vacant positions, as determined by the Clerk.

4.3 The RWA is an advisory board of the Board of Directors and as such does not have decision-making power but can make recommendations to the Board of Directors

4.4 The RWA will adhere to the Board of Directors Administrative By-law as adopted by Resolution #A141/18 & Resolution #A142/18 at Authority Meeting #7/18, held on September 28, 2018, and as amended periodically or superseded by any bylaws enacted as per the *Conservation Authorities Act*. Other policies and legislation may be applicable in regard to code of conduct, conflict of interest and policies on volunteers.

4.5 At official RWA meetings, as well as RWA Working Groups, members will be eligible for travel expenses, according to TRCA Administrative By-law, where these are not covered by their agency or other source. Members shall not receive a per diem or honorarium for attendance at meetings and functions.

4.6 If any part of the Terms of Reference conflicts with any provisions of the Board of Directors Administrative By-Law, the *Municipal Conflict of Interest Act* or the *Municipal Freedom of Information and Protection of Privacy Act* or a provision of a Regulation made under one of those Acts, the provision of that Act, Regulation, or By-Law prevails.

4.7 In all matters of procedure not specifically dealt with under the Terms of Reference, Board of Directors Administrative By-Law shall be binding.

4.8 The RWA may form time-limited working groups, if necessary to move forward watershed- or project-based objectives. These working groups may solicit local community representatives or experts to participate as needed. Any RWA Working Groups will report to the RWA.

5. YOUTH COUNCIL

The Youth Council is comprised of community youth champions, existing youth group representatives and new recruits. The Youth Council reports to the Regional Watershed Alliance.

5.1 Youth Council Mission

Build healthy communities through improved connection to greenspace and nature.

5.2 Youth Council Mandate

Reporting to the Regional Watershed Alliance and working closely with TRCA and the RWA, the Youth Council will establish as a subcommittee to the RWA with the purpose of:

- a) Building Capacity and Engaging Youth - provide youth across the Toronto region with learning opportunities;
- b) Building a Youth Network/Strengthening Existing Networks - create/enhance a broad network of youth in the region who are interested in environmental and sustainability issues;
- c) Identifying Youth Perspectives - develop an understanding of youth opinion around current environmental issues and understand/investigate how these might be incorporated in the work of TRCA and its partners; and
- d) Creating fun opportunities for Youth - provide entertaining and engaging learning opportunities

5.3 Youth Council Structure and Governance:

5.3.1 Youth Council members must be between the ages of 16 and 30 years old and either work or attend school within TRCA's jurisdiction.

5.3.2 Youth Council members can join as either the Youth Council Executive or General Membership.

- **Youth Council Executive:** The Youth Council Executive is composed of up to 10 members which are appointed through an application process on an annual basis. Executive Members drive the agenda of the Youth Council and organize events and initiatives. Executive Members have a term of one year, with the option to extend their term by an additional year.
- **Youth Council General Membership:** Youth Council General Members can join the Youth Council at any time and may attend or participate in Youth Council events and initiatives.

6. REPORTING

The RWA is an advisory board of the Board of Directors and as such does not have decision-making power but can make recommendations to the Board of Directors. The RWA will report to the Board of Directors on membership, projects and progress through their meeting minutes or seek Board of

Directors approval as necessary on specific initiatives.

The RWA is not a formal commenting body regarding review and approval of planning applications or permits.

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: John MacKenzie, Chief Executive Officer

RE: UPDATE AND PROGRESS REPORT ON MUNICIPAL MEMORANDUMS OF UNDERSTANDING
Update on Memorandums of Understanding with participating and partner municipalities

KEY ISSUE

To provide an update to the Board of Directors on work underway to update and develop new Memorandums of Understanding (MOUs) and other agreements with participating and partner municipalities in the context of the updated *Conservation Authorities Act* (CA Act) and regulations, and to obtain Board approval of the second progress report on this work, as required under O.Reg. 687/21, Transition Plans and Agreements for Programs and Services Under Section 21.1.2 of the Act under the Conservation Authorities Act ("Transition Regulation") and to be submitted to the Province.

RECOMMENDATION:

THAT the update on Memorandums of Understanding and Toronto and Region Conservation Authority's (TRCA) progress report, be received;

THAT TRCA's Board of Directors approve this progress report in fulfillment of the second progress report to be submitted to the Province by October 1, 2022, as required by O.Reg. 687/21: Transition Plans and Agreements for Programs and Services under Section 21.1.2 of the Act;

AND FURTHER THAT the Clerk and Manager, Policy, circulate this report to TRCA's municipal partners, the Ministry of Environment, Conservation and Parks (MECP), and the Ministry of Natural Resources and Forestry (MNRF) in fulfillment of requirements associated with the development and submission of regular progress reports, and that this report also be circulated to Conservation Ontario, neighbouring conservation authorities, and the Ministry of Municipal Affairs and Housing (MMAH).

BACKGROUND

Since 2015, the CA Act has been amended three times to provide further clarity and transparency surrounding the programs and services that conservation authorities (CAs) provide and the governance and operations of CAs. These amendments were undertaken through the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139), the More Homes, More Choice Act, 2019 (Bill 108), and the Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020 (Bill 229). As a result of these amendments to the CA Act, conservation authorities will need to execute MOUs with partner municipalities to govern the funding of municipally requested non-mandatory programs and services, and cost apportioning agreements to govern the funding of other non-mandatory programs and services a CA has determined are advisable to further the purposes of the CA Act. Regular updates have been provided to the Board of Directors including at the Board of Directors' meetings on

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February 26, 2021 (RES.#A26/21), June 24, 2021 meeting (RES.#A143/21), and November 19, 2021 meeting (RES.#A224/21).

Finalized CA Act Phase 1 regulations were released by the MECP on October 1, 2021. A review of the Phase 1 regulations, including the Transition Regulation, and requirements for TRCA under these regulations are outlined in the TRCA report Finalized Phase 1 Regulations Under the Conservation Authorities Act, Environmental Registry of Ontario Posting (ERO #019-2986) (RES.#A211/21), at the Board of Directors meeting held on October 22, 2021, as well as in the update brought forward at the November 19, 2021 Board of Directors meeting (RES.#A224/21).

In accordance with the Transition Regulation, TRCA brought forward a Transition Plan for Board approval at the November 19, 2021 Board of Directors meeting (RES.#A224/21), and a draft inventory of programs and services at the February 25, 2022 Board of Directors meeting (RES.#A8/22). Both the Transition Plan and the draft inventory were circulated to the MECP and participating municipalities in accordance with the deadlines set out in the Transition Regulation.

Finalized Phase 2 regulations were released April 20, 2022, which set out requirements associated with the process for conservation authority budgets, the apportionment (formerly referred to as 'levy') to participating municipalities, and the methodology for the determination of the apportionment amounts owed to the conservation authority from participating municipalities, and the public sharing of governance-related information, including the requirement to post high level parent MOUs with municipalities to a conservation authority's website. A detailed update on the Phase 2 regulations was brought forward at the June 24, 2022 Board of Directors meeting (RES.#A84/22).

TRCA drafted and submitted the first of six MOU progress report, required by the Transition Regulation, as part of the quarterly MOU update brought to the June 24, 2022 Board of Directors meeting (RES.#A79/22). The current Board of Directors report is intended to fulfill the requirement for the submission of the second MOU progress report to MECP, due October 1, 2022.

On August 30, 2022, TRCA was advised that through new Orders-In-Council made pursuant to the *Executive Council Act*, the MNRF has been designated as the Ministry responsible for administering the *Conservation Authorities Act*. Moving forward, MECP no longer has duties, functions or responsibilities under the CA Act. MECP, which led the legislative and regulatory changes since 2018, will support MNRF during the transition period. Staff will continue to apprise the Board on any further details regarding this change and will continue to circulate this report to MECP to assist with this transition.

RATIONALE

Comments or feedback from municipalities regarding the inventory

As of July 25, 2022, TRCA had shared the draft inventory with its participating municipalities (Peel Region, York Region, City of Toronto, Durham Region, Town of Mono and Township of Adjala-Tosorontio), as well as other partner local municipalities within TRCA's jurisdiction.

Between January 1 and September 1, 2022, TRCA has had formal meetings with the following municipalities within our jurisdiction to present the draft inventory and to move forward MOU discussions with municipalities within our jurisdiction:

- Region of Peel
- York Region

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- City of Toronto
- Region of Durham
- Township of Adjala-Tosorontio
- City of Brampton
- Town of Caledon
- King Township
- City of Markham
- Town of Stouffville
- City of Vaughan
- City of Pickering
- Township of Uxbridge

In addition, a number of less formal discussions have occurred between TRCA and municipal staff across the jurisdiction to ensure necessary work under existing MOUs and agreements can continue while the new MOUs are being prepared.

Thus far, the draft inventory has been well received by municipalities within TRCA's jurisdiction and there have been no additional comments or concerns on the service areas and program areas included, nor on how components of these services and programs have been classified by TRCA within Category 1, 2, and/or 3. Some municipalities have indicated that they are still working internally to review the draft inventory and coordinate any comments on it. As such, TRCA will schedule follow up meetings, particularly with participating municipalities, to obtain feedback on the inventory once municipal staff have indicated that they have completed a fulsome review of the draft inventory and have comments to share.

Summary of changes made to the inventory to address municipal comments

TRCA is expecting feedback from participating and partner municipalities on the draft inventory and is scheduling meetings to obtain comments. Any changes made to the inventory pending further discussion with municipalities will be noted in future progress reports.

Update on cost apportioning agreements

TRCA does not anticipate a need to enter into cost apportioning agreements under Section 21.1.2 of the CA Act. Since the last update to the Board of Directors, which included the first MOU progress report submitted to MECP, on June 24, 2022, TRCA has continued to work with participating and partner municipalities to develop and execute MOUs and other agreements for municipally requested programs and services under Section 21.1.1 of the CA Act. TRCA is also coordinating this work with other conservation authorities that share municipal jurisdiction with TRCA. A summary of the current status of municipal MOUs and work to move them forward can be found in **Attachment 1**.

Difficulties experienced in developing agreements by transition date

TRCA has taken a proactive response to developing required agreements with municipalities. As such, most municipalities within TRCA's jurisdiction are well acquainted with the need for developing agreements for municipally requested services.

While the Phase 1 CA Act regulations have set out a deadline of January 1, 2024, for the execution of cost apportioning agreements with participating municipalities under Section 21.1.2 of the CA Act, TRCA is also applying this deadline to the development and execution of MOUs and other agreements under Section 21.1.1 and shall work with participating and partner municipalities to develop and execute MOUs in 2022. This is due to the benefits of entering into

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these agreements, the requirements of the budget process, as well as the fact that TRCA and municipal staff have already collaborated with many municipalities within our jurisdiction to develop advanced drafts of MOUs that can now be finalized based on the newly released Phase 2 regulations.

The primary challenge that TRCA staff foresee regarding execution of municipal agreements remains the October 2022 municipal elections, which are anticipated to delay agreements from being approved by Councils. In addition, some high growth municipalities have indicated they have higher priorities for this term of Council that must be accomplished prior to dedicating municipal staff resources into MOU development. Others have questioned the need to expedite MOU development when existing agreements and fee for service work is proceeding well. However, TRCA staff plan to continue to work with municipal staff, where municipal staff are willing, throughout the election to undertake the background work required prior to bringing the agreements forward for Council approval in an effort to execute MOUs in early 2023. At this time, TRCA does not foresee the need to request an extension to the January 1, 2024 deadline for having MOUs in place with participating and partner municipalities. Staff will continue to re-assess whether an extension request may be required in 2023 reports to the Board based on the status of MOU approvals across our jurisdiction at that time.

Additional updates

As a follow up to the release of the finalized Phase 2 regulations, TRCA has prepared new draft template MOUs for participating municipalities (**Attachment 2**) and other partner municipalities (**Attachment 3**). These draft templates reflect requirements set out by the amendments to the Act and new regulations. The MOU templates have been circulated to the participating and partner municipalities within TRCA's jurisdiction, as appropriate, and have also been shared with other conservation authorities with which TRCA shares municipal jurisdictions to ensure consistency for municipal partners.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan:
Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

There is no immediate financial impact due to carrying out the recommendations above. However, it should be noted that this undertaking is involving significant time from staff in all divisions across the organization along with municipal partners. The process of undertaking agreements with municipalities related to municipally requested programs and services provided by TRCA under the amended *Conservation Authorities Act*, as well as with other external organizations, is expected to have positive financial impacts for TRCA based on the interest from most municipalities in providing funding and or jointly seeking funding for a selection of TRCA service areas that support areas of need for the municipalities in question and shared municipal and TRCA interests. However, the addition of new process, reporting and municipal approval requirements by the Province in the Phase 2 regulations may unintentionally result in additional staff time for TRCA and its municipal partners and result in budget approval delays. TRCA has emphasized these matters of concern to our municipal funding partners and neighbouring conservation authorities through input on the Phase 2 regulations and through discussions with MECP staff.

DETAILS OF WORK TO BE DONE

Staff will continue to bring forward quarterly MOU-SLA update reports to the Board of Directors and, in order to comply with the requirements of the Phase 1 regulations, will continue to ensure

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that the content of the Board reports align with the Progress Reports required by MECP. Staff will ensure that MOU-SLA update reports are brought forward to the Board according to timelines that align with the following Progress Report deadlines set out in the Phase 1 regulations:

- January 1, 2023 (Expected Board reporting – November 2022)
- April 1, 2023 (Expected Board reporting – March 2023)
- July 1, 2023 (Expected Board reporting – June 2023)
- October 1, 2023 (Expected Board reporting – September 2023)

TRCA staff will also continue to carry out discussions and MOU development with both participating municipalities and other partner municipalities in accordance with the timelines set out in TRCA's Transition Plan.

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Date: July 25, 2022

Attachments: 3

Attachment 1: Municipal MOU Status Progress Table (September 23, 2022)

Attachment 2: Template Participating Municipality MOU

Attachment 3: Template Partner Municipality MOU

Attachment 1: Municipal MOU Status Progress Table (September 23, 2022)

Municipality	Initial Meeting or Discussions Held	Draft MOU Shared	Detailed Discussions Undertaken	Advanced MOU Development	MOU Approval and Execution
Adjala-Tosorontio	X	X	X		
Mono	X	X	X		
City of Toronto	X	X	X	X	
Durham Region	X	X	X		
Peel Region	X	X	X		
York Region	X	X	X		
Ajax	X	X	X	X	
Pickering	X	X	X	X	
Uxbridge	X	X	X	X	
Brampton	X	X	X	X	X*
Caledon	X	X	X	X	
Mississauga	X	X	X		
King	X	X	X	X	
Markham	X	X	X	X	
Richmond Hill	X	X	X		
Vaughan	X	X	X		
Whitchurch-Stouffville	X	X	X	X	X

Create TO	X	X	X	X	X
Toronto Botanical Gardens	X	X	X	X	X
Infrastructure Ontario	X	X	X	X	
Metrolinx	X	X	X	X	X**
Hydro One	X	X	X	X	X

*An MOU was signed with City of Brampton in December 2020. This MOU will be updated to reflect the CA Act regulations.

**A Service Level Agreement is in place with Metrolinx

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is made as of the ____ day of _____, 2022 (the “**Effective Date**”).

BETWEEN:

THE CORPORATION OF THE CITY/REGIONAL MUNICIPALITY/TOWNSHIP OF _____
(hereinafter, “Participating Municipality”)

AND:

TORONTO AND REGION CONSERVATION AUTHORITY
(hereinafter, “TRCA”)

WHEREAS TRCA is a conservation authority established under the *Conservation Authorities Act* (“Act”) providing programs and services that further the conservation, restoration, development and management of natural resources in its watersheds;

AND WHEREAS the Participating Municipality is an upper-tier/single-tier/lower-tier municipality, located wholly or partly within the area under the jurisdiction of TRCA, and is designated as a participating municipality under the Act;

AND WHEREAS in carrying out its mandate under the Act, TRCA is required to provide mandatory programs and services (Category 1) including but not limited to programs and services related to understanding and addressing the risks of natural hazards, flood forecasting and warning, drought or low water response, ice management, water control and erosion control infrastructure, providing technical comments on applications under prescribed acts including the *Planning Act*, conservation and management of its lands, and fulfilling its duties, functions and responsibilities to administer and enforce the provisions of Parts VI and VII of the Act and any regulations made under those Parts;

AND WHEREAS in carrying out its mandate under the Act, TRCA provides non-mandatory programs and services (Category 2) to municipal partners within its jurisdiction including but not limited to erosion control and restoration planning and works, trail planning, design, construction and maintenance of infrastructure, forest management, project management, invasive species and wildlife management, in-water and near-water construction, watershed and subwatershed planning, biodiversity and ecosystem monitoring, Sustainable Neighbourhood Action Plan development and implementation, where applicable, climate science, environmental audits, impact studies, environmental assessments, community education and outreach, archaeological studies, research and interpretation, events and nature-based programs;

AND WHEREAS under the Act, Category 1 programs and services are to be funded through the budget and apportionment process in accordance with the applicable regulations;

Attachment 2: Template Participating Municipality MOU

AND WHEREAS under the applicable regulations, Category 1 operating expenses and capital costs may be included in the apportionment and provided without an agreement;

AND WHEREAS under the Act, Category 2 programs and services requested by municipalities may be provided under a memorandum of understanding (“MOU”) or such other agreement in respect of the programs and services;

AND WHEREAS under the applicable regulations, Category 2 operating expenses and capital costs may be included in the apportionment under an MOU or other agreement, and the operating expenses and capital costs shall be apportioned, in their entirety, to the participating municipality that requested the programs and services;

AND WHEREAS under the Act, Category 2 programs and services may be provided at the request of participating municipalities, outside of the budget and apportionment process, through an MOU or other agreement;

AND WHEREAS the Act requires such MOUs or other agreements to be reviewed at regular intervals, and to be made available to the public, subject to certain exemptions including an exemption for procurement agreements;

AND WHEREAS this MOU sets out the principles, terms and conditions governing the delivery of Category 2 programs and services funded by the Participating Municipality through the budget and apportionment, or otherwise requested outside of the budget and apportionment process;

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein and for other good and valuable consideration the sufficiency of which is hereby acknowledged by the parties, the parties hereto agree as follows:

1. This MOU shall commence on the Effective Date and shall continue for four (4) years (the “**Initial Term**”). Thereafter this MOU shall continue for additional four (4) year periods (each a “**Renewal Term**”) unless either party provides written notice of termination to the other party at least sixty (60) days prior to the expiry of the Initial Term or Renewal Term, as the case may be.
2. This MOU shall be reviewed by the parties on an annual basis as part of the budget and apportionment process.
3. When preparing its annual budget, TRCA shall follow the prescribed budgetary process in accordance with the requirements of the applicable regulations, including preparation of a draft budget, consultations with participating municipalities, rules for voting to approve the apportionment, and preparation of the final budget.
4. TRCA shall identify Category 1 and requested Category 2 services in the budget, and shall comply with the prescribed methods of apportionment, including the MCVA apportionment method (the ratio that the participating municipality’s modified current value assessment bears to TRCA’s modified current value assessment) and the benefit-

Attachment 2: Template Participating Municipality MOU

based apportionment method (the benefit that each participating municipality obtains from the program or service to which the operating expense or capital cost is related), or where permitted in accordance with the applicable regulations, by agreement.

5. Where requested Category 2 services are included in the budget process and apportionment, TRCA shall apportion the operating expenses and capital costs, in their entirety, to the participating municipality that requested the programs and services.
6. Where Category 2 services are requested and procured outside of the budget process, and not included in the apportionment, the following principles, terms and conditions shall govern the delivery of Category 2 programs and services requested by the Participating Municipality:
 - a. Subject to complying with procurement and purchasing policies, the Participating Municipality will give due consideration to TRCA when procuring services related to TRCA's mandate and areas of expertise.
 - b. TRCA's or the Participating Municipality's standard form of purchase order and procurement agreements will be used for the delivery of municipally requested programs and services.
 - c. TRCA will maintain such insurance policies as required by the Participating Municipality in respect of the delivery of programs and services provided outside of the budget process pursuant to this MOU.
 - d. TRCA will retain all financial and project records in connection with the programs and services for audit purposes by the Participating Municipality for no less than seven years.
7. Category 1 programs and services shall be provided be in accordance with any standards and requirements that may be prescribed under subsection 21.1(3) of the Act. Category 2 programs and services provided shall be in accordance with any standards and requirements that may be prescribed under subsection 21.1.1(4) of the Act.
8. Where Category 2 programs and services funded by the Participating Municipality involve user fees, such user fees shall only be imposed in accordance with TRCA's fee policy and fee schedules adopted in accordance with the provisions of the Act, or otherwise in accordance with provisions set out in an agreement between TRCA and the Participating Municipality.
9. The Participating Municipality and TRCA will continue to work together to identify opportunities for further collaboration to the benefit of both parties and ensure efficiency, transparency and accountability in the use of public sector resources.

Attachment 2: Template Participating Municipality MOU

10. This MOU shall be made available to the public in accordance with the Act and any applicable regulations.
11. This MOU may be executed in counterparts and when each party has executed a counterpart, each of such counterparts shall be deemed to be an original and all of such counterparts, when taken together, shall constitute one and the same agreement. The parties may sign this MOU by means of electronic signature and deliver this MOU by electronic transmission.

IN WITNESS WHEREOF, the parties have entered into this MOU as of the Effective Date.

**TORONTO AND REGION
CONSERVATION AUTHORITY**

Per: _____

Name: John MacKenzie

Title: Chief Executive Officer

Per: _____

Name: Jennifer Innis

Title: Chair, TRCA Board of Director's

**THE CORPORATION OF THE CITY/REGIONAL
MUNICIPALITY/TOWNSHIP OF**

Per: _____

Name:

Title:

Per: _____

Name:

Title:

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is made as of the ____ day of _____, 2022 (the “**Effective Date**”).

BETWEEN:

THE CORPORATION OF THE TOWNSHIP/TOWN/CITY OF _____
(hereinafter, “Township/Town/City”)

AND:

TORONTO AND REGION CONSERVATION AUTHORITY
(hereinafter, “TRCA”)

WHEREAS TRCA is a conservation authority established under the *Conservation Authorities Act* (“Act”) providing programs and services that further the conservation, restoration, development and management of natural resources in its watersheds;

AND WHEREAS the Town is a lower-tier municipality in the Reginal Municipality of ____, located wholly or partly within the area under the jurisdiction of TRCA;

AND WHEREAS in carrying out its mandate under the Act, TRCA provides programs and services to municipal partners within its jurisdiction including but not limited to erosion control and restoration planning and works, trail planning, design, construction and maintenance of infrastructure, forest management, project management, invasive species and wildlife management, in-water and near-water construction, watershed and subwatershed planning, biodiversity and ecosystem monitoring, Sustainable Neighbourhood Action Plan development and implementation, where applicable, climate science, environmental audits, impact studies, environmental assessments, community education and outreach, archaeological studies, research and interpretation, events and nature-based programs;

AND WHEREAS under the Act programs and services provided by conservation authorities at the request of a municipality are to be provided under a memorandum of understanding (“MOU”) or such other agreements as may be entered into with the municipality in respect of the programs and services, and such MOUs or other agreements are intended to be higher level parent agreements that govern the delivery of the programs and services;

AND WHEREAS the Act requires such MOU or other agreements to be reviewed at regular intervals and to be made available to the public;

AND WHEREAS this MOU sets out the principles, terms and conditions governing the delivery of programs and services by TRCA requested by the *Township/Town/City*;

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein and for other good and valuable consideration the sufficiency of which is hereby acknowledged by the parties, the parties hereto agree as follows:

1. This MOU shall commence on the Effective Date and shall continue for four years (the “**Initial Term**”). Thereafter this MOU shall continue for one (1) additional four (4) year period (“**Renewal Term**”) unless either party provides written notice of termination to the other party at least thirty (30) days prior to the expiry of the Initial Term.
2. The following principles, terms and conditions shall govern the delivery of programs services requested by the Town:
 - a. Subject to complying with procurement and purchasing policies, the Township/Town/City will give due consideration to TRCA when procuring services related to TRCA’s mandate and areas of expertise
 - b. TRCA’s or the Town’s standard form of purchase order and procurement agreements will be used for the delivery of municipally requested programs and services.
 - c. TRCA will maintain such insurance policies as required by the Township/Town/City in respect of the delivery of programs and services provided pursuant to this MOU.
 - d. TRCA will retain all financial and project records in connection with the programs and services for audit purposes by the Town for no less than seven years.
 - e. Programs and services provided pursuant to this MOU shall be in accordance with any standards and requirements that may be prescribed under subsection 21.1.1(4) of the Act.
 - f. Where programs and services delivered by TRCA pursuant to this MOU involve user fees, such user fees shall only be imposed in accordance with TRCA’s fee policy and fee schedules adopted in accordance with the provisions of the Act or in accordance with provisions set out in an agreement between TRCA and the Township/Town/City.
3. Nothing in this MOU obliges the Township/Town/City to request the delivery of programs and services by TRCA.
4. The Township/Town/City and TRCA will continue to work together to identify opportunities for further collaboration to the benefit of both parties and ensure efficiency, transparency and accountability in the use of public sector resources.

Attachment 3: Template Partner Municipality MOU

5. This MOU shall be reviewed by the Parties prior to the expiry of the Initial Term or Renewal Term. It is TRCA's responsibility to initiate the review with the Township/Town/City at least ninety (90) days prior to the expiry of the Initial Term or Renewal Term, as the case may be.
6. This MOU shall be made available to the public in accordance with the Act and any applicable regulations.
7. This MOU may be executed in counterparts and when each party has executed a counterpart, each of such counterparts shall be deemed to be an original and all of such counterparts, when taken together, shall constitute one and the same agreement. The parties may sign this MOU by means of electronic signature and deliver this MOU by electronic transmission.

IN WITNESS WHEREOF, the parties have entered into this MOU as of the Effective Date.

**TORONTO AND REGION
CONSERVATION AUTHORITY**

Per: _____
Name: John MacKenzie
Title: Chief Executive Officer

Per: _____
Name: Jennifer Innis
Title: Chair

**THE CORPORATION OF THE
TOWNSHIP/TOWN/CITY OF _____**

Per: _____
Name: _____
Title: _____

Per: _____
Name: _____
Title: _____

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Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: John MacKenzie, Chief Executive Officer

RE: **REQUEST FOR DELEGATED AUTHORITY**

KEY ISSUE

Staff request to Toronto and Region Conservation Authority's (TRCA) Board of Directors for perennial delegated authority to the Chief Executive Officer (CEO) during July, August and December for planned breaks and September, October, and November during years of municipal elections, if TRCA's Board of Directors is unable to reach quorum during this additional period.

RECOMMENDATION:

WHEREAS no meetings of TRCA's Executive Committee and Board of Directors are scheduled for the months of July, August and December of each calendar year and meetings scheduled for September, October and November during a municipal election year may have difficulty reaching quorum due to conflicting obligations of municipally-appointed board members;

THEREFORE, LET IT BE RESOLVED THAT the CEO be delegated authority during the months of July, August and December of each calendar year;

AND THAT the CEO be delegated authority during the months of September, October and November during an election year where quorum is not met three days in advance;

AND THAT the Administrative By-Law be updated to include Section 21 providing for this authority;

AND FURTHER THAT any exercise of the authorities delegated to staff through this report will be reported back to the next available meeting.

BACKGROUND

Each year, staff prepare reports to the Board of Directors requesting delegated authority during July, August and December for various tender awards and various projects requiring Board approval. This delegation of duties is considered where there is an opportunity to streamline the decision-making process.

RATIONALE

This report requests the Board of Directors to allow for delegated authority to the CEO on a time-limited basis to ensure that TRCA business continuity is maintained during July, August and December of each calendar year, and September, October and November meetings during a municipal election year, where quorum is not met three days in advance of a scheduled meeting.

Recognizing that many of TRCA's participating municipalities may have limited council or committee meetings during the summer months and during the fall months of an election year, TRCA staff are requesting that delegated authority be provided to the CEO during the prescribed months without preparing additional reports to the Board. Through the streamlining of providing for delegated authority, benefits in simplifying process, improving responsiveness, and improving efficiencies in operations is envisioned. Delegation of routine and other matters allows the continuity of TRCA business during July, August and December, as well as the September, October and November meetings during an election year where quorum for meetings cannot be achieved.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 9 – Measure performance

FINANCIAL DETAILS

The use of delegated authorities outlined in this report will rely on new, available and/or reallocated funding with no net impacts to annual budgets approved by the Board of Directors.

The actual anticipated financial implications associated with this report are currently unknown and will be dependent on the use of delegated authorities in response to emerging issues or time-sensitive requirements.

Any delegated authorities utilized during the election period where delegated authority is required, will be reported on to the next available meeting including any associated financial impacts as a result of the use of the authority.

Report prepared by: Joanne Hyde

Email: joanne.hyde@trca.ca

For Information contact: Michael Tolensky, (437) 880-2278

Email: michael.tolensky@trca.ca

Date: September 19, 2022

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **ANNUAL CAPITAL PLAN FOR ADMINISTRATIVE BUILDINGS & PUBLIC FACILITIES**

KEY ISSUE

Business continuity and provision of critical services by developing long-term financial planning and essential maintenance decision-making framework for administrative buildings and public facilities.

RECOMMENDATION:

IT IS RECOMMENDED THAT this report be received, for information;

AND THAT the Annual Capital Plan and Asset Management Strategy inform annual budget and funding discussions with participating municipalities.

BACKGROUND

On Friday, February 26, 2021 Board members received Toronto and Region Conservation Authority's (TRCA) Asset Management Strategy, which predicated sustainable land and infrastructure practices upon sound asset management practices. The practice, which requires municipal funding, ensures aging buildings and ancillary assets are safe for use and that the service levels customers and municipal partners are accustomed to receiving are maintained.

The majority of TRCA's tangible capital assets are aged and require significant ongoing maintenance and renewal. For many of our assets significant investment is necessary to ensure structural integrity, and safe operation. Responsible asset management ensures prolonged safe parks and building operations by annually reviewing and maintaining state of good repair projects.

While the existing Conservation Authorities Act does not require asset management planning for conservation authorities, TRCA strives to meet or exceed Ontario's municipal asset management planning regulation (O. Reg 588/17). The process ensures TRCA's strategic asset planning initiatives, financial planning and municipal capital requests are aligned with our partners.

The information outlined in this report is part of staff's annual commitment to report priority funding requirements to the board for administrative buildings and public facilities. Initiated last year, the objective is to reassure partner municipalities, during their budget and levy discussions, that TRCA applies best practice approach to capital prioritization planning and development.

RATIONALE

Annual capital planning is based upon facility condition assessments (FCA) of administrative buildings (Boyd, Restoration Services & Swan Lake/Dave Barrow Centre for Conservation), and

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12 conservation parks (Albion Hills, Boyd, Black Creek Pioneer Village, Bruce's Mill, Claireville, Claremont, Glen Haffy, Heart Lake, Indian Line, Kortright Centre, Lake St. George and Petticoat Creek).

While staff annually utilize industry metrics regarding facility conditions, once FCAs are finalized staff also undertake a risk-based analysis to categorize funding requirements into critical and preventative maintenance repairs & replacements:

- Critical: Not functioning as intended; significant deterioration and distress observed; substantial repairs required immediately or within the next year to restore functionality. The predominate considerations in determining what items are deemed critical is the degree to which the failure of the asset impacts safety and service delivery.
- Preventative: Functioning as intended; normal deterioration and slight distress observed; minor repairs required to maintain functionality.

The primary objective of this categorization is to:

- Provide long-term sustainable levels of service that are functional and safe;
- Provide municipal partners with tangible financial information that aids planning process by identifying where asset support is required within their respective jurisdiction; and,
- Inform grants to senior levels of government and for fundraising purposes.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 1 – Green the Toronto region's economy

Strategy 3 – Rethink greenspace to maximize its value

Strategy 4 – Create complete communities that integrate nature and the built environment

Report prepared by: Andrew Savor

Email: andrew.savor@trca.ca

For Information contact: Alexander Schuler, (416) 625-6846

Email: alexander.schuler@trca.ca

Date: August 15, 2022

Attachments: 3

Attachment 1: Gross Expenditures for 2024 & 10-Year Capital Plan

Attachment 2: Gross Expenditures for 2024, Including Prior Year SOGR Backlog

Attachment 3: 10-Year Capital Plan – Average Annual Gross Expenditures (Post 2024)

Attachment 1: Gross Expenditures for 2024 and 10-Year Capital Plan)

GROSS CAPITAL EXPENDITURES				
	Critical	Preventative	10-Year Plan	Total
2024*	\$ 3,343,802			\$ 3,343,802
2024*		\$ 5,186,871		\$ 5,186,871
Total 2024				\$ 8,530,673
2025-2033**			\$ 43,007,010	\$ 43,007,010
*Includes prior year (2023) carry forward funding requirements				
**Excluding 2024 figures				

Attachment 2: Gross Expenditures for 2024, Inclusive of Prior Year (2023) SOGR Backlog

FORECASTED FINANCIAL REQUIREMENTS – ADMIN BUILDINGS & PUBLIC FACILITIES											
Region	Location	2023 Carryover			2024			Total (2023 Carryover & 2024)		Total	Critical Items 2023 2024
		Critical	Preventative	Total	Critical	Preventative	Total	Critical	Preventative		
York	Boyd Centre	\$ 39,309	\$ 85,213	\$ 124,522	\$ 104,601	\$ 572,975	\$ 677,576	\$ 143,910	\$ 658,188	\$ 802,098	Foundation Septic System
York	Restoration	\$ 69,110	\$ 48,355	\$ 117,445	\$ -	\$ 70,343	\$ 70,343	\$ 69,110	\$ 118,698	\$ 187,808	Building Envelop
York	Swan Lake	\$ 37,826	\$ 22,939	\$ 60,765	\$ -	\$ 34,035	\$ 34,035	\$ 37,826	\$ 56,974	\$ 94,800	Plumbing Electrical
Peel*	Glen Haffy	\$ -	\$ 1,756,392	\$ 1,756,392	\$ 488,188	\$ 1,602,198	\$ 2,090,386	\$ 488,188	\$ 3,358,590	\$ 3,846,778	Asphalt Pool Structure
Peel*	Albion Hills	\$ -	\$ 866,691	\$ 866,691	\$ 1,463,751	\$ 282,490	\$ 1,746,241	\$ 1,463,751	\$ 1,149,181	\$ 2,612,932	Building Envelop Asphalt Pool Systems
Peel*	Claireville	\$ -	\$ -	\$ -	\$ -	\$ 67,385	\$ 67,385	\$ -	\$ 67,385	\$ 67,385	CACF Systems Telecom. Infrastructure
Peel*	Heart Lake	\$ -	\$ 193,213	\$ 193,213	\$ 6,663	\$ 11,913	\$ 18,575	\$ 6,663	\$ 205,126	\$ 211,789	Pool Structure Parking Infrastructure
Peel*	Indian Line	\$ -	\$ 1,804,205	\$ 1,804,205	\$ 35,658	\$ 1,125,963	\$ 1,161,620	\$ 35,658	\$ 2,930,168	\$ 2,965,826	Building, Electrical, Parking Infrastructure
Durham	Claremont	\$ 563,847	\$ 408,624	\$ 972,472	\$ 91,763	\$ 248,151	\$ 339,914	\$ 655,610	\$ 656,775	\$ 1,312,385	Building Envelop & Electrical Parking Lot
York/Toronto	BCPV	\$ 1,702,056	\$ 5,854,740	\$ 7,556,795	\$ 680,694	\$ 48,903	\$ 729,597	\$ 2,382,750	\$ 5,903,643	\$ 8,286,393	Building Siding & Ramps Retaining Wall
Durham	Petticoat Creek	\$ 4,361,016	\$ 2,315,399	\$ 6,676,415	\$ 385,093	\$ 476,702	\$ 861,794	\$ 4,746,109	\$ 2,792,101	\$ 7,538,210	Pool Design Building Roof Parking Lot
York	Kortright Centre	\$ 1,287,861	\$ 610,498	\$ 1,898,359	\$ -	\$ 9,594	\$ 9,594	\$ 1,287,861	\$ 620,092	\$ 1,907,953	Bridges & Docks Energy Supply Systems
York	Lake St George	\$ 236,132	\$ 140,712	\$ 376,844	\$ -	\$ 219,529	\$ 219,529	\$ 236,132	\$ 360,241	\$ 596,373	Building Roof Interior Finishes
York	Boyd	\$ 126,065	\$ 5,407,405	\$ 5,533,470	\$ 38,696	\$ 23,985	\$ 62,681	\$ 164,761	\$ 5,431,390	\$ 5,596,151	Water Supply Asphalt Building Envelop
York	Bruce's Mill	\$ 306,853	\$ 2,916,763	\$ 3,223,616	\$ 48,695	\$ 392,705	\$ 441,400	\$ 355,548	\$ 3,309,468	\$ 3,665,016	Building Envelop Asphalt Electrical
	TOTAL	\$ 8,730,075	\$ 22,431,149	\$ 31,161,204	\$ 3,343,802	\$ 5,186,871	\$ 8,530,670	\$12,073,877	\$ 27,618,020	\$ 39,691,897	

* Critical & Preventative maintenance figures adjusted for existing funding

Attachment 3: 10-Year Capital Plan: Average Annual Gross Expenditures (Post 2024)

Region	Location	2025 - 2033
York	Boyd Centre	\$ 29,003
York	Restoration Services	\$ 53,754
York	Swan Lake	\$ 18,702
Peel	Glen Haffy	\$ 264,541
Peel	Albion Hills	\$ 1,125,487
Peel	Claireville	\$ 121,381
Peel	Heart Lake	\$ 320,663
Peel	Indian Line	\$ 100,635
Durham	Claremont	\$ 292,259
York / Toronto	BCPV	\$ 683,818
Durham	Petticoat Creek	\$ 518,829
York	Kortright Centre	\$ 507,840
York	Lake St. George	\$ 175,295
York	Boyd Conservation	\$ 141,545
York	Bruce's Mill	\$ 430,778
	TOTAL	\$ 4,784,530

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Friday September 23, 2022 Meeting

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **2021 SUMMARY OF PROCUREMENTS REPORT**

KEY ISSUE

Receipt of the 2021 Summary of Procurements Report approved by the Chief Executive Officer (CEO) or Designate, Executive Committee, or the Board of Directors.

RECOMMENDATION:

THAT the 2021 Summary of Procurements Report of the Toronto and Region Conservation Authority (TRCA) for approved procurements in excess of \$10,000, be received.

BACKGROUND

Staff reports annually on all contracts executed by TRCA in excess of \$10,000. A summary of contracts awarded in 2021 in excess of \$10,000 is included in Attachment 1. All contract revisions approved in 2021, including previously approved revisions associated with the contract, are reported in Attachment 2. The amount of contingency approved and used is summarized in Attachment 3.

Approval thresholds and all procurement activity (including expense authorization) were conducted in accordance with the Procurement Policy (the Policy) approved by the Board of Directors on October 26, 2018. As permitted under the Policy, the CEO has designated senior staff to approve purchases up to \$10,000 and as a result these lower value purchases are not included in this summary report. Also excluded from the summary report are goods and services exempt from procurement and purchase order approvals; goods and services exempt from public sector procurement guidelines.

FINANCIAL DETAILS

Contracts are awarded by Highest Ranked for Request for Proposal (RFP), Lowest Bid for Request for Quotation (RFQ) and Request for Tender (RFT), Vendor of Record (VOR), or Limited Tendering. Attachment 1 provides a list of contracts awarded by procurement method.

The total value of procurements in 2021 in excess of \$10,000 approved by the CEO or Designate, Executive Committee, or Board of Directors, was approximately \$49.6M (\$70.1M in 2020), including contingencies and excluding applicable taxes.

The decrease in the total value of approved procurements in 2021 over 2020 is mainly attributed to a decrease in procurement activity for multi-year and large-scale projects, such as Ashbridges Bay Landform (\$39M), Lakeview Waterfront Connection (\$5.4M), Rockcliffe Flood Remediation Environmental Assessment (\$2M) and Scarborough Waterfront (\$1.5M), where a higher procurement value for these projects occurred in 2020. Attachment 2 provides the total value of contract changes in 2021. Contract increases totaled \$21.1M (\$26.0M in 2020) while contract decreases totaled \$8.0M (\$8.1M in 2020) for a total net

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revision value of \$13.0M (\$17.7M in 2020).

The net change in contracts is largely due to scope changes to the East Don Trail construction project, which has a total contract cost of \$30M. The scope changes are due to changes in response to findings of studies and investigations related to physical site conditions reflecting the nature of the project within an environmentally sensitive and deeply incised valley. As such, the changes were related to existing tender items and not new scope of work.

In 2021, approximately 72% of approved contracts included a contingency in the range of 10%-15% (Attachment 3). The total amount of contingency approved in 2021 was \$4.5M, of which approximately \$294K was used by the end of the year.

Report prepared by: Anita Geier

Email: anita.geier@trca.ca

For information contact: John Arcella, (437) 880-2334

Email: john.arcella@trca.ca

Date: September 13, 2022

Attachments: 3

Attachment 1 – Summary of Procurements

Attachment 2 – Contract Revisions

Attachment 3 – Contingency Summary

Attachment 1 - Summary of Procurements

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Highest Ranked								
Peel Electric Vehicle Research Study - Uptake and Grid Impact Modelling	Data analysis and modeling of employment impacts of electrical vehicle adoption	11388606 Canada Inc.	\$ 9,000	\$ 1,350	\$ 10,350	9	1	Education and Training
Virtual Public Open House Platform	Virtual public consultation room services	Aecom Canada Ltd. C/O T10002C	\$ 149,970	\$ 14,997	\$ 164,967	9	1	Restoration and Infrastructure
Fill Quality Control, Site Decommissioning and Environmental Monitoring Programs	Laboratory analytical services and reporting.	ALS Canada Ltd.	\$ 46,200	\$ 9,240	\$ 55,440	4	4	Development and Engineering Services
Port Union Phase 1 - Beach Curb Major Maintenance	CCTV Inspections and Risk Mitigation Plan	Andrews Engineer	\$ 40,220	\$ 4,022	\$ 44,242	3	2	Restoration and Infrastructure
University of Toronto Scarborough - Area B Highland Creek	Consulting services for detailed designs and brief package to address bank stabilization.	Aquafor Beech Ltd.	\$ 22,250	\$ 3,338	\$ 25,588	5	2	Restoration and Infrastructure
I-360/I-361 Sanitary Infrastructure Protection Project	Engineering services for analysis, conceptual and detail design for sanitary infrastructure.	Aquafor Beech Ltd.	\$ 66,850	\$ 10,028	\$ 76,878	6	5	Restoration and Infrastructure
Bruce's Mill Conservation Park	Supply and delivery of bulk fuel and storage tank rental.	Armstrong Petroleum	\$ 29,322	\$ 2,932	\$ 32,254	3	3	Parks and Culture

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Flood Risk Field Collection and Reporting System	Web-based flood risk field data collection and reporting system	Caslys Consulting Ltd.	\$ 45,000	\$ 6,750	\$ 51,750	36	7	Development and Engineering Services
New TRCA Administrative Building	Information technology network infrastructure solution.	CDW Canada Corp.	\$ 400,000	\$ -	\$ 400,000	1	1	Corporate Services
Cleaning Services	Cleaning services for four (4)TRCA office facilities	Cheema Cleaning Services Ltd.	\$ 59,280	\$ 2,964	\$ 62,244	17	6	Restoration and Infrastructure
Glen Haffy Dam	Engineering services for safety review and feasibility study.	D.M. Wills Associates Ltd.	\$ 86,360	\$ 8,636	\$ 94,996	20	6	Restoration and Infrastructure
New TRCA Administrative Building	IT advisory services.	Devries Technical Services Inc.	\$ 60,000	\$ 6,000	\$ 66,000	3	3	Corporate Services
East Don River below Don Mills Road Bridge	Engineering services for hydrologic analysis and detail designs for erosion control works.	Ecosystem Recovery	\$ 85,736	\$ 12,860	\$ 98,596	27	6	Restoration and Infrastructure
Kilgour Road Stormwater Outfall Remediation Project Phase 1	Geotechnical investigation, evaluation, and CCTV inspection of stormwater infrastructure	Ecosystem Recovery Inc.	\$ 59,508	\$ 5,951	\$ 65,459	6	3	Restoration and Infrastructure
Claireville North Multi-use Trail	Construction vibration monitoring and analysis.	Englobe Corp.	\$ 13,000	\$ 1,300	\$ 14,300	15	4	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Claireville North Multi-use Trail	Engineering consulting services for slope stability and peer review for 2 trail segments.	GEI Consultants	\$ 33,100	\$ 3,310	\$ 36,410	20	6	Restoration and Infrastructure
Toronto Zoo - Indo Malaya Pavilion	Geotechnical investigation, slope stability, erosion risk assessment and 2 conceptual designs for slope stabilization.	GEI Consultants	\$ 39,800	\$ 5,970	\$ 45,770	22	5	Restoration and Infrastructure
20 Deep Dene Drive	Engineering consulting services for stormwater infrastructure analyse and detailed design.	GEI Consultants	\$ 47,080	\$ 4,708	\$ 51,788	8	1	Restoration and Infrastructure
Lakeland Drive Major Maintenance	Geotechnical engineering services for detail design	GEI Consultants	\$ 65,900	\$ 3,295	\$ 69,195	6	2	Restoration and Infrastructure
East Don River Clarinda Drive Erosion Control Reach 1 and Reach 2	Engineering services for detail design development	GHD Limited	\$ 81,136	\$ 8,114	\$ 89,250	6	2	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Fallingdale, Earnscliffe, and Eastbourne Parks Stream Restorations	Professional engineering services for fluvial geomorphic, hydraulic assessment, geotechnical study, design and construction administration.	GHD Limited	\$ 57,933	\$ 5,793	\$ 63,727	10	3	Restoration and Infrastructure
Duffins Creek Barrier Removal	Fluvial geomorphic engineering services for assessment and project design.	Greck & Associates	\$ 14,923	\$ 1,492	\$ 16,415	7	4	Restoration and Infrastructure
Equipment Acquisitions	Supply and delivery of one greens mower	Green Tractors	\$ 79,200	\$ 7,920	\$ 87,120	6	2	Corporate Services
Pest Control Services Residential and 5 Facilities Properties	Pest control services for residential rentals and facilities	GreenLeaf Pest Control	\$ 49,999	\$ 10,000	\$ 59,999	6	3	Corporate Services
100-104 Windhill Crescent Slope Stabilization	Geotechnical engineering services for detailed design development	Grounded Engineering Inc.	\$ 73,714	\$ 7,371	\$ 81,085	6	2	Restoration and Infrastructure
Mud Creek Restoration Reach 3	Pre and post construction CCTV inspections and risk mitigation plans.	Infrastructure Intelligence Services Inc.	\$ 11,100	\$ 1,110	\$ 12,210	3	2	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Bayly and Church, Kerrison and Paul Coffey Wetland Projects	Pre and post construction CCTV inspections of sanitary infrastructure and development of risk mitigation plans.	Infrastructure Intelligence Services Inc.	\$ 52,110	\$ 5,211	\$ 57,321	6	1	Restoration and Infrastructure
Canada Goose Services 2021	Goose relocation services.	Integrated Goose Management Services	\$ 21,750	\$ 2,175	\$ 23,925	2	1	Restoration and Infrastructure
Employee Compensation Review	Consulting services for employee compensation review	LifeWorks	\$ 250,000	\$ 25,000	\$ 275,000	4	4	Human Resources
Lambton Woods Park Pedestrian Bridge	Construction services for pedestrian bridge and trail realignment	Mcpherson-Andrews Contracting Ltd..	\$ 253,767	\$ 25,377	\$ 279,144	8	8	Corporate Services
Equipment Acquisition	Supply and delivery of one tele-handler	Moore JCB	\$ 177,900	\$ 17,790	\$ 195,690	7	3	Corporate Services
TRCA Native Plant Nursery	Supply and delivery of supplementary bare root liners	Neil Vanderkruk Holdings Inc.	\$ 16,775	\$ 2,516	\$ 19,291	6	4	Restoration and Infrastructure
TRCA Native Plant Nursery	Supply & delivery of bare root liners	Neil Vanderkruk Holdings Inc.	\$ 20,910	\$ 4,182	\$ 25,092	5	5	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Petticoat Creek Workshop Renovation	Design and contract administration services for demolition and reconstruction.	Organica Studio + Inc.	\$ 65,750	\$ 9,863	\$ 75,613	7	3	Corporate Services
70 Main Street South	Construction vibration monitoring and analysis.	Oza Inspections Ltd.	\$ 11,030	\$ 1,103	\$ 12,133	9	4	Restoration and Infrastructure
I-700 Sanitary Infrastructure Protection Project	Engineering services for analysis, conceptual and detail design development for sanitary infrastructure.	Palmer	\$ 73,470	\$ 7,347	\$ 80,817	5	4	Restoration and Infrastructure
TRCA Native Plant Nursery Spring 2021	Supply and delivery of supplementary bare root linerplant stock	PINENEEDLE FARMS	\$ 35,845	\$ 5,377	\$ 41,221	6	4	Restoration and Infrastructure
TRCA Native Plant Nursery Fall 2021	Supply and delivery of supplementary bare root liner plant stock	PINENEEDLE FARMS	\$ 47,182	\$ 9,436	\$ 56,618	6	4	Restoration and Infrastructure
TRCA Native Plant Nursery Spring 2021	Supply & delivery of bare root liners	PINENEEDLE FARMS	\$ 61,298	\$ 12,260	\$ 73,557	5	5	Restoration and Infrastructure
Bruce Handscomb Park Trail Retrofit Project	Engineering consulting services for geotechnical investigation and detailed design development	Planmac Engineering Inc.	\$ 30,893	\$ 3,089	\$ 33,982	23	2	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Mid Humber Gap Municipal Class Environmental Assessment Schedule B.	Engineering planning services	R.J. Burnside & Associates Limited	\$ 185,516	\$ 27,827	\$ 213,343	4	4	Corporate Services
22-24 Bucksburn Road	Consulting services for conceptual design development for one (1) site and detail design development for three (3) sites.	Resilient Consulting Corporation	\$ 76,625	\$ 7,663	\$ 84,288	24	3	Restoration and Infrastructure
TRCA Native Plant Nursery	Supply & delivery of in-plug aquatic plants	Sassafras Farms o/a 1568567 Ont. Ltd	\$ 11,068	\$ 2,214	\$ 13,282	5	5	Restoration and Infrastructure
Fallingbrook Crescent and Crescentwood Road	Coastal engineering services for analysis and geotechnical investigation	Shoreplan Engineering Ltd.	\$ 145,000	\$ 14,500	\$ 159,500	19	4	Restoration and Infrastructure
Partners in Project Green Website	Website redevelopment and application support.	Similam Media Inc	\$ 68,250	\$ 6,825	\$ 75,075	3	3	Education and Training
Magical Christmas Forest	Entertainer (Santa Claus)	Sphere Entertainment	\$ 15,713	\$ 786	\$ 16,498	3	1	Education and Training
Thornclyff Park Trail and Lookout Project	Consulting services for conceptual design development and digital renderings.	Thinc Design	\$ 17,795	\$ 1,780	\$ 19,575	5	3	Restoration and Infrastructure
Equipment Acquisition 2021	Supply and delivery of one wide area mower	Turf Care Products Canada	\$ 82,620	\$ 8,262	\$ 90,882	8	2	Corporate Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Ajax Waterfront Shoreline Assessment	Coastal engineering shoreline analysis	W.F. Baird & Associates	\$ 35,350	\$ 3,535	\$ 38,885	5	2	Restoration and Infrastructure
Miles Road End Parkette Shoreline Erosion	Coastal engineering services for analysis and detail design development for long-term shoreline stabilization	W.F. Baird & Associates	\$ 43,439	\$ 4,344	\$ 47,783	5	3	Restoration and Infrastructure
Rat's Spit	Coastal engineering detail design development services.	W.F. Baird & Associates	\$ 49,376	\$ 4,938	\$ 54,314	7	1	Restoration and Infrastructure
TRCA Shoreline Hazard Mapping	Coastal engineering services for shoreline hazard mapping update (2021)	W.F. Baird & Associates	\$ 140,450	\$ 21,068	\$ 161,518	25	2	Development and Engineering Services
Toronto Island Park Flood and Risk Mitigation Project	Conceptual design development for class environmental assessment for long-term remedial flood and erosion control.	W.F. Baird & Associates	\$ 295,171	\$ 29,517	\$ 324,688	2	2	Restoration and Infrastructure
Restoration Services Centre 2nd Floor Conversion	Architect services for review, recommendations, detail design development and contract administration for conversion of 2nd floor storage space to office setting.	Ward99 Architects Inc.	\$ 47,000	\$ 4,700	\$ 51,700	24	1	Corporate Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Port Union Phase 1 - Beach Curb Major Maintenance	Fluvial geomorphic engineering services for assessment and project design.	WSP Canada Group Ltd.	\$ 76,659	\$ 7,666	\$ 84,325	22	4	Restoration and Infrastructure
Rosedale Valley Road Multiuse Trail Improvements Phase 1	Detailed design sidewalkretrofit to multiuse trail	WSP Canada Group Ltd.	\$ 183,710	\$ 18,371	\$ 202,081	4	4	Restoration and Infrastructure

Lowest Bid								
Bruce's Mill Building	Contractor services for repair and securement of the exterior mill building	ACTION BUILDWORKS LTD.	\$ 11,000	\$ 1,100	\$ 12,100	2	2	Conservation Parks and Lands
Black Creek Pioneer Village Half Way House	Brick work repairs	Adems Restoration	\$ 29,000	\$ 4,350	\$ 33,350	5	5	Conservation Parks and Lands
GE Booth Outfall Manhole Dewatering	Hydraulic pumping equipment rental	ATLAS DEWATERING CORPORATION	\$ 11,000	\$ 1,650	\$ 12,650	4	2	Corporate Services
Heart Lake Pool - Variable Speed Drives	Variable speed drives	Beothuk	\$ 30,049	\$ -	\$ 30,049	6	3	Parks and Culture
Septic Services Eastern Region Properties/Facilities	Septic pumpout and disposal services	Blackwater Environmental Services	\$ 133,020	\$ 26,604	\$ 159,624	1	1	Corporate Services
Septic Services Western Region Properties/Facilities	Septic pumpout and disposal services	Blackwater Environmental Services	\$ 168,750	\$ 33,750	\$ 202,500	2	2	Corporate Services
Glen Haffy Fiber Infrastructure	Construction services to install network fiber	Bluewater Regional Networks	\$ 23,500	\$ 2,350	\$ 25,850	4	2	Corporate Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Black Creek Pioneer Village Parking Lot	Asphalt repair services	Bond Paving & Construction Inc.	\$ 30,400	\$ 4,560	\$ 34,960	2	2	Corporate Services
Albion Hills Riverview Trail	Paving services for culvert bridge	Bond Paving & Construction Inc.	\$ 144,910	\$ 14,491	\$ 159,401	4	4	Restoration and Infrastructure
Sokkia Total Station Equipment	Data collector equipment, accessories and software	Brandt Tractor Ltd.	\$ 12,084	\$ -	\$ 12,084	3	3	Restoration and Infrastructure
TRCA Rental Properties - Eastern Region	Oil tank and furnace repairs	Browns Home Heating & AC	\$ 32,210	\$ 6,442	\$ 38,652	1	1	Corporate Services
TRCA Rental Properties - Western Region	Oil tank and furnace repairs	Browns Home Heating & AC	\$ 32,210	\$ 6,442	\$ 38,652	1	1	Corporate Services
Lab Analysis and Testing	Potable Water Analytical Services	Bureau Veritas Canada (2019) Inc.	\$ 13,170	\$ 1,975	\$ 15,145	2	2	Corporate Services
Ashbridges Bay Landform Project - Headlands 2 & 3	Supply and delivery of 4-6 tonne armour stone	C.D.R. Young's Aggregates Inc.	\$ 2,995,205	\$ 299,521	\$ 3,294,726	25	1	Restoration and Infrastructure
Bathurst Glen & Bruce's Mill - 2021 Season	Supply and delivery of golf balls	Callaway Golf	\$ 8,775	\$ 1,316	\$ 10,091	3	4	Parks and Culture
461/463 Guildwood Parkway Properties	Property demolition services	CARDAN CONTRACTING INC.	\$ 40,283	\$ 8,057	\$ 48,339	14	14	Corporate Services
TRCA Planting Program/Projects	Supply and delivery of wooden stakes	Central Lumber Limited	\$ 10,374	\$ 1,556	\$ 11,930	2	2	Restoration and Infrastructure
Equipment Acquisition Office Containers	Supply and delivery of three 20ft office containers	Coxon's Sales and Rentals Ltd.	\$ 78,540	\$ 7,854	\$ 86,394	9	2	Restoration and Infrastructure
Lake St. George and Albion Field Centre	Supply and delivery of bunk beds	CRATE DESIGNS LTD	\$ 94,369	\$ -	\$ 94,369	3	3	Education and Training
Humber Bay Concrete	Supply and installation of concrete and flagstone	CSL Group Ltd.	\$ 75,679	\$ 7,568	\$ 83,247	6	5	Conservation Parks and Lands

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Claireville North Multi-use Trail - North and South	Fabrication and installation of 2 pedestrian bridges, helical boardwalk approaches and ramps	CSL Group Ltd.	\$ 782,583	\$ 78,258	\$ 860,841	7	7	Restoration and Infrastructure
The Meadoway - Section 5, Phase 2 - Table Lands and East Slope	Switchback Design/Build	CSL Group Ltd.	\$ 1,639,553	\$ 245,933	\$ 1,885,486	6	4	Corporate Services
Enforcement and Compliance Vehicles	Supply and installation of aftermarket upfitting equipment	D&R Electronics Co. Ltd.	\$ 27,775	\$ 2,777	\$ 30,552	3	3	Corporate Services
Mosaicking Module Software	Supply and delivery of mosaicking modules software	DASCO Equipment Inc.	\$ 12,550	\$ -	\$ 12,550	5	3	Restoration and Infrastructure
Deer Fencing - Spring 2021	Supply and delivery of black tenax fencing	DEER FENCE CANADA INCORPORATED	\$ 44,966	\$ 4,497	\$ 49,463	3	2	Restoration and Infrastructure
Brandon Gate Park Bank Stabilization Project	Trail asphalt paving services	Diamond Earthworks Corp.	\$ 33,378	\$ 5,007	\$ 38,384	12	8	Restoration and Infrastructure
Long Branch Major Maintenance Project	Trail base asphalt paving	Diamond Earthworks Corporation	\$ 24,259	\$ 3,639	\$ 27,898	41	5	Restoration and Infrastructure
Bruce's Mill Conservation Park	Mill Building exterior painting services	DJ McRae Contractors	\$ 18,000.00	\$ 1,800.00	\$ 19,800.00	4	2	Conservation Parks and Lands
Scarborough Waterfront Project - Brimley Rd S Multi-use Trail Illumination Design	Trail and street lighting design services	DPM Energy	\$ 69,065.00	\$ 6,906.50	\$ 75,971.50	10	3	Restoration and Infrastructure
Ashbridges Bay Landform Project - Headlands 2 & 3	Supply and delivery of 100-700 mm core stone	Dufferin Aggregates	\$ 1,071,612.00	\$ 107,161.20	\$ 1,178,773.20	25	4	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Nashville Conservation Reserve-Nashville Kirby Multi-Use Trail Project	Design/Build services for trail entrance swing gate	Dufferin Iron & Railings	\$ 13,300.00	\$ 1,330.00	\$ 14,630.00	8	1	Restoration and Infrastructure
2021 Equipment Acquisition Petticoat Creek Conservation Area	Supply and delivery of one (1) off-road utility vehicle for winter maintenance	Durham Kubota	\$ 46,021.00	\$ 4,602.10	\$ 50,623.10	5	2	Corporate Services
TRCA Planting Programs/Projects Spring 2021	Supply and delivery of mulch	EarthCo Soil Mixtures Inc.	\$ 24,370.00	\$ 3,655.50	\$ 28,025.50	3	2	Restoration and Infrastructure
TRCA Planting Programs/Projects Fall 2021	Supply and delivery of mulch	EarthCo Soil Mixtures Inc.	\$ 31,537.91	\$ 3,153.79	\$ 34,691.70	2	2	Restoration and Infrastructure
25-31 Gravenhurst Avenue Residential Rental Property Portfolio	Eavestrough assessments and relocation services	Eaves Expert	\$ 10,200.00	\$ 1,020.00	\$ 11,220.00	15	4	Restoration and Infrastructure
2021 Equipment Acquisition Heart Lake Conservation Park	Supply and delivery of one (1) off-road utility vehicle	Ed Stewart's Equipment Ltd.	\$ 25,668.37	\$ 2,566.84	\$ 28,235.21	3	1	Corporate Services
Beverley Acres German Mills Creek	Ontario legal survey and real property report for two (2) properties	ERTL SURVEYORS	\$ 19,900.00	\$ 1,990.00	\$ 21,890.00	9	3	Restoration and Infrastructure
Highland Creek Phase 2, North Extension	Supply and installation of custom fencing	FG Fencing	\$ 134,218.07	\$ 20,132.71	\$ 154,350.78	9	2	Restoration and Infrastructure
Ashbridges Bay Landform Project	Supply and delivery of galvanized steel poles	Ganawa Company Ltd.	\$ 10,025.00	\$ -	\$ 10,025.00	5	3	Restoration and Infrastructure
24 Norfield Crescent	Technical memorandum for tree preservation	GEI Consultants, A Division of Savanta Inc.	\$ 15,850.00	\$ 1,585.00	\$ 17,435.00	4	1	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
2021 Equipment Acquisition Flood Infrastructure and Hydrometrics	Supply and delivery of one amphibious vehicle	GEORGIAN BAY TRAILERS	\$ 44,195.00	\$ 4,419.50	\$ 48,614.50	7	3	Corporate Services
G. Ross Lord Dam Project	Engineering services - site investigation	Geosyntec	\$ 12,000.00	\$ 3,000.00	\$ 15,000.00	3	3	Development and Engineering Services
Lakeview Waterfront Connection Project - Jim Tovey Lakeview Conservation Area Project - Central Island	Supply and Delivery of 0.2 - 0.5 tonne armourstone	Glenn Windrem Trucking	\$ 153,600.00	\$ 15,360.00	\$ 168,960.00	14	3	Restoration and Infrastructure
Ashbridges Bay Landform Project - Headlands 2 & 3	Supply and delivery 3-5 tonne armour stone	Glenn Windrem Trucking	\$ 780,620.00	\$ 78,062.00	\$ 858,682.00	25	1	Restoration and Infrastructure
Lakeview Waterfront Connection Project - Jim Tovey Lakeview Conservation Area Project - Central Island	Supply and Delivery of 4 - 6 tonne piece non-stackable armourstone	Glenn Windrem Trucking	\$ 105,300.00	\$ 10,530.00	\$ 115,830.00	14	4	Restoration and Infrastructure
Lakeview Waterfront Connection Project - Jim Tovey Lakeview Conservation Area Project - Central Island	Supply and Delivery of 3 - 5 tonne piece non-stackable armourstone	Glenn Windrem Trucking	\$ 366,600.00	\$ 36,660.00	\$ 403,260.00	14	4	Restoration and Infrastructure
Lakeview Waterfront Connection Project - Jim Tovey Lakeview Conservation Area Project - Central Island	Supply and Delivery of 3-5 tonne piece armourstone with flat bottom and top	Glenn Windrem Trucking	\$ 373,500.00	\$ 37,350.00	\$ 410,850.00	14	4	Restoration and Infrastructure
Asbridges Bay Landform Project	Supply and delivery of navigation lighting	GO DEEP INTERNATIONAL INC.	\$ 13,900.00	\$ -	\$ 13,900.00	4	4	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Bathurst Glen & Bruce's Mill - 2021 Season	Supply and delivery of golf balls	Golf Supply House	\$ 10,250.00	\$ 512.50	\$ 10,762.50	2	2	Parks and Culture
Bathurst Glen & Bruce's Mill - 2022 Season	Supply and delivery of golf balls	Golf Supply House	\$ 23,850.00	\$ -	\$ 23,850.00	4	4	Conservation Parks and Lands
Lakeview Waterfront Connection Project - Jim Tovey Lakeview Conservation Area Project - Central Island	Supply and delivery of 100-200mm Cobble Stone	Gott Natural Stone '99 Inc.	\$ 789,750.00	\$ 78,975.00	\$ 868,725.00	14	2	Restoration and Infrastructure
Kenndy Valley Trail Restoration	Terraseeding services	Gray's Landscaping & Snow Removal	\$ 28,520.76	\$ 4,278.11	\$ 32,798.87	9	3	Restoration and Infrastructure
Long Branch Major Maintenance Project	Terraseeding services	Gray's Landscaping & Snow Removal Inc.	\$ 9,919.00	\$ 991.90	\$ 10,910.90	11	2	Restoration and Infrastructure
Compensation for Section 5 Wetland Cell One & Two at Tommy Thompson Park	Terraseeding services	Gray's Landscaping & Snow Removal Inc.	\$ 35,308.00	\$ 3,530.80	\$ 38,838.80	4	4	Restoration and Infrastructure
132 Riverside Drive	Design development for remedial erosion control and bank stabilization	Greck and Associates Limited	\$ 18,405.00	\$ 1,840.50	\$ 20,245.50	9	4	Restoration and Infrastructure
Milne Hollow Wetland Maintenance	Construction waste disposal fees	Green for Life Environmental	\$ 22,500.00	\$ 2,250.00	\$ 24,750.00	2	1	Restoration and Infrastructure
2021 Equipment Acquisition - Kortright Center for Conservation	Front mount mower	GREEN TRACTORS INC.	\$ 63,071.15	\$ 6,307.11	\$ 69,378.26	5	2	Corporate Services
TRCA Planting Program/Projects Spring 2022	Purchase of beach marram grass pots	Grow Wild!	\$ 19,500.00	\$ 2,925.00	\$ 22,425.00	7	2	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Ashbridges Bay - East Headland, Phase 1	Supply and delivery of 2-4 tonne non-stackable armour stone via flatbed/live bottom trailer	H.R. Doornekamp Construction Ltd	\$ 422,625.00	\$ -	\$ 422,625.00	37	7	Restoration and Infrastructure
Ashbridges Bay - East Headland, Phase 1	Supply and delivery of 4-6 tonne non-stackable armour stone via flatbed/live bottom trailer	H.R. Doornekamp Construction Ltd	\$ 1,239,500.00	\$ -	\$ 1,239,500.00	37	6	Restoration and Infrastructure
Gibraltar Point Sand Dune Project	Supply and delivery of sand	H.R. Doornekamp Construction Ltd	\$ 2,414,500.00	\$ 241,450.00	\$ 2,655,950.00	2	2	Restoration and Infrastructure
Conservation Lands and Parks	Supply and delivery of lumber for picnic table frames	Hanford Lumber Limited	\$ 41,058.00	\$ 2,052.90	\$ 43,110.90	4	4	Conservation Parks and Lands
Petticoat Main Pool	Supply and delivery of two (2) pump impellers	Hart Pumps	\$ 16,800.00	\$ 1,680.00	\$ 18,480.00	1	1	Parks and Culture
Personal Floatation Devices	Personal floatation devices for field crews	INLAND LIFERAFTS & MARINE LIMITED	\$ 9,360.28	\$ 1,872.06	\$ 11,232.34	7	7	Restoration and Infrastructure
Ridge Point Crescent Slope Stabilization Project	Ontario legal survey services for five properties	Ivan B. Wallace Ontario Land Surveyor Ltd.	\$ 19,650.00	\$ 1,965.00	\$ 21,615.00	5	3	Restoration and Infrastructure
2021 Equipment Acquisitions Restoration and Resource Management	Supply and delivery of float trailer	J & J Trailers Manufacturers and Sales Inc.	\$ 30,340.00	\$ 3,034.00	\$ 33,374.00	5	1	Corporate Services
Bruce's Mill Shop Yard	Construction of concrete pad for bulk fuel storage container	J. D. Strachan Construction Limited	\$ 21,300.00	\$ 1,065.00	\$ 22,365.00	4	1	Conservation Parks and Lands
Glen Haffy Conservation Area	Installation of shade cloth poles and chain link fence	J.D. Fence Experts	\$ 9,915.49	\$ 991.55	\$ 10,907.04	4	2	Parks and Culture

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
2021 Equipment Acquisitions Restoration and Infrastructure	Supply and delivery of one (1) enclosed cargo trailer	KING CITY TRAILERS & TRUCK	\$ 19,160.00	\$ 1,916.00	\$ 21,076.00	9	3	Corporate Services
Bolton Berm Major Maintenance	Terraseeding services	KING HYDROSEEDING INC.	\$ 23,614.25	\$ -	\$ 23,614.25	9	1	Restoration and Infrastructure
SWP Brimley Rd South Property Acquisition Land Surveying Services	legal land surveyor services for ten (10) properties	Land Survey Group Inc.	\$ 14,950.00	\$ 1,495.00	\$ 16,445.00	13	3	Restoration and Infrastructure
Invasive Species Management	Supply and application of herbicide for various TRCA projects	Leuschner's Lawn & Landscape	\$ 10,159.36	\$ 1,015.94	\$ 11,175.30	2	1	Restoration and Infrastructure
Invasive Species Management	Supply and application of herbicide for various TRCA projects	Leuschner's Lawn & Landscape	\$ 132,039.26	\$ 13,203.93	\$ 145,243.19	2	1	Restoration and Infrastructure
Fire Protection Services	Fire inspection services and repairs	Lifeline Fire Protection Inc,	\$ 13,390.00	\$ 1,339.00	\$ 14,729.00	7	3	Parks and Culture
Sunnyside Park Revetment Maintenance Project	Access mats rental services	Maple Leaf Matting	\$ 28,540.00	\$ 2,854.00	\$ 31,394.00	7	2	Restoration and Infrastructure
7560 Eleventh Concession Road Restoration Project 2021	Purchase of concrete boxed culverts	M-Con Pipe & Products Inc.	\$ 22,077.44	\$ 2,207.74	\$ 24,285.18	5	4	Restoration and Infrastructure
The Meadoway Section 5 Trail Implementation	Trail Implementation construction services	MCPHERSON-ANDREWS CONTRACTING LTD.	\$ 2,147,591.00	\$ 322,138.65	\$ 2,469,729.65	6	6	Corporate Services
Humber Arboretum Trail	Asphalt re-paving	Melrose Paving Co. Ltd.	\$ 20,789.00	\$ 2,078.90	\$ 22,867.90	4	2	Restoration and Infrastructure
AR/Z License training	AR/Z license training for staff	Metro Truck Driving School Corporation	\$ 12,430.00	\$ 1,243.00	\$ 13,673.00	4	2	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Conservation Parks and Campgrounds Picnic Tables	Supply and delivery of picnic tables	Michael's Stabling Developments Inc	\$ 115,500.00	\$ 11,550.00	\$ 127,050.00	5	1	Parks and Culture
TRCA Nursery	Supply and delivery of bulk salix material	Neil Vanderkruk Holdings Inc.	\$ 10,700.00	\$ 2,140.00	\$ 12,840.00	4	1	Restoration and Infrastructure
Moore Heath Beltline Trail	Access mats rentals services	Northern Mat & Bridge Ltd. Partnership	\$ 24,349.50	\$ 1,217.48	\$ 25,566.98	4	1	Restoration and Infrastructure
Wegenast	Access mats rental services	Northern Mat and Bridge	\$ 46,589.55	\$ 9,317.91	\$ 55,907.46	3	2	Restoration and Infrastructure
Kortright Visitor Centre	Commercial carpet and upholstery cleaning services	O'Connor Cleaners	\$ 9,810.60	\$ 981.06	\$ 10,791.66	5	3	Conservation Parks and Lands
Survey and monitoring RPAS (Drone) Equipment	Purchase of Matrice 300 RPAS, accessories, Zenmuse L1 Lidar and Micasense Altum thermal Camera	OmniView Tech Corp.	\$ 56,463.00	\$ -	\$ 56,463.00	3	2	Restoration and Infrastructure
Humber Bay Park East	Demolition of two (2) park buildings	Orin Contractors Corp	\$ 21,500.00	\$ 4,300.00	\$ 25,800.00	5	5	Restoration and Infrastructure
RSC Coverall Sidewall Replacement & Roof Inspection	Coverall sidewall replacement & roof inspection services	OUTFRONT PORTABLE SOLUTIONS	\$ 19,700.00	\$ 3,940.00	\$ 23,640.00	3	2	Restoration and Infrastructure
Courier Service	Overnight courier services	Purolator	\$ 13,000.00	\$ 650.00	\$ 13,650.00	2	2	Corporate Services
70 Main Street South Erosion Control Project	Cast in place curbs, paving, fence installation and minor drainage reworking	R & M Construction o/a 560789 Ontario Ltd.	\$ 270,878.68	\$ 27,087.87	\$ 297,966.55	6	3	Corporate Services
Wegenast Valley Erosion Control Project	Paving and bridge railing re-install	Rima CON Ltd.	\$ 14,200.00	\$ 2,840.00	\$ 17,040.00	13	4	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Kennedy Valley Trail Restoration	Asphalt paving services	Rima Con Ltd.	\$ 68,434.00	\$ 13,686.80	\$ 82,120.80	19	8	Restoration and Infrastructure
Deer Fencing - Fall 2021	Supply and delivery of black tenax fencing	Roma Fence Ltd.	\$ 39,160.00	\$ 3,916.00	\$ 43,076.00	3	2	Restoration and Infrastructure
Oak Ridges Corridor Reserve - Boundary Fencing 2021	Fencing installation services	Roma Fence Ltd.	\$ 43,938.80	\$ 4,393.88	\$ 48,332.68	3	1	Restoration and Infrastructure
Rainbow Creek Sanitary Decommissioning	Engineering services for temporary construction bailey bridge and removal	Safe Roads Engineering Inc.	\$ 13,950.00	\$ 1,395.00	\$ 15,345.00	3	3	Restoration and Infrastructure
TRCA Nursery - Fall 2021	Supplementary bare root plants	Sheridan Nurseries Ltd.	\$ 29,079.50	\$ 4,361.93	\$ 33,441.43	6	4	Restoration and Infrastructure
Septic Services - Replacement and Repair Western Region Properties/Facilities	Septic reapiir and replacement services	Smith Excavating, Grading & Septic Services	\$ 206,260.00	\$ 41,252.00	\$ 247,512.00	1	1	Corporate Services
Petticoat Creek Workshop Renovation	Geotechnical investigation services	SOIL ENGINEERS LTD.	\$ 9,100.00	\$ 910.00	\$ 10,010.00	6	4	Corporate Services
Various Restoration Projects - Cover Crop 2021	Supply and delivery of seed cover crop	Speare Seeds	\$ 17,193.10	\$ 1,719.31	\$ 18,912.41	4	2	Restoration and Infrastructure
TRCA Corporate Fleet	Supply and installation of TRCA fleet logos/decals	STARLITE GRAPHICS & SIGNS	\$ 19,504.00	\$ 1,950.40	\$ 21,454.40	5	4	Corporate Services
KCC Main Entrance Gate	Supply and installation of metal gate	Superior Door and Gate	\$ 14,500.00	\$ 2,900.00	\$ 17,400.00	3	3	Conservation Parks and Lands
IT Structured Cabling Services	IT communications and connectivity cabling	T & C Communications	\$ 9,545.00	\$ 954.50	\$ 10,499.50	3	1	Corporate Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Black Creek Pioneer Village	Fridge/freezer parts replacement and relocation	Temperature Control Solutions Inc.	\$ 12,789.47	\$ 1,918.42	\$ 14,707.89	5	3	Parks and Culture
Peacham Crescent Slope Stabilization Project	Supply and delivery of a retained soil system with vegetated facing	Terrafix	\$ 40,140.44	\$ 6,021.07	\$ 46,161.51	4	2	Restoration and Infrastructure
Deer Fencing - Fall 2021	Supply and delivery of T-bars	TERRAFIX GEOSYNTHETICS INC.	\$ 13,424.45	\$ 1,342.45	\$ 14,766.90	2	2	Restoration and Infrastructure
Albion Hills Field Centre, Claremont Nature Centre, Lake St. George Field Centre - Food Services	Supply and delivery of food products for camp programs	THE BUTCHER SHOPPE	\$ 45,000.00	\$ 2,250.00	\$ 47,250.00	3	2	Education and Training
Indian Line Campground and Albion Hills Campground - Firewood and Kindling	Supply and delivery of firewood and kindling for resale	The Firewood Guys	\$ 36,499.00	\$ 3,649.90	\$ 40,148.90	3	3	Parks and Culture
Indian Line Campground and Albion Hills Campground - Ice	Supply and delivery of ice for resale	The Iceman	\$ 9,450.00	\$ 945.00	\$ 10,395.00	3	2	Parks and Culture
TRCA Planting Programs	Supply and delivery of spiral tree guards	TIMM Enterprises Ltd.	\$ 13,175.00	\$ 1,976.25	\$ 15,151.25	4	1	Restoration and Infrastructure
Wegenast Valley Erosion Control Project	Contaminated soil disposal tipping fees	Trillium - York Group of Companies	\$ 27,000.00	\$ 2,700.00	\$ 29,700.00	9	2	Restoration and Infrastructure
83 Fishleigh Drive Property	Construction services for property demolition	Tri-Phase Contracting Inc.	\$ 29,608.00	\$ 5,921.60	\$ 35,529.60	10	10	Corporate Services
Midland Property	Abatement and demolition of one (1) property	Tri-Phase Contracting Inc.	\$ 63,233.00	\$ 12,646.60	\$ 75,879.60	10	10	Corporate Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
2021 Equipment Acquisitions	Supply and delivery of one zero turn mower	TURF CARE PRODUCTS CANADA LTD.	\$ 24,449.00	\$ 2,444.90	\$ 26,893.90	5	3	Corporate Services
Claremont Conservation Centre	Basement structural repairs	VEMA CORP	\$ 12,500.00	\$ 1,875.00	\$ 14,375.00	2	1	Corporate Services
Albion Hills Ski Chalet	Siding replacement services	VEMA CORP	\$ 97,350.00	\$ 24,337.50	\$ 121,687.50	3	2	Corporate Services
TRCA Nursery Fall 2021	Supplementary bare root plants	Verbinnen's Nursery Ltd.	\$ 10,900.75	\$ 2,180.15	\$ 13,080.90	6	4	Restoration and Infrastructure
TRCA Nursery Soil Amendment	Supply and delivery of pine bark fines	Walker Environmental Group Inc.	\$ 14,000.00	\$ 2,100.00	\$ 16,100.00	3	2	Restoration and Infrastructure

Vendor of Record Agreements								
Aggregates Materials	Supply and delivery of various aggregates materials	Dufferin Aggregates; Glenn Windrem Trucking; James Dick Construction Ltd; Strada Aggregates; J.C. Rock Ltd; Natural Stone Source Ontario Ltd; Atlantis Marine Construction Canada Inc.; Elite Stone Quarries Ltd.	\$ 1,912,726	\$ 286,909	\$ 2,199,635	32	11	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Black Creek Pioneer Village Heritage Building Specialists	Heritage Building Specialists Services 2021-2023	JD Stachan Construction Ltd; DJ McRae Contractors Ltd; Brook Restoration Inc; B.A. Construction and Restoration; Adem's Restoration; Action Buildworks Ltd.	\$ 400,000	\$ -	\$ 400,000	15	2	Parks and Culture
Consolidated Legal Services	Consolidated legal services	Gardiner Roberts; Fogler Rubinoff LLP; Gowling WLG (Canada) LLP; Fasken Martineau DuMoulin LLP; Hicks Morley Hamilton Stewart Stories LLP; Wilms Shier Environmental Lawyers	\$ 1,500,000	\$ 150,000	\$ 1,650,000	10	10	Corporate Services
Construction Waste Disposal	Construction waste disposal services	GFL Environmental Inc; Draglam Waste & Recycling	\$ 173,247	\$ -	\$ 173,247	18	7	Restoration and Infrastructure
Erosion and Sediment Control Materials - Various Restoration and Construction Projects	Supply and delivery of erosion and sediment control materials	Terrafix Geosynthetics Inc; Devron Sales Ltd; Nilex Inc; Layfield Canada Ltd; Organic Express; Erosion Solutions Ltd;	\$ 635,333	\$ 95,300	\$ 730,633	37	8	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
HR Employee Learning and Training Services	Provincial Vendor of Record for Learning and Training Services - Business Communications and Accessibility, Diversity and Inclusion Training	Eclectic Communications Inc; Insight Advantage	\$ 90,038	\$ 9,004	\$ 99,041	2	2	Human Resources
Leadership Talent/Coaching/ Development Training Services	Provincial Vendors of Record for Leadership Talent Services - Leadership Coaching - Leadership Development	Feldman Daxon; Hazzell & Collins Associates; Verity International Limited; Boyden; Waterhouse Executive Search; HR Associates; Odgers Berndtson Canada Inc.; Lee Hecht Harrison Knightsbridge; MTCG	\$ 200,000	\$ 20,000	\$ 220,000	9	9	Human Resources
Operated Heavy Construction	Rental of operated heavy construction equipment for various TRCA projects.	Dynex Construction Inc; TMI Contracting & Equipment Rental Ltd; Sartor Environmental Group Inc; Valefield Contracting Inc.	\$ 13,250,500	\$ 1,325,050	\$ 14,575,550	36	7	Restoration and Infrastructure
Portable Toilets Rentals	Rental of portable toilets for TRCA projects, events and parks facilities.	Chantler's Environmental; Super Save Toilet Rentals Inc; Ur In Luck,	\$ 154,199	\$ -	\$ 154,199	9	3	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Print Services and Equipment	Printer/copier equipment and managed print services. Kinetic GPO #19-02 VOR	Xerox Canada Ltd.	\$ 400,000	\$ -	\$ 400,000	1	1	Corporate Services
Rental of Construction Fencing 2022	Rental of construction fencing (including delivery/setup and tear down/pickup).	Modu-Loc Fence Rentals; Safeguard Perimeter Solutions	\$ 237,288	\$ -	\$ 237,288	9	3	Restoration and Infrastructure
Snow Removal 2021-2022	Snow Plowing and Salt Management Services for TRCA residential and facility properties	AAA Landscaping Co Ltd; Ivy Property Services; Forest Ridge Landscaping	\$ 206,005	\$ 20,600	\$ 226,605	3	3	Corporate Services
Staff Work Wear Apparel	Supply and delievry of staff work wear	Dufferin Apparel	\$ 84,308	\$ 8,431	\$ 92,739	4	1	Corporate Services
Rental of Steel Road Plates	Steel road plates rental for various restoration and construction projects	Cos Shore Inc; United Rentals of Canada Inc.	\$ 75,197	\$ -	\$ 75,197	7	3	Restoration and Infrastructure
Rental of office trailers and storage containers	Mobile office trailers and steel storage containers rental for restoration and construction projects	Mobile Mini Canada; ULC	\$ 36,646	\$ -	\$ 36,646	1	1	Restoration and Infrastructure
Sweeper and Flusher Truck Services	Sweeping and flusher truck services for restoration and construction projects	Carden Demolition & Excavation Inc; Centennial Construction Eqpt. Rentals	\$ 118,957	\$ -	\$ 118,957	8	4	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Total Vendors	Responded	TRCA Division (Responsible)
Temp HR Agencies 2021-2023	Provincial Vendor of Record for Staffing and Recruitment - Temporary Help Services	Altis Recruitment	\$ 200,000	\$ 20,000	\$ 220,000	1	1	Human Resources
Topsoil Supply and Delivery	Supply & delivery topsoil for restoration and construction	EarthCo Soil Mixtures; J.Jenkins & Son Landscape;	\$ 41,250	\$ 6,188	\$ 47,438	11	4	Restoration and Infrastructure

Limited Tendering								
Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Cost (Before Revisions)	Criteria for Limited Tendering	Responded (Not Applicable)	Responsible Division
Morningside Legacy Project	Indigenous field liaison services	4 Directions of Conservation Consulting Services	\$ 26,500	\$ 2,650	\$ 29,150	(b) (iii)	N/A	Development and Engineering Services
Scarborough Waterfront Project	Public communications facilitator	Anneliese Grieve Strategic Env Plan Solutions	\$ 24,675	\$ 2,468	\$ 27,143	(c) (ii)	N/A	Development and Engineering Services
TRCA's Hydrometrics Program Software Licenses & Fees	Aquarius Hydrometric Software Renewal	Aquatic Informatics Inc.	\$ 43,580	\$ -	\$ 43,580	(b) (ii)	N/A	Corporate Services
Brush Chipper Equipment	Annual service and repair	Brandt Tractor Ltd	\$ 15,063	\$ 2,259	\$ 17,322	(b) (v)	N/A	Corporate Services
Restoration Services Centre Building Mechanical System	Three year maintenance contract for HVAC system	Bruno Plumbing & Contracting Inc.	\$ 26,101	\$ 5,220	\$ 31,321	(c) (ii)	N/A	Development and Engineering Services
HCL Lotus Notes	HCL Notes User Licenses	CastleBreck Inc.	\$ 21,338	\$ 2,134	\$ 23,471	(b) (iii)	N/A	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Criteria for Limited Tendering	Responded (Not Applicable)	TRCA Division (Responsible)
Computational Hydraulics Int. PCSWMM Software Licenses	PCSWMM computer model licenses for Engineering Services	Computational Hydraulics Int.	\$ 11,680	\$ 1,168	\$ 12,848	(b) (iii)	N/A	Education and Training
CP24 - 2021 Parks Camping Campaign	Ad spots on CP24	CP24 - A DIVISION OF BELL MEDIA INC.	\$ 14,616	\$ -	\$ 14,616	(b) (iii)	N/A	Corporate Services
Peel EcoSchools Program EcoSchools Canada - Regional User Experience (RUE)	Development and maintenance of a Regional User Experience (RUE) on EcoSchools online application platform.	EcoSchools Canada	\$ 39,000	\$ -	\$ 39,000	(b) (ii)	N/A	Development and Engineering Services
Summer Solstice Celebration 2021	Indigenous facilitation services	Edge of the Bush Consulting and Facilitating	\$ 10,300	\$ 515	\$ 10,815	(b) (iii)	N/A	Corporate Services
TRCA New Head Office	Installation of a new gas service and regulation station with gas meter	Enbridge Gas Inc.	\$ 51,479	\$ 5,148	\$ 56,627	(b) (iv)	N/A	Corporate Services
ESRI Advantage Program	1 Year support and professional services agreement	ESRI CANADA LIMITED	\$ 28,000	\$ 2,800	\$ 30,800	(c) (i)	N/A	Services Education and Training
Flood Risk Management Instrumentation	Supply and delivery of Sutron 9210 data loggers	Hoskin Scientific Limited	\$ 19,225	\$ 1,923	\$ 21,148	(b) (v)	N/A	Development and Engineering Services
Six Points LID Pilot - Monitoring Equipment	Supply and delivery of 2 water quality sondes, turbidity sensor and cables	Hoskin Scientific Ltd.	\$ 10,000	\$ -	\$ 10,000	(b) (v)	N/A	Corporate Services
Black Creek Pioneer Village HVAC Equipment Maintenance	HVAC filters and replacement parts	HTS	\$ 15,000	\$ 1,500	\$ 16,500	(b) (v)	N/A	Development and Engineering Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Criteria for Limited Tendering	Responded (Not Applicable)	TRCA Division (Responsible)
Toronto Harbour Telemetry Study	Supply and delivery of 4 VR2TX Acoustic Receivers	InnovaSea Marine Systems Canada Inc.	\$ 10,206	\$ 1,021	\$ 11,227	(b) (v)	N/A	Restoration and Infrastructure
Tommy Thompson Park	Phragmites Invasive Control Work	Invasive Phragmites Control Centre	\$ 29,230	\$ 2,923	\$ 32,153	(b) (iii)	N/A	Restoration and Infrastructure
Peel Climate Key Performance Indicators	Consultant for the Implementation of Peel Climate Key Performance Indicators	KPMG	\$ 69,338	\$ 13,868	\$ 83,206	(c) (i)	N/A	Corporate Services
Ash Tree Treatments	Supply and delivery of TreeAzin systemic insecticide.	Lallemand Inc / Bioforest	\$ 13,376	\$ 1,338	\$ 14,713	(b) (iii)	N/A	Corporate Services
Fencing Materials	Supply and delivery of cedar post and paddle fence materials	Lanark Cedar	\$ 90,000	\$ 9,000	\$ 99,000	(b) (iii)	N/A	Corporate Services
Black Creek Pioneer Village	Security, lighting design and contract administration services	LEA Consulting Ltd.	\$ 45,700	\$ 6,855	\$ 52,555	(c) (ii)	N/A	Restoration and Infrastructure
HR Research and Advisory Services	HR research and advisory services for employee engagement survey	McLean & Company	\$ 75,611	\$ -	\$ 75,611	(b) (iii)	N/A	Restoration and Infrastructure
TRCA Fleet Vehicle Program	Commercial vehicle registrations	Minister of Finance	\$ 18,673	\$ 1,867	\$ 20,540	(b) (iv)	N/A	Restoration and Infrastructure
HR20-08 Replacement of Sewage Forcemains at Baby Point SPS	Construction monitoring works	Mississaugas of the New Credit First	\$ 120,000	\$ -	\$ 120,000	(b) (iii)	N/A	Corporate Services

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Criteria for Limited Tendering	Responded (Not Applicable)	TRCA Division (Responsible)
Executive Recruitment Services	Executive Recruitment Services	Odgers Berndtson	\$ 38,000	\$ 3,800	\$ 41,800	(b) (iii)	N/A	Development and Engineering Services
Equipment Acquisition Enforcement and Compliance	Supply and delivery of two 500cc all-terrain vehicles	PEAK POWERSPORTS INC.	\$ 27,339	\$ 2,734	\$ 30,073	(a) (i)	N/A	Restoration and Infrastructure
Flood Risk Management Equipment	Flood warning and discharge gauges flow monitoring equipment	Rice Resource Technologies Inc.	\$ 14,733	\$ 1,473	\$ 16,207	(b) (v)	N/A	Restoration and Infrastructure
Electronic Records Management	Laserfiche software assurance plan	Ricoh Canada Inc.	\$ 26,038	\$ -	\$ 26,038	(b) (ii)	N/A	Education and Training
Claireville Dam Gate Motor Housing Repair	Welding and fabrication services to repair steel gate housings	Rio Welding	\$ 20,000	\$ 3,000	\$ 23,000	(a) (i)	N/A	Education and Training
TRCA Planting Program	Supply and delivery of cocofibre pot liners and weed control mats	S.L. NATURAL FIBRE PRODUCTS INC.	\$ 32,285	\$ 6,457	\$ 38,742	(b) (iii)	N/A	Conservation Parks and Lands
4816 Major Mackenzie and 12707 11th Concession Sideroad	2019 Windstorm Insurance Claim for demolition and emergency securement services	ServiceMaster Toronto North - Vaughan	\$ 50,000	\$ -	\$ 50,000	(d)	N/A	CEO's Office
TRCA Flood Monitoring Website	Website update and maintenance services	Simalam Media Inc.	\$ 55,750	\$ 5,575	\$ 61,325	(b) (v)	N/A	Restoration and Infrastructure
Keating Channel	Dredging services	Toronto Port Authority	\$ 749,014	\$ 74,901	\$ 823,916	(g)	N/A	Human Resources
Trail Counters	Supply and delivery of TRAFx Trail Counters	TRAFx RESEARCH LTD.	\$ 14,256	\$ 1,426	\$ 15,681	(b) (v)	N/A	Restoration and Infrastructure

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Cost	Total Contract Cost (Before Revisions)	Criteria for Limited Tendering	Responded (Not Applicable)	TRCA Division (Responsible)
Gypsy Moth Invasive Species Control	Foray 48B, PCP#24977 aerial spray (89 hectares)	Zimmer Air Services Inc.	\$ 41,830	\$ 4,183	\$ 46,013	(b) (iii)	N/A	Corporate Services

Totals \$45,025,442 \$4,583,824 \$49,609,266

ATTACHMENT 2 - CONTRACT REVISIONS

Highest Ranked											
Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Patterson Side Road	Supply and delivery of arched CSP culvert	Atlantic Industries Limited	\$ 5,764	\$ 576	10%	08/04/2021	\$ 1,618	\$ -	36%	2021-06-03	2021-12-31
						08/23/2021	-\$ 948	\$ -	0%		
Humber River Bank Stabilization Project (P-004, P-005)	Engineering services	Aquafor Beech Ltd.	\$ 59,980	\$ 5,998	10%	09/17/2020	\$ 3,600	\$ 3,600	100%	2019-03-04	2021-02-11
						01/07/2021	\$ 3,190	\$ 2,398	75%		
						06/11/2021	\$ 7,900	\$ -	0%		
						08/09/2021	\$ 4,200	\$ -	0%		
Newtonbrook Creek Bridge Replacement Slope Stabilization Project	Engineering services to develop detailed design	Aquafor Beech Ltd.	\$ 35,800	\$ 3,580	10%	06/22/2021	\$ 44,500	\$ 3,580	8%	2019-12-09	2021-12-09
Grey Abbey Ravine Slope Stabilization Project	Engineering services to develop detailed designs and associated report material	Aquafor Beech Ltd.	\$ 59,160	\$ 5,916	10%	03/30/2021	\$ 2,500	\$ 2,500	100%	2019-11-25	2021-11-25
7560 11th Concession Project	Fluvial Geomorphic Assessment and Project Design	Beacon Environmental	\$ 19,908	\$ 1,991	10%	06/18/2020	\$ 7,000	\$ 1,991	28%	2020-05-05	2020-12-31
						10/30/2020	\$ 2,394	\$ -	0%		
						12/15/2020	\$ 6,000	\$ -	0%		
						03/22/2021	\$ 523	\$ -	0%		
TRCA New Administrative Office Building	Hydrogeological assessment	Beatty Geothermal Consulting	\$ 37,000	\$ 7,400	20%	04/29/2021	\$ 70,800	\$ 7,400	10%	2020-03-19	2020-12-31
Outdoor Gathering Space at Morningside Park Project	Urban indigenous collaboration and consultation	Cambium Aboriginal Inc	\$ 54,635	\$ 8,195	15%	03/11/2021	-\$ 25,809	\$ -	0%	2019-12-06	2020-03-31
Glen Haffy Dam Safety Review	Engineering services for dam safety reviews of four (4) dams and a feasibility study on two (2) dams	D.M. Wills Associates Limited	\$ 86,360	\$ 8,636	10%	08/31/2021	\$ 55,305	\$ 8,636	16%	2021-08-30	2021-12-31
Regional ZEV Strategy - Research Study 2/3	ZEV Uptake and Grid Impact Modelling	Dr. Hany Farag	\$ 25,000	\$ 1,250	5%	10/01/2021	\$ 6,500	\$ 1,250	19%	2020-09-28	2020-12-21
Home Smith Park Weir (FCC16.03)	Erosion and slope stability remedial works	Dynex Construction Inc.	\$ 522,095	\$ 52,210	10%	09/21/2021	\$ 4,195	\$ 4,195	100%	2020-11-13	2021-11-22
Kilgour Road Stormwater Outfall Remediation Project - Phase 1	Geotechnical investigation, CCTV inspection and hydrologic/hydraulic analyses	Ecosystem Recovery Inc.	\$ 59,508	\$ 5,951	10%	08/19/2021	\$ 2,000	\$ 2,000	100%	2021-04-16	2022-04-16
Appletree Court and Seeley Drive Erosion Control and Slope Stabilization Project - Phase 2	Erosion control and slope stabilization	Ecosystem Recovery Inc.	\$ 71,020	\$ 16,696	24%	02/19/2019	\$ 7,900	\$ 7,900	99%	2018-12-04	2022-12-31
						11/13/2019	\$ 2,170	\$ 2,170	1%		
						08/10/2020	\$ 12,927	\$ 6,626	51%		
						05/25/2021	\$ 4,050	\$ -	0%		
Claireville North Multi-use Trail Project	Construction vibration monitoring	Englobe Corp.	\$ 13,000	\$ 1,300	10%	2021-03-05	\$ 2,100	\$ 1,300	62%	2021-02-24	2021-12-31

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Humber Bay West Park Shoreline Restoration	Geofluvial study	Geomorphix	\$ 4,075	\$ 408	10%	01/13/2021	\$ 1,753	\$ 408	23%	2019-10-24	2020-10-24
Prince of Wales Major Maintenance Project	Coastal engineering services	GHD Limited	\$ 53,371	\$ 8,006	15%	05/27/2021	\$ 11,600	\$ 8,006	69%	2019-01-28	2020-12-31
East Don River - Clarinda Drive	Erosion control and slope stabilization	GHD Limited	\$ 81,136	\$ 8,114	10%	09/15/2021	\$ 30,750	\$ 8,114	26%	2021-08-23	2023-07-14
						02/10/2021	\$ 2,227	\$ -	0%		
Hanlan's Point Boardwalk Upgrade Project - Phase 1	Civil engineering services to develop an	GHD Limited	\$ 69,425	\$ 6,942	10%	07/13/2021	\$ 1,800	\$ 1,800	100%	2020-04-30	2020-12-31
Boyd Conservation Area - Bank Erosion Project	Geomorphic assessment and	Greck and Associates	\$ 19,825	\$ 1,983	10%	03/11/2021	\$ 14,366	\$ 1,983	14%	2021-01-04	2021-12-31
						06/22/2021	\$ 5,000	\$ -	0%		
German Mills Settlers Park Sanitary Infrastructure Protection Project	Engineering services for detailed design	Greck and Associates Limited	\$ 56,020	\$ 8,403	15%	04/13/2020	\$ 33,950	\$ 8,403	25%	2019-11-19	2021-12-31
						09/14/2020	\$ 17,000	\$ -	0%		
						05/18/2021	\$ 6,480	\$ -	0%		
Mud Creek Restoration Reach 3	Risk mitigation plan and CCTV inspections	Infrastructure Intelligence	\$ 11,100	\$ 1,110	10%	12/08/2021	\$ 7,150	\$ -	0%		
						10/18/2021	\$ 2,350	\$ 1,100	47%	2021-06-15	2023-06-07
Bayly and Church, Kerrison and Paul Coffey Wetland Projects	Pre and post construction CCTV	Infrastructure Intelligence	\$ 52,110	\$ 5,211	10%	11/03/2021	\$ 29,400	\$ 5,211	18%	2021-09-09	2021-12-07
						11/15/2021	\$ 4,500	\$ -	0%		
Peacham Crescent Slope Stabilization Project	Ontario legal survey services	Ivan B. Wallace Ontario Land Surveyor Ltd	\$ 14,300	\$ 1,430	10%	08/12/2020	\$ 1,250	\$ 1,250	100%	2019-09-27	2021-12-31
						11/11/2020	\$ 1,245	\$ -	0%		
						03/10/2021	\$ 3,490	\$ -	0%		
Ridge Point Crescent Slope Stabilization Project	Ontario legal survey services	Ivan B. Wallace Ontario Land Surveyor Ltd.	\$ 19,650	\$ 1,965	10%	11/17/2021	\$ 750	\$ 750	100%	2021-07-23	2023-12-29
Petticoat Creek Conservation Area	Electrical engineering services	Kavski Engineering	\$ 18,750	\$ 4,688	25%	06/02/2020	\$ 1,950	\$ 1,950	100%	2018-07-09	2018-12-21
						06/08/2020	\$ 5,482	\$ 2,738	50%		
						08/23/2021	\$ 994	\$ -	0%		
						06/21/2021	\$ 485,000	\$ -	0%		
Bolton Berm Major Maintenance	Two-phased detail design development	KGS Group Consulting Engineers	\$ 204,139	\$ 20,414	10%	08/17/2020	\$ 10,950	\$ 10,950	100%	2019-10-14	2020-12-31
						09/08/2020	\$ 4,715	\$ 4,715	100%		
						01/20/2021	\$ 12,410	\$ 4,749	38%		
						05/04/2021	\$ 2,400	\$ -	0%		
Climate Change Key Performance Indicators	Consulting services for development of logic models, theory of change and key performance indicator template	KPMG	\$ 135,368	\$ 27,074	20%	01/08/2021	\$ 20,000	\$ 20,000	100%	2019-06-28	2020-05-29
Lambton Woods Park Pedestrian Bridge	Construction services for pedestrian bridge and trail realignment	MCPHERSON-ANDREWS CONTRACTING LTD.	\$ 253,767	\$ 25,377	10%	08/25/2021	\$ 4,224	\$ 4,224	100%	2021-04-12	2021-12-31
						09/08/2021	\$ 10,100	\$ 10,100	100%		
						09/22/2021	\$ 3,862	\$ 3,862	100%		
East Don Trail Construction - Phase 1	Construction goods and services for asphalt trail, boardwalk and 4 bridges.	Metric Contracting Services Corporation	\$ 10,621,598	\$ 1,559,657	15%	2019-07-09	\$ 750	\$ 750	0%	2018-08-20	2021-12-31
						2019-07-17	\$ 161,171	\$ -	0%		
						2018-11-15	\$ 70,941	\$ -	0%		
						2019-01-30	\$ 5,505	\$ 5,505	0%		
						2019-09-13	\$ 5,565	\$ 5,565	0%		
						2018-11-16	\$ 2,936	\$ 2,936	0%		
						2019-02-06	\$ 2,999	\$ 2,999	0%		
						2018-12-07	\$ 406,556	\$ 406,556	27%		
						2019-12-12	\$ 671,664	\$ -	0%		
						2019-10-29	\$ 137,537	\$ 137,537	9%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
						2019-07-29	\$ 78,154	\$ 78,154	5%		
						2019-11-08	\$ 94,325	\$ 94,325	6%		
						2019-02-01	\$ 21,921	\$ 21,921	1%		
						2019-10-29	\$ 48,923	\$ 48,923	3%		
						2019-05-28	\$ 53,173	\$ 53,173	4%		
						2019-02-05	\$ 63,237	\$ 63,237	4%		
						2019-07-30	\$ 40,661	\$ 40,661	3%		
						2019-03-13	\$ 43,277	\$ 43,277	3%		
						2019-10-10	\$ 13,702	\$ 13,702	1%		
						2019-04-04	\$ 14,457	\$ 14,457	1%		
						2019-06-21	\$ 8,361	\$ 8,361	1%		
						2019-02-14	\$ 6,728	\$ 6,728	0%		
						2019-05-13	\$ 3,303	\$ 3,303	0%		
						12/02/2020	-\$ 987,392	-\$ 315,728	32%		
						02/20/2020	\$ 1,425	\$ 1,425	100%		
						04/20/2020	\$ 4,171	\$ 4,171	100%		
						01/15/2020	\$ 7,598	\$ 7,598	100%		
						01/27/2020	\$ 7,662	\$ 7,662	100%		
						05/13/2020	\$ 13,000	\$ 13,000	100%		
						02/05/2020	\$ 16,318	\$ 16,318	100%		
						01/29/2020	\$ 17,721	\$ 17,721	100%		
						04/07/2020	\$ 23,996	\$ 23,996	100%		
						02/06/2020	\$ 30,364	\$ 30,364	100%		
						01/13/2020	\$ 32,202	\$ 32,202	100%		
						01/07/2020	\$ 49,315	\$ 49,315	100%		
						04/07/2020	\$ 56,414	\$ 56,414	100%		
						02/03/2020	\$ 59,360	\$ 59,360	100%		
						11/20/2020	\$ 150,000	\$ 150,000	100%		
						01/31/2020	-\$ 69,560	\$ -	0%		
						01/05/2021	-\$ 11,500	\$ -	0%		
						01/06/2021	\$ 1,223	\$ 1,223	100%		
						01/08/2021	-\$ 1,647	\$ -	0%		
						01/13/2021	\$ 4,245	\$ 4,245	100%		
						01/15/2021	\$ 23,487	\$ 23,487	100%		
						02/02/2021	\$ 49,530	\$ 49,530	100%		
						02/03/2021	\$ 125,543	\$ 125,543	100%		
						02/04/2021	\$ 39,515	\$ 39,515	100%		
						02/17/2021	\$ 13,446	\$ 13,446	100%		
						02/19/2021	\$ 35,240	\$ 35,240	100%		
						02/22/2021	\$ 17,016	\$ 17,016	100%		
						02/24/2021	\$ 3,951	\$ 3,951	100%		
						02/25/2021	\$ 10,117	\$ 10,117	100%		
						03/01/2021	\$ 5,400	\$ 5,400	100%		
						03/11/2021	\$ 10,343	\$ 10,343	100%		
East Don Trail Construction - Phase 2	Construction goods and services for of asphalt trail, 1 boardwalk and 4 bridges.	Metric Contracting Services Corporation	\$ 9,797,494	\$ 1,469,624	15%	2018-08-16	-\$ 3,839,880	\$ -	0%	2018-07-05	2020-11-30
						2019-10-18	-\$ 52,170	\$ -	0%		
						2019-07-17	\$ 39,997	\$ -	0%		
						2019-05-13	\$ 1,599	\$ 1,599	0%		
						2019-09-13	\$ 2,558	\$ 2,558	0%		
						2019-06-10	\$ 5,105	\$ 5,105	0%		
						2019-02-05	\$ 5,116	\$ 5,116	0%		
						2019-03-13	\$ 5,116	\$ 5,116	0%		
						2019-10-16	\$ 3,037	\$ 3,037	0%		
						2019-10-10	\$ 3,154	\$ 3,154	0%		
						2018-11-15	\$ 5,955	\$ 5,955	0%		
						2019-04-04	\$ 6,276	\$ 6,276	0%		
						2019-02-14	\$ 8,313	\$ 8,313	1%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
East Don Trail Construction - Phase 2	Construction goods and services for 3.1km of asphalt trail, 1 boardwalk and 4 bridges.	Metric Contracting Services Corporation	\$ 9,797,494	\$ 1,469,624	15%	2019-01-30	\$ 8,316	\$ 8,316	1%		
						2019-10-28	\$ 9,528	\$ 9,528	1%		
						2019-09-19	\$ 22,250	\$ 22,250	2%		
						2019-10-31	\$ 24,290	\$ 24,290	2%		
						2019-10-25	\$ 34,132	\$ 34,132	2%		
						2019-11-25	\$ 37,303	\$ 37,303	3%		
						2019-10-25	\$ 44,520	\$ 44,520	3%		
						2019-12-09	\$ 44,869	\$ 44,869	3%		
						2019-03-29	\$ 15,791	\$ 15,791	1%		
						2019-04-24	\$ 21,418	\$ 21,418	1%		
						2019-10-25	\$ 71,840	\$ 71,840	5%		
						2019-12-05	\$ 130,724	\$ 130,724	9%		
						2018-12-07	\$ 281,440	\$ 281,440	19%		
						06/08/2020	-\$ 812	\$ -	0%		
						05/26/2020	\$ 1,517	\$ 1,157	76%		
						04/16/2020	\$ 3,689	\$ 3,689	100%		
						04/07/2020	\$ 7,380	\$ 7,380	100%		
						01/29/2020	\$ 7,777	\$ 7,777	100%		
						01/15/2020	\$ 11,067	\$ 11,067	100%		
						04/07/2020	\$ 13,878	\$ 13,878	100%		
						10/27/2020	\$ 14,950	\$ 14,950	100%		
						10/27/2020	\$ 14,950	\$ 14,950	100%		
						11/10/2020	\$ 27,035	\$ 12,795	47%		
						10/23/2020	\$ 28,272	\$ 28,272	100%		
						12/22/2020	\$ 40,661	\$ 40,661	100%		
						06/24/2020	\$ 32,120	\$ 32,120	100%		
						12/22/2020	\$ 40,661	\$ 40,661	100%		
						04/20/2020	\$ 73,119	\$ 73,119	100%		
						04/14/2020	\$ 83,141	\$ 83,141	100%		
						10/27/2021	\$ 2,650	\$ 2,650	100%		
						01/05/2021	\$ 7,244	\$ 7,244	100%		
						01/06/2021	\$ 14,787	\$ 14,787	100%		
						01/08/2021	\$ 13,233	\$ 8,822	67%		
						01/08/2021	\$ 37,077	\$ 37,077	100%		
						01/12/2021	\$ 16,242	\$ 12,251	75%		
						01/13/2021	\$ 555	\$ 555	100%		
						01/15/2021	\$ 5,058	\$ 983	19%		
						02/02/2021	\$ 43,744	\$ 30,566	70%		
						02/03/2021	\$ 24,589	\$ -	0%		
						02/04/2021	\$ 13,931	\$ -	0%		
						03/11/2021	\$ 43,825	\$ 7,408	17%		
						08/13/2021	\$ 8,379	\$ 8,379	100%		
						09/14/2021	\$ 17,733	\$ 17,733	100%		
						11/05/2021	\$ 9,932	\$ 9,932	100%		
70 Main Street South Erosion Control Project	Detailed Design Development	Mooney Mataxas Inc.	\$ 52,184	\$ 7,828	15%	07/15/2020	\$ 15,746	\$ 7,828	50%	2019-12-03	2021-12-03
						05/04/2021	\$ 16,450	\$ -	0%		
Rockcliffe Flood Remediation Environmental Assessment	Engineering services for a riverine flood protection EA and flood protection plan	Morrison Hershfield Limited	\$ 1,716,000	\$ 257,400	15%	12/02/2020	\$ 374	\$ -	0%	2020-10-08	2022-12-31
						07/09/2021	\$ 36,685	\$ 36,685	100%		
						09/01/2021	\$ 46,000	\$ 46,000	100%		
Broadview and Eastern Flood Protection - Phase 1	Professional engineering services for	Morrison Hershfield Limited	\$ 62,000	\$ 12,400	20%	12/03/2019	\$ 3,450	\$ 3,450	100%	2019-10-14	2020-06-30
						02/07/2020	\$ 1,500	\$ 1,500	100%		
						07/28/2020	\$ 77,770	\$ -	0%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Protection Phase 2	first phase design	Heromedia Limited				10/15/2021	\$ 42,435	\$ 7,450	18%		
TRCA Native Plant Nursery	Supply and delivery of bulk salix material	Neil Vanderkruk Holdings Inc.	\$ 7,688	\$ 1,153	15%	02/24/2021	\$ 7,777	\$ 1,153	15%	2020-12-03	2021-03-31
Integrated Telephone Reporting Software	Ethics and compliance issue reporting software	Navex Global Inc.	\$ 5,076	\$ -	0%	11/28/2017	\$ 8,648	\$ -	0%	2016-11-14	2017-11-13
						09/28/2021	\$ 3,507	\$ -	0%		
Petticoat Creek Workshop Renovation Design Services	Preliminary and detailed design development (including permits, approvals, tendering and contract administration)	Organica Studio + Inc.	\$ 65,750	\$ 9,863	15%	10/11/2021	\$ 9,650	\$ 9,650	100%	2021-08-17	2022-11-26
E.T. Seton Park Major Maintenance	Engineering services for conceptual design development and project planning	Palmer Environmental Consulting Group Inc.	\$ 58,900	\$ 5,890	10%	06/21/2021	\$ 23,055	\$ 5,890	26%	2020-07-06	2022-07-06
I-700 Sanitary Infrastructure Protection Project	Detailed Design Development	Palmer	\$ 73,470	\$ 7,347	10%	08/27/2021	\$ 3,000	\$ 3,000	100%	2021-07-07	2023-07-07
Don Mills Road Staircase Replacement	Engineering for conceptual design development	Planmac Engineering Inc.	\$ 10,015	\$ 1,002	10%	03/31/2021	\$ 8,500	\$ 1,001	12%	2020-08-28	2021-12-31
Lambton Woods Park Pedestrian Bridge Replacement	Engineering and detail design services	Planmac Engineering Inc.	\$ 24,488	\$ 4,898	20%	04/14/2020	\$ 5,000	\$ -	0%	2019-12-12	2020-12-31
						05/21/2020	\$ 8,000	\$ -	0%		
						04/15/2021	\$ 12,000	\$ 4,897	41%		
Beltline Moore to Heath Vegetated MSE Wall	Detailed design package and construction administration	Planmac Engineering Inc.	\$ 89,650	\$ 8,965	10%	10/28/2020	\$ 4,000	\$ 4,000	100%	2020-08-04	2021-12-31
						06/01/2021	\$ 15,700	\$ -	0%		
						01/11/2021	\$ 9,500	\$ 4,965	52%		
Governor's Bridge Lookout Redesign	Engineering stamped design package	PLANT Architect Inc.	\$ 105,174	\$ 10,517	10%	09/28/2020	\$ 1,500	\$ 1,500	100%	2020-04-30	2021-12-31
						04/14/2021	\$ 24,400	\$ 9,017	37%		
McMichael Canadian Art Collection	Geotechnical investigation and hydrology analysis	Resilient Consulting Corporation	\$ 31,720	\$ 3,172	10%	05/07/2021	\$ 24,470	\$ 3,172	13%	2020-11-17	2022-12-31
						09/29/2021	\$ 3,460	\$ -	0%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Roslin Avenue Slope Stabilization Project	Hydrologic analysis, concept design development & geotechnical review & recommendations	Resilient Consulting Corp.	\$ 111,860	\$ 11,186	10%	07/21/2021	\$ 3,250	\$ 3,250	100%	2020-07-13	2022-12-31
Kennedy Valley Trail Restoration	Asphalt paving services	Rima Con Ltd.	\$ 68,434	\$ 13,687	20%	05/25/2021	\$ 9,486	\$ 9,486	100%	2021-04-27	2021-08-16
						06/08/2021	\$ 5,960	\$ 4,201	70%		
						08/16/2021	\$ 4,777	\$ -	0%		
Mid Humber Gap - Municipal Class Environmental Assessment (MCEA)	Engineering services for a Schedule B MCEA for multi-use trail.	R.J. Burnside & Associated Limited	\$ 185,516	\$ 27,827	15%	07/28/2021	\$ 14,881	\$ 14,881	100%	2021-02-10	2022-02-28
East Don Trail Tunnel and Pedestrian Overpass - Metrolinx Bala Subdivision Railway Corridor	Engineering services for final design, permits/approvals, tendering and contract administration	R.J. Burnside & Associated Limited	\$ 409,040	\$ 40,904	10%	02/05/2021	\$ 15,630	\$ 15,630	100%	2020-09-21	2020-12-31
						04/30/2021	\$ 18,200	\$ 18,200	100%		
Oak Ridges Corridor Reserve - Boundary Fencing 2021	Fencing supply, delivery and installation	Roma Fence Ltd.	\$ 43,939	\$ 4,394	10%	07/29/2021	\$ 5,680	\$ 4,393	77%	2021-07-19	2021-12-31
Burke Brook Ravine, East of Bayview Trail Improvements	Detailed design and geotechnical engineering services	R.V. Anderson Associates Limited	\$ 93,174	\$ 9,317	10%	03/19/2021	\$ 21,178	\$ 9,317	44%	2019-09-12	2020-03-31
Bocce Court Restoration	Design/Build for sanitary infrastructure protection	Superior Disposal Excavating and Demolition	\$ 69,600	\$ 13,920	20%	11/12/2020	\$ 14,000	\$ 13,920	99%	2020-07-28	2020-09-25
						01/13/2021	\$ 1,528	\$ -	0%		
21, 23, & 25 Peacham Crescent Erosion Control and Slope Stabilization Project	Engineering services for detail designs development	Terraprobe Inc.	\$ 94,990	\$ 9,499	10%	02/05/2020	\$ 2,292	\$ 2,292	100%	2019-10-03	2021-12-31
						03/18/2020	\$ 4,000	\$ -	0%		
						09/30/2020	\$ 5,850	\$ -	0%		
						02/17/2021	\$ 7,864	\$ 7,207	92%		
						11/16/2021	\$ 41,800	\$ -	0%		
Yellow Creek (Heath St. E. Erosion Control & Slope Stabilization Project)	Geotechnical investigation and SS & ERA report for 3 properties	Terraprobe Inc.	\$ 47,280	\$ 7,092	15%	09/09/2021	\$ 23,200	\$ 7,092	31%	2020-11-09	2022-11-09
						12/09/2021	\$ 2,115	\$ -	0%		
						05/17/2021	\$ 10,050	\$ -	0%		

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Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Gaffney Park Erosion Control & Drainage Project - Detail Design	Stormwater management analyses and detailed design development	Terraprobe Inc.	\$ 40,935	\$ 4,094	10%	10/08/2021	\$ 3,300	\$ -	0%	2020-10-28	2022-10-28
24 Norfield Crescent Slope Stabilization	Engineering services for concept design development	Terraprobe Inc.	\$ 45,825	\$ 4,583	10%	10/28/2021	\$ 1,025	\$ 1,025	100%	2020-02-26	2022-12-30
Bartley Drive Ravine	Geotechnical investigation and conceptual design development	Terraprobe, Inc.	\$ 34,660	\$ 5,199	15%	06/01/2021	\$ 565	\$ 565	100%	2019-12-03	2021-12-03
TRCA New Administrative Office Building	Open Loop/ATES Test Hole Drilling	Well Initiatives Ltd.	\$ 94,880	\$ 9,488	10%	11/30/2021	\$ 115,826	\$ 9,488	8%	2020-10-07	2020-12-31
Scarborough Waterfront Project - Brimley Road South Multi-use Trail	Engineering services for detailed design development for a separated multi-use trail	McIntosh Perry Limited	\$ 238,474	\$ 23,847	10%	09/17/2021	\$ 45,500	\$ -	0%	2020-09-08	2022-09-08
Scarborough Waterfront Project - West Segment Shoreline and Multi-use Trail Detailed Design	Engineering services detailed design development for shoreline erosion protection works	Shoreplan Engineering Ltd.	\$ 1,108,170	\$ 110,817	10%	06/11/2021	\$ 12,725	\$ 12,725	100%	2020-10-01	2027-03-31
SS&ERA - Hadrian Drive and Summer Hill Gardens	Slope stability and erosion risk assessment	Central Earth Engineering Inc.	\$ 47,295	\$ 4,730	10%	11/22/2021	\$ 3,000	\$ 3,000	100%	2020-07-06	2021-12-31
Telus Customer Agreement	Business Internet	Telus Business	\$ 267,150	\$ -	0%	07/09/2019	\$ 95,400	\$ -	0%	2016-04-07	2022-06-13
						06/02/2021	\$ 27,600	\$ -	0%		
The Meadoway - Class EA & Detailed Design Services	Consulting services for class EA & detailed design development	Dillon Consulting Ltd.	\$ 899,392	\$ 179,878	20%	01/18/2021	\$ 74,999	\$ 74,999	100%	2018-10-19	2021-02-26
						03/16/2021	\$ 55,138	\$ 55,138	100%		
						05/31/2021	\$ 26,700	\$ 26,700	100%		
Toronto Island Park Flood and Risk Mitigation Project - Class EA Development	Consulting services for conceptual design development EA	W.F. Baird & Associates	\$ 295,171	\$ 29,517	10%	05/12/2021	\$ 6,584	\$ 6,584	100%	2021-04-26	2022-12-30
						05/19/2021	\$ 4,900	\$ 4,900	100%		

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Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
TRCA's New Administrative Office Project	Pre-Construction & Construction Management Services	Eastern Construction Ltd.	\$ 48,067,141	\$ 2,341,624	5%	10/13/2020	\$ 523	\$ 52,331	100%	2017-12-18	2022-07-29
						01/07/2021	\$ 29,162	\$ 29,162	100%		
						01/08/2021	-\$ 19,512	\$ -	0%		
						01/13/2021	\$ 18,579	\$ 18,579	100%		
						01/18/2021	-\$ 20,000	\$ -	0%		
						02/04/2021	\$ 66,946	\$ 66,946	100%		
						02/08/2021	-\$ 27,702	\$ -	0%		
						02/16/2021	\$ 64,077	\$ 64,077	100%		
						02/26/2021	\$ 21,356	\$ 21,356	100%		
						03/03/2021	-\$ 38,541	\$ -	0%		
						03/04/2021	-\$ 68,096	\$ -	0%		
						03/15/2021	\$ 107,928	\$ 107,928	100%		
						03/22/2021	-\$ 77,997	\$ -	0%		
						04/07/2021	-\$ 18,000	\$ -	0%		
						04/12/2021	\$ 83,163	\$ 83,163	100%		
						04/13/2021	\$ 79,070	\$ 79,070	100%		
						04/15/2021	\$ 72,009	\$ 72,009	100%		
						07/09/2021	\$ 220,374	\$ 220,374	9%		
						07/19/2021	-\$ 23,730	\$ -	0%		
						07/21/2021	\$ 201,165	\$ 201,165	100%		
						08/02/2021	-\$ 23,665	\$ -	0%		
						08/04/2021	\$ 76,046	\$ 76,046	100%		
						08/13/2021	-\$ 20,594	\$ -	0%		
Upper Highland Creek at Ellesmere Pan Am Trail Connection	Engineering services for detailed design	Aquafor Beech Ltd.	\$ 85,440	\$ 12,000	14%	01/06/2017	\$ 21,400	\$ -	0%	2016-05-03	12/31/2020
						08/22/2017	\$ 1,100	\$ -	0%		
						08/23/2017	\$ 2,500	\$ 2,500	21%		
						08/09/2018	\$ 19,040	\$ -	0%		
						02/19/2019	\$ 13,285	\$ -	0%		
						06/12/2019	\$ 2,000	\$ 2,000	17%		
						12/18/2019	\$ 14,500	\$ 7,500			
						12/18/2019	\$ 22,000	\$ 7,500	34%		
						2/28/2020	\$ 19,992	\$ -	0%		
						8/5/2020	\$ 26,550	\$ -	0%		
						9/28/2020	\$ 1,650	\$ -	0%		
						10/9/2020	\$ 6,900	\$ -	0%		
						01/26/2021	\$ 12,800	\$ -	0%		
UTSC Area B Bank Stabilization	Detail design update and finalization	Aquafor Beech Limited	\$ 22,250	\$ 3,338	15%	09/29/2021	\$ 7,530	\$ 3,337	44%	2021-05-19	2023-05-19
Bolton Berm Major Maintenance Project	Geotechnical engineering for subgrade inspections and compaction testing services	KGS Group	\$ 15,195	\$ 1,520	10%	06/11/2021	\$ 15,601	\$ 1,520	10%	2020-09-22	2022-09-22
						10/06/2021	\$ 20,855	\$ -	0%		
The Meadoway Section 5 - Trail Implementation	Construction services for trail including bridge crossing and boardwalk	MCIPHERSON-ANDREWS CONTRACTING LTD.	\$ 2,147,591	\$ 322,139	15%	03/19/2021	\$ 1,476	\$ 1,476	100%	2021-03-08	2021-08-31
						10/05/2021	\$ 3,896	\$ 3,896	100%		
						11/24/2021	\$ 432	\$ 432	100%		
						11/25/2021	\$ 7,164	\$ 7,164	100%		
						11/26/2021	\$ 102,950	\$ 102,950	100%		
						11/30/2021	\$ 66,801	\$ 66,801	100%		

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Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
TRCA New Administrative Office Building	Architectural, landscape, and engineering final design services.	ZAS Architects Inc. and Bulcholz McEvoy Architects Ltd.	\$ 3,533,860	\$ 353,386	10%	5/22/2019	\$ 103,475	\$ 103,475	29%	9/22/2017	12/13/2022
						9/30/2019	\$ 5,290	\$ -	0%		
						9/17/2019	\$ 10,590	\$ -	0%		
						4/8/2019	\$ 78,060	\$ -	0%		
						11/30/2020	\$ 3,220	\$ -	0%		
						05/29/2020	\$ 4,000	\$ -	0%		
						09/25/2020	\$ 4,705	\$ -	0%		
						01/21/2020	\$ 10,005	\$ -	0%		
						05/25/2020	\$ 68,710	\$ -	0%		
						05/07/2020	\$ 274,130	\$ 249,911	91%		
						02/19/2021	\$ 15,000	\$ -	0%		
						04/16/2021	\$ 26,875	\$ -	0%		
						04/26/2021	\$ 89,410	\$ -	0%		
						04/27/2021	\$ 4,655	\$ -	0%		
						04/28/2021	\$ 14,454	\$ -	0%		
						08/19/2021	\$ 4,050	\$ -	0%		

Lowest Bid											
LiDAR 2019	Lidar data for TRCA and York Region jurisdictions	Airborne Imaging	\$ 153,776	\$ -	0%	06/02/2020	\$ 4,200	\$ -	0%	2019-09-10	2029-12-31
						07/13/2021	\$ 1,200	\$ -	0%		
Jefferson Park Stream Restoration	Engineering services for detail design development services	Beacon	\$ 48,045	\$ 9,609	20%	10/28/2020	\$ 21,816	\$ 9,609	44%	2019-02-01	2019-12-30
						05/26/2021	\$ 7,500	\$ -	0%		
Peel Region Parks Lighting Retrofit Project	Supply, delivery and installation of LED lamps, fixtures and ballasts	Bolton Electric	\$ 20,636	\$ 3,095	15%	04/21/2021	\$ 31,077	\$ -	0%	2020-11-11	2021-03-31
						12/17/2021	\$ 11,312	\$ -	0%		
Albion Hills Riverview Trail	Trail and culvert bridge paving works	Bond Paving & Construction Inc.	\$ 144,910	\$ 14,491	10%	2021-07-08	\$ 9,400	\$ 9,400	100%	2021-06-22	2021-12-18
BCPV Driveway Asphalt Reconstruction	Labour, equipment and material for asphalt pavement repair	Bond Paving & Construction Inc.	\$ 30,400	\$ 4,560	15%	06/24/2021	\$ 8,056	\$ 4,560	100%	2021-06-07	2021-06-25
Ashbridges Bay Landform Project - Headlands 2 & 3	Supply and delivery of 300-600mm Riprap	BOT CONSTRUCTION GROUP	\$ 173,050	\$ 17,305	10%	03/04/2021	\$ 11,850	\$ -	0%	2021-01-18	2022-12-31
Upper Highland Creek at Ellesmere Road - Pan Am Path Connection Project	Labour, equipment and materials for installation of 3 pedestrian bridges and connecting asphalt trail	Bronte Construction Ltd.	\$ 2,977,000	\$ 297,700	10%	27/04/2020	\$ 112,607	\$ 112,607	100%	2020-01-17	2023-03-31
						09/02/2020	\$ 2,475	\$ 2,475	100%		
						14/10/2020	\$ 2,475	\$ 2,475	100%		
						13/11/2020	\$ 2,475	\$ 2,475	100%		
						10/12/2020	\$ 2,475	\$ 2,475	100%		
						21/1/2021	\$ 7,426	\$ 7,426	100%		
						24/3/2021	\$ 2,475	\$ 2,475	100%		
						07/28/2021	\$ 5,589	\$ 5,589	100%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Ashbridges Bay Landform Project - Electrical Connection	Electrical connection for elevated security booth	Canadian Traders Inc.	\$ 5,715	\$ 1,143	20%	01/11/2021	\$ 1,815	\$ 1,143	63%	2020-12-21	2021-02-28
BCPV Hay/Straw	Supply and delivery of hay/straw for livestock, gardens & events	Craig Gauley	\$ 9,050	\$ 905	10%	04/13/2021	\$ 8,793	\$ 905	10%	2020-06-03	2021-06-02
Claireville North Multi-use Trail - North and South	Bridge Fabrication and Installation	CSL Group Ltd.	\$ 782,583	\$ 78,258	10%	2021-06-21	\$ 6,500	\$ 6,500	100%	2021-05-18	2021-12-18
Petticoat Creek Conservation Area - High Voltage Cable Upgrade Project	Labour, equipment and materials for new high voltage hydro service	Dilisado Enterprises	\$ 537,000	\$ 53,700	10%	07/31/2020	\$ 26,675	\$ 26,675	100%	2020-06-29	2020-12-31
						07/31/2020	\$ 4,740	\$ 4,740	100%		
						03/26/2021	\$ 6,325	\$ 6,325	100%		
						04/23/2021	\$ 2,145	\$ 2,145	100%		
Long Branch Major Maintenance	Asphalt paving for existing trail base	Diamond Earthworks Corporation	\$ 24,259	\$ 3,639	15%	12/14/2021	\$ 4,051	\$ 3,639	90%	2021-09-10	2021-09-17
Ashbridges Bay Landform Project	Construction goods and services for the east and central breakwater structures	Doornekamp Construction Ltd.	\$ 27,363,894	\$ 2,736,389	10%	03/11/2020	\$ 687,967	\$ -	0%	2020-03-02	2023-12-31
						03/12/2020	-\$ 2,289,562	\$ -	0%		
						03/16/2020	\$ 4,787,461	\$ -	0%		
						03/30/2020	\$ 10,080	\$ 10,080	100%		
						06/11/2020	\$ 67,402	\$ 67,402	100%		
						07/17/2020	-\$ 1,500	\$ -	0%		
						07/21/2020	\$ 14,216	\$ 14,216	100%		
						08/24/2020	\$ 125,500	\$ 125,500	100%		
						09/04/2020	\$ 23,569	\$ 23,569	100%		
						10/13/2020	\$ 29,564	\$ 29,564	100%		
						10/27/2020	-\$ 11,990	\$ -	0%		
						10/28/2020	\$ 8,870	\$ 8,870	100%		
						12/02/2020	\$ 47,138	\$ 47,138	100%		
						01/21/2021	\$ 1,025,780	\$ 1,025,780	100%		
						04/16/2021	\$ 15,681	\$ 15,681	100%		
						07/30/2021	-\$ 36,718	\$ -	0%		
Bolton Camp	Construction services for sewage pump station, sanitary sewer and watermain	Earth Boring Co. Ltd.	\$ 3,847,082	\$ 769,416	20%	08/11/2021	-\$ 20,654	\$ -	0%	2019-06-05	2020-01-31
						10/10/2019	-\$ 12,120	\$ -	0%		
						10/23/2019	\$ 2,148	\$ 2,148	100%		
						05/20/2020	-\$ 31,000	\$ -	0%		
						05/21/2020	\$ 4,120	\$ 4,120	100%		
						05/22/2020	\$ 7,815	\$ 7,815	100%		
						05/25/2020	\$ 17,940	\$ 17,940	100%		
						05/26/2020	\$ 3,730	\$ 3,730	100%		
						05/28/2020	-\$ 22,000	\$ -	0%		
						06/10/2020	\$ 9,050	\$ 9,050	100%		
						07/28/2020	\$ 39,113	\$ 39,113	100%		
						07/30/2020	\$ 1,851	\$ 1,851	100%		
						07/31/2020	\$ 209	\$ 209	100%		
						08/04/2020	\$ 14,424	\$ 14,424	100%		
						08/09/2020	\$ 851	\$ 851	100%		
						09/21/2020	-\$ 28,500	\$ -	0%		
						09/28/2020	\$ 6,395	\$ 6,395	100%		
						09/30/2020	\$ 2,293	\$ 2,293	100%		
						04/08/2021	\$ 8,784	\$ 8,784	100%		
						04/09/2021	\$ 1,020	\$ 1,020	100%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
						04/14/2021	\$ 181,550	\$ 181,550	100%		
						04/14/2021	\$ 1,786	\$ 1,786	100%		
						04/14/2021	\$ 1,811	\$ 1,811	100%		
Albion Hills/Boyd/Glen Haffy/Heart Lake security system monitoring	Alarm system monitoring services for park workshops and admin buildings	Freedom Lock & Security Inc.	\$ 3,093	\$ 309	10%	03/24/2021	\$ 1,000	\$ -	0%	2021-01-01	2022-12-31
Bluffer Park Channel Dredging Project	Channel maintenance dredging services	Galcon Marine Ltd.	\$ 234,564	\$ 10,000	42%	04/29/2021	\$ 6,000	\$ 6,000	100%	2020-12-03	2021-04-30
						05/03/2021	\$ 5,600	\$ 4,000	71%		
						06/09/2021	\$ 22,070	\$ -	0%		
Beltline Trail Moore-Heath Connection	Geotechnical investigation and detail design peer review	GeoTerre Limited	\$ 6,500	\$ 650	10%	05/05/2020	\$ 7,880	\$ -	0%	2019-12-09	2020-01-15
						01/26/2021	\$ 44,545	\$ -	0%		
						08/06/2021	\$ 13,510	\$ -	0%		
						08/24/2021	\$ 18,250	\$ 650	4%		
						11/19/2021	\$ 2,500	\$ -	0%		
TTP Cell One - Compensation for Section 5 Wetland	Labour, materials and equipment for terraseeding services	Gray's Landscaping & Snow Removal Inc.	\$ 35,308	\$ 3,531	10%	05/17/2021	\$ 2,425	\$ 2,425	100%	2021-05-18	2021-12-31
Kenndy Valley Trail Restoration	Terraseeding services	Gray's Landscaping & Snow Removal	\$ 28,521	\$ 4,278	15%	09/15/2021	\$ 1,899	\$ -	0%	2021-05-25	2021-06-30
						07/23/2021	\$ 1,310	\$ 1,310	100%		
Bolton Berm	Terraseeding services	KING HYDROSEEDING INC.	\$ 23,614	\$ -	0%	10/13/2021	\$ 1,549	\$ -	0%	2021-07-13	2021-10-31
Humber Arboretum Trail	Asphalt repaving services	Melrose Paving Co. Ltd.	\$ 20,789	\$ 2,079	10%	12/20/2021	\$ 9,849	\$ 2,078	21%	2021-11-15	2021-12-31
TRCA's New Administrative Office Building	Rental of tree protection fencing	MODU-LOC FENCE RENTALS	\$ 41,988	\$ 4,199	10%	10/20/2021	\$ 23,267	\$ 4,199	18%	2019-04-12	2021-07-30
Jayfield Park	Pre and post construction CCTV inspections	Multiview Locates Inc.	\$ 3,464	\$ 346	10%	02/09/2021	\$ 1,120	\$ 346	31%	2020-12-16	2021-12-31
Rotary Park Shoreline Maintenance	Property Inspection	Oza Inspections Ltd.	\$ 1,571	\$ -	0%	01/04/2021	\$ 857	\$ -	0%	2018-07-16	2018-12-31
Generator for Construction Services	Supply & Delivery of Honda Generator	Pickering Mower	\$ 1,833	\$ 183	10%	05/14/2021	\$ 767	\$ 183	24%	2021-02-05	2021-12-31
OCC Climate Change Video Production	Video production services	Powerline Films Inc.	\$ 6,510	\$ -	0%	06/21/2021	\$ 3,360	\$ -	0%	2021-02-01	2021-03-28
Kortright Farm - Green House	Installation of poly	R.V.Z. Enterprises	\$ 3,600	\$ 360	10%	02/04/2021	\$ 1,100	\$ 360	33%	2021-02-04	2021-04-30
						11/02/2020	\$ 3,000	\$ 3,000	100%		
						11/10/2020	\$ 2,670	\$ 2,670	100%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Indian Line Campground	Construction goods and services for sewage system improvements	Rapid Plumbing Inc.	\$ 180,400	\$ 36,080	20%	11/23/2020	\$ 2,365	\$ 2,365	100%	2020-10-02	2021-03-31
						12/03/2020	\$ 5,361	\$ 5,361	100%		
						12/16/2020	\$ 20,159	\$ 20,159	100%		
						01/05/2021	\$ 16,762	\$ 2,525	15%		
						02/16/2021	\$ 27,358	\$ -	0%		
						03/23/2021	\$ 5,913	\$ -	0%		
						08/17/2021	\$ 360	\$ -	0%		

Vendors of Record Arrangements											
Erosion Control Materials	Supply and delivery of various erosion and sediment control materials	Terrafix Geosyntec Inc.; Devron Sales Ltd.; Nilex Inc.; Layfield Canada Ltd.; Organic Express; Erosion Solutions Ltd.	\$ 635,333	\$ 95,300	15%	12/09/2021	\$ 19,666	\$ 19,666	21%	2021-05-06	2023-05-06
Building Condition Assessments and Capital Reserve Plans for Rental Properties	Consulting services building and infrastructure condition assessments and capital reserve plans	F.CAP.X Ltd.; Cion Coulter; Nadine International Inc.	\$ 173,126	\$ 43,282	25%	05/11/2020	\$ 9,060	\$ 9,060	100%	2020-02-18	2022-05-31
						09/23/2020	\$ 10,370	\$ 10,370	100%		
						05/19/2021	\$ 140,656	\$ -	0%		
						05/31/2021	\$ 85,300	\$ -	0%		
IT Research and Analysis Services (Province of Ontario VOR)	IT consulting services	Info-Tech Research Group	\$92,850,00	\$ 9,285	10%	01/25/2021	\$ 48,600	\$ -	0%	2020-07-27	2023-01-31
						03/16/2021	\$ 10,000	\$ -	0%		
						06/29/2021	\$ 62,500	\$ -	0%		
End User Computing Devices and Services - OEM VOR	Supply of various computer goods (hardware and/or software)	DELL; CDW Canada; Compugen	\$ 400,000	\$ 40,000	10%	11/05/2021	\$ 3,500,000	\$ -	0%	2017-07-10	2021-01-11
Snow Removal Services 2019-2020	Snow removal and ice management services for various TRCA public access facilities, residential rental homes and dam service roads.	AAA Landscaping; Ivy Property Services	\$ 170,000	\$ 17,000	10%	11/03/2020	\$ 78,625	\$ -	0%	2019-11-01	2020-03-31
						01/15/2021	\$ 91,375	\$ -	0%		

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
Rental of Construction Equipment	Rental of various construction equipment	United Rentals of Canada; Cooper Equipment Rentals; Atlas Dewatering Corp.; Sunbelt Rentals of Canada; Rapid Equipment Rental Limited; Herc Rentals; Aquatech Dewatering Company; CONEQ Rentals.	\$ 735,000	\$ -	0%	07/07/2021	\$ 415,920	\$ -	0%	2020-08-01	2021-08-01
Rogers Communications Inc. VOR Adoption Agreement	Rogers wireless devices and services	Rogers Wireless Inc.	\$ 1,200,000	\$ -	0%	09/03/2019	\$ 59,377	\$ -	0%	2014-02-01	2020-01-31
						09/10/2019	\$ 65,744	\$ -	0%		
						10/24/2019	\$ 31,622	\$ -	0%		
						04/08/2020	\$ 3,218	\$ -	0%		
						05/28/2021	\$ 4,550	\$ -	0%		
City of Toronto Major Maintenance Projects - Master Detailed Designs	Conceptual and detailed designs for multiple TRCA owned erosion control structures	Aquafor Beech Ltd.; Geo Morphix Ltd.	\$ 163,329	\$ 16,333	10%	2020-04-29	\$ 7,904	\$ -	0%	2019-10-28	2021-10-28
						12/09/2020	\$ 11,850	\$ 5,128	31%		
						01/18/2021	\$ 27,036	\$ 1,182	7%		
						10/25/2021	\$ 8,900	\$ -	0%		

Limited Tendering											
RSC Building Mechanical System Maintenance	Regular maintenance and service of the HVAC system	Bruno Plumbing & Contracting Inc.	\$ 23,886	\$ 4,777	20%	07/14/2021	\$ 14,500	\$ -	0%	2019-03-15	2021-12-31
ESRI Advantage Program	IT professional services for migration and re-architecture of the ArcGIS application	ESRI CANADA LIMITED	\$ 28,000	\$ 2,800	10%	09/01/2021	\$ 4,550	\$ -	0%	2021-06-28	2022-06-27
Provision of LID Treatment Train Tool - Version 2 - Phase 2	LID train tool update to include costing functionality	Golder Associates Ltd	\$ 38,680	\$ 7,736	20%	02/08/2021	\$ 42,670	\$ 5,000	12%	2019-10-14	2021-10-31
Tommy Thompson Park Phragmites Control Work	Management of invasive phragmites australis	Invasive Phragmites Control Centre	\$ 29,230	\$ 2,923	10%	09/30/2021	\$ 6,400	\$ 2,923	46%	2021-09-27	2021-12-20

ATTACHMENT 2 - CONTRACT REVISIONS

Project Name	Goods/Services Procured	Awarded Bidder	Contract Cost	Contingency Approved (\$)	Contingency Approved (%)	Revision Date	Revision Cost	Contingency Used (\$)	Contingency Used (%)	Agreement Start Date	Agreement End Date
TRCA New Admin Building - BCPV	Security and Lighting Design and Contract Admin	LEA Consulting Ltd.	\$ 45,700	\$ 6,855	15%	11/12/2021	\$ 8,500	\$ 6,855	81%	2021-08-30	2022-11-30
HR Research and Advisory Services	Employee Engagement Survey Services	McLean & Company	\$ 18,960	\$ 1,896	10%	06/22/2020	\$ 4,000	\$ -	0%	2019-12-20	2020-12-15
						06/21/2021	\$ 20,000	\$ -	0%		
Cudmore Creek	Landscape architectural services for detail design and costing	Schollen & Company INC.	\$ 43,458	\$ 4,346	10%	10/02/2019	\$ 23,751	\$ -	0%	2016-11-11	2017-12-29
						03/18/2021	\$ 23,366	\$ -	0%		
						08/30/2021	\$ 42,584	\$ -	0%		
Boyd Centre HVAC Systems	HVAC preventative maintenance & repairs	Service Experts	\$ 5,000	\$ 1,000	20%	16/04/2019	\$ 2,034	\$ -	0%	2019-05-01	2021-03-31
						08/24/2020	\$ 3,830	\$ 1,000	26%		
						02/16/2021	\$ 3,469	\$ -	0%		
HR LMS Training Development	Learning management content development services	Strobl Consulting	\$ 6,250	\$ 625	10%	03/24/2021	\$ 9,450	\$ -	0%	2020-11-23	2021-11-26
						27/10/2021	\$ 18,300	\$ -	0%		
TRCA's New Administrative Office Building	New Hydro Service	Toronto Hydro Electric System	\$ 10,000	\$ 1,000	10%	04/29/2021	\$ 208,019	\$ -	0%	2019-04-16	2021-06-30
TTP Aquatic Habitat Enhancement Project	PortsToronto barge and tugboat services	Toronto Port Authority	\$ 60,924	\$ 6,092	10%	02/08/2021	\$ 30,000	\$ 6,092	100%	2020-03-23	2020-12-31
Emergency Repairs for Kortright Centre Glass House	Detail design development	WSP Canada Group Ltd.	\$ 5,000	\$ 1,000	20%	2019-11-18	\$ 26,560	\$ -	0%	2019-02-27	2019-05-15
						2019-12-13	\$ 5,100	\$ -	0%		
						2021-03-22	\$ 5,000	\$ -	0%		

Total Increase	\$ 21,086,755
Total Decrease	-\$ 8,085,417
Net Total	\$ 13,001,339

*Note: Negative values represent reduction in contract cost due to scope changes.

Attachment 3 - Contingency Summary

Contingency Range	# of Contracts 2020	# of Contracts 2021	% Contracts 2020	% of Contracts 2021	Total Contract Cost 2020	Total Contract Cost 2021	Total Contingency Approved 2020	Total Contingency Approved 2021
0%-9%	37	37	16%	16%	\$ 10,995,047	\$ 13,410,418	\$ 138,429	\$444,170.00
10% - 15%	165	162	71%	72%	\$ 53,196,740	\$ 32,415,831	\$ 4,950,862	2,029,968
16% - 20%	23	24	10%	11%	\$ 5,544,079	\$ 3,418,831	\$ 924,013	1,941,481.35
21% - 30%	5	2	2%	1%	\$ 339,989	\$ 364,186	\$ 69,912	168,204.55
Greater than 30%	2	0	1%	0%	\$ 116,000	\$ -	\$ 32,200	\$ -
TOTAL	232	225	100%	100%	\$ 70,192,143	\$ 49,609,266	\$ 6,115,416	\$ 4,583,824

Total Contingency Used (\$) 2020	Total Contingency Used (\$) 2021	Total Contingency Used (%) 2020	Total Contingency Used (%) 2021	Total Awarded Bidders 2020	Total Awarded Bidders 2021
\$836,265	\$293,995	14%	6%	281	264

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Friday, September 23, 2022 Meeting

FROM: Anil Wijesooriya, Director, Restoration and Infrastructure

RE: **UPDATE ON PROCUREMENTS APPROVED UNDER DELEGATED AUTHORITY**
Report back on procurements approved under delegated authority.

KEY ISSUE

Report back to on time sensitive procurements approved by the Chief Executive Officer under delegated authority over the “summer recess” to ensure business continuity including support for municipal and partner supported programs and projects.

RECOMMENDATION:

IT IS RECOMMENDED THAT the update on procurements approved by the Chief Executive Officer under delegated authority over ‘summer recess’ be received.

BACKGROUND

At Board of Directors Meeting held on June 24, 2022, Resolution #A78/22 was approved as follows:

WHEREAS Toronto and Region Conservation Authority’s (TRCA) Procurement Policies require reporting to the Executive Committee for procurements over \$250,000 and to the Board of Directors for procurements over \$500,000;

AND WHEREAS from June 24, 2022 to September 9, 2022 there is a break in Executive Committee and Board of Director meetings for the “summer recess”;

AND WHEREAS Resolution #A227/21, adopted at the November 19, 2021, Board of Directors meeting, delegated the approval of time sensitive procurements for the months of July and August to the Chief Executive Officer or his designate;

THEREFORE LET IT BE RESOLVED THAT during the 2022 summer recess the Chief Executive Officer be delegated authority to approve, grant or authorize all activities in connection with acquisition of goods and services that would otherwise require Executive Committee of Board of Directors approval;

THAT any approval under the delegated authority comply with TRCA’s Procurement Policies;

THAT should TRCA staff be unable to negotiate contracts with successful Proponents, staff be authorized to enter into and conclude contract negotiations with other Proponents that submitted proposals, beginning with the next highest ranked meeting TRCA specifications;

Item 8.3

THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract, including the obtaining of necessary approvals and the signing and execution of any documents;

AND FURTHER THAT staff report back at the September 23, 2022 Board of Directors meeting with a list of all procurements that were approved under the delegated authority.

RATIONALE

The Executive Committee and Board of Directors schedule does not include meetings from June 24, 2022 to September 9, 2022 for a “summer recess.” During this period there were a number of time sensitive procurements anticipated that would need to move forward to align with project workbacks. It was also recognized that there may be unexpected work requests from partners that TRCA would need to respond to on an urgent basis. As a result, during the summer recess the Chief Executive Officer was granted delegated authority to approve, grant or authorize all activities in connection with acquisition of goods and services that would otherwise require Executive Committee or Board of Directors approval.

TRCA staff proceeded with time sensitive procurements during the summer recess to ensure business continuity during summer months and prevent interruptions of project delivery and/or avoid unnecessary costs. The following chart outlines the status of all procurements identified at the June 24, 2022 Board of Directors meeting. Not all procurements previously identified proceeded, and as a result if these procurements move forward at a later date, they will follow the regular approval process. It should also be noted that there were no unexpected procurements that required consideration for delegated authority approval.

Project	Description	Type of Goods/ Services	Type of Procurement	Status of Procurement	Staff Lead
Humber Bay Park East Revitalization Project: Electrical Services	Pond naturalization, bridges and a boardwalk construction, building demolition, and overall site restoration in support of the Humber Bay Park Master Plan. Delivered in partnership with the City of Toronto.	Supply and installation of electrical services at Humber Bay Park East area. Specifically, the main hydro connection to the park from the road, the connection to the new building and surrounding trail lighting.	Competitive Tender	Awarded to low bid Dilisado Enterprises for \$465,000 plus 10% contingency +HST	Ralph Toningher 365-566-2434

Item 8.3

Project	Description	Type of Goods/ Services	Type of Procurement	Status of Procurement	Staff Lead
Humber Bay Park East Revitalization Project: Pump Services	<p>Pond naturalization, bridges and a boardwalk construction, building demolition, and overall site restoration in support of the Humber Bay Park Master Plan.</p> <p>Delivered in partnership with the City of Toronto.</p>	Supply and installation of a new pump system required for the Humber Bay Park East wetland feature. Given this area is not directly connected to the lake, a pump is required to bring water from the lake into this new wetland system. This work needs to be completed by the end of 2022.	Competitive Tender	<p>Tender cancelled due to the sole bid received not meeting the project budget</p> <p>Pump and associated materials will be procured separately, and internal labour forces combined with VOR services will be used to advance work</p>	<p>Ralph Toner</p> <p>365-566-2434</p>
East Don Trail Tunnel and Bridge Construction	Phase 1 of the East Don Trail is 80% completed with the bridge and tunnel across the Metrolinx rail line remaining. This final piece will provide safe user crossing and open up a significant trail network.	Construction of tunnel and pedestrian overpass to complete Phase 1 of East Don Trail.	Competitive Tender	Awarded to low bid SONCIN Construction for \$ 7,535,325 plus 15% contingency + HST	<p>Mark Preston</p> <p>437-880-1935</p>
Bolton Camp New Entrance	Improve traffic sight lines and allow for a larger capacity of community users to safely park on the property.	Road widening and Right of Way improvements.	Competitive Tender	Not awarded due to current capacity of previously retained service provider	<p>Aaron D'Souza</p> <p>437-880-1949</p>

Item 8.3

Project	Description	Type of Goods/Services	Type of Procurement	Status of Procurement	Staff Lead
Head Office POI Furniture and Move	Furniture relocation and furniture purchases	Tear down, move and re-install existing furniture from 101 Exchange and receive, deliver, and install new furniture for 5 Shoreham.	Limited Tender	Postponed due to work underway to revise furniture plans	Aaron D'Souza 437-880-1949
Head Office Geothermal Open Loop Installation	Installation of an open loop geo-thermal system for the supply of water for the new administration building's mechanical system	Installation of an open loop geo-thermal system.	Competitive Tender	Not awarded as the procurement will now be led by TRCA's construction manager	Aaron D'Souza 437-880-1949
Vendors of Record for Rental of Construction Equipment	TRCA's current 'Vendor of Record' (VOR) for rental of construction equipment expired on August 1, 2022. By establishing a VOR arrangement for rental of construction equipment, Vendors are authorized to provide these goods and services for a defined period and with fixed pricing.	Vendors provided TRCA with a catalog of upwards of 180 different pieces of rental equipment. Rental equipment includes everything from earthmoving equipment, like excavators and front-end loaders, all the way to pumps and generators to conduct by-pass pumping activities.	Competitive Vendor of Record	Awarded on August 9, 2022 to Atlas Dewatering Corporation, Battlefield Equipment Rentals, Cooper Equipment Rentals, Matthews Equipment Limited O/A Herc Rentals, Sunbelt Rentals of Canada, Inc., and United Rentals of Canada Inc. for an anticipated annual value of \$1,665,000 plus 15% contingency	Mike Puusa 365-566-2344

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan:
Strategy 1 – Green the Toronto region’s economy

FINANCIAL DETAILS

The following outlines financial considerations for the procurements awarded:

Humber Bay Park East Revitalization Project: Electrical Services

- Fully recoverable under letter agreement with the City of Toronto. Funds tracked in account: 113-50

East Don Trail Tunnel and Bridge Construction

- Fully recoverable under letter agreement with the City of Toronto. Funds tracked in account: 117-82

Vendors of Record for Rental of Construction Equipment

- Funds are identified in a variety of capital and cost recoverable project accounts.

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Date: September 14, 2022