

The Board at its April 30, 2014 meeting adopted the following:

It is recommended that the Board:

1. advise the Minister of Economic Development, Trade and Employment that, owing to a capital funding shortfall, the TTC cannot meet the AODA requirement that all subway stations be made accessible by 2025;
2. request the Chair and CEO, as part of the City-TTC Transit Funding Task Force, to seek reinstatement of full funding for the TTC's accessibility (Easier Access) program; and
3. forward this report to the City of Toronto, the Ontario Ministry of Economic Development, Trade and Employment, and the Ontario Human Rights Commission, noting that:
 - this report fulfills the provincially-legislated requirements in the *Integrated Accessibility Standards Regulation (IASR)* under the *Accessibility for Ontarians with Disabilities Act, 2005 (AODA)* for documentation of the TTC's multi-year accessibility plans;
 - Attachment 1 is a report entitled *2014-2018 TTC Accessibility Plan*, which describes in detail the TTC's plans over the next five (5) years to improve the accessibility of its facilities and services;
 - the TTC is making significant progress on its long-term commitment to make all TTC services accessible: all TTC conventional bus services and subway trains are now accessible, and new accessible streetcars will begin operation in 2014;
 - approximately half of all subway stations are now accessible;
 - the reduction of \$240 million in the Easier Access program within the TTC's 2014 2023 Capital Budget means that funding is not available for implementation of elevators and other Easier Access improvements at 17 stations as follows:
 - Line 1 (Yonge-University-Spadina): Wellesley, College, Spadina, Summerhill, Museum, Rosedale, Glencairn
 - Line 2 (Bloor-Danforth): Greenwood, Lansdowne, Keele, Chester, Christie, Castle Frank, High Park, Old Mill, Warden, Islington
 - full funding of the Easier Access program will need to be restored by 2017 in order to allow the TTC to make all stations accessible by 2025;
 - the Province has not committed funding for the costs of the TTC complying with AODA regulations (approximately \$2 million in the 2014 TTC and Wheel-Trans Operating Budget). Additionally, unfunded costs resulting from these Provincial requirements may result in increased TTC subsidy requirements from the City, service reductions, and/or fare increases; and
 - TTC staff will report back to the Board and ACAT on an annual basis on the progress in implementing the goals and objectives of the 2014-2018 TTC Accessibility Plan.
4. That the Board direct staff, through the 2015 budget process, to include provisions for elevator redundancies at key transfer stations such as Yonge/Bloor and St. George Stations, with input to the requirements to be provided by ACAT".

