

Public Works and Infrastructure Committee

Meeting No.	11	Contact	Rosalind Dyers, Committee Administrator
Meeting Date	Wednesday, November 28, 2007	Phone	416-392-8018
Start Time	9:30 AM	E-mail	pwic@toronto.ca
Location	Committee Room 1, City Hall		

The Decision Document is for preliminary reference purposes only. Please refer to the Committee's Report to City Council or to the Minutes for the official record.

How to Read the Decision Document:

- *Recommendations of the Committee to City Council appear after the item heading.*
- *Any amendments by Committee to recommendations appearing in a staff report are italicized.*
- *Other action taken by the Committee on its own authority, which does not require Council's approval, is listed in the decision document under the heading "Decision Advice and Other Information".*
- *Declarations of Interest, if any, appear at the end of an item.*

Minutes Confirmed – Meeting of October 31, 2007

PW11.1	Information	Received		Ward: All
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Review of City Policies Regarding Water and Sewer Service Connections for Infill New Development

(June 13, 2007) Report from the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the General Manager, Toronto Water.

Financial Impact

There is no financial impact arising from this report.

Summary

This report reviews the City-wide protocol for the installation of municipal service connections in new developments, including infill developments.

Background Information

2007-11-28-pw11-1

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8870.pdf>)

Communications

(November 28, 2007) Submission from John Zanini (PW.New.PW11.1.1)

(November 28, 2007) Submission from Karen Buck (PW.New.PW11.1.2)

PW11.2	Information	Received		Ward: All
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Wet Weather Flow Master Plan (WWFMP) Implementation Update Report

(October 17, 2007) Report from the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the General Manager, Toronto Water.

Financial Impact

There are no financial implications arising from this report.

Summary

This report provides an overview of the status of the implementation of the City's Wet Weather Flow Master Plan, documented in more detail in an accompanying report titled "Wet Weather Flow Master Plan – Implementation Report 2006". A summary of the work undertaken in 2006 and underway in 2007, for each of the major components identified in the WWFMP is provided.

Background Information

2007-11-28-pw11-2

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8871.pdf>)

Communications

(November 28, 2007) Submission from Karen Buck (PW.New.PW11.2.1)

PW11.3	ACTION	Adopted		Ward: All
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Request for Proposal (RFP) 0713-06-0233: Water Meter Replacement and Automated Meter Reading System

(November 15, 2007) Report from the Deputy City Manager, Citizen Focused Service Cluster B, the Deputy City Manager and Chief Financial Officer, the Director of Purchasing and Materials Management and the General Manager, Toronto Water.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Council authorize the General Manager of Toronto Water and the Treasurer to proceed with a new procurement process for the Water Meter Replacement and Automated Meter Reading (AMR) System project incorporating:
 - i. the elimination of the Proof of Capability/Pilot phase;
 - ii. a shortened project implementation/completion timeframe that is satisfactory to the General Manager of Toronto Water and the Deputy City Manager and Chief Financial Officer; and
 - iii. the option to secure alternative project financing (which could include vendor financing) as part of the procurement process.
2. Staff report back to Council at the completion of the procurement process but prior to award of the project summarizing the results of the procurement process.

Financial Impact

Toronto Water's 2008-2017 Capital Program includes \$176 million, cashflowed over 10 years to implement the AMR project. It may be necessary to reschedule some projects contained within Toronto Water's 2008-2012 Capital Plan, or seek alternative financing mechanisms through the procurement process for this project to proceed if the issuing of the second Request for Proposal results in higher capital costs.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

This report provides an update on the results of RFP 0713-06-0233, for Water Meter Replacement and an Automated Meter Reading (AMR) System, and seeks authority to amend certain requirements of the project.

Background Information

2007-11-28-pw11-3

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8872.pdf>

2007-11-28-pw11-3.attach

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8873.pdf>)

PW11.4	ACTION	Adopted		Ward: All
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Rainwater Harvesting Project at Exhibition Place

(November 9, 2007) Report from the General Manager, Toronto Water.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Funding be provided to Exhibition Place to an upset limit of \$600,000 net of GST to support the construction of a full scale demonstration rainwater harvesting system servicing the Automotive Building at Exhibition Place, designed to the satisfaction of the Chief Executive Officer of Exhibition Place, the Chief Building Official, the Medical Officer of Health and the General Manager of Toronto Water.

Financial Impact

Funding of \$600,000 net of GST to support the construction of the full scale demonstration rainwater harvesting system at the Automotive Building at Exhibition Place is available in the approved 2007 Toronto Water Capital Budget within WBS Element CWW447-06 WWFMP Implementation.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

The purpose of this report is to seek Council approval to support the implementation of a full scale demonstration rainwater harvesting system at the Automotive Building at Exhibition Place.

Background Information

2007-11-28-pw11-4

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8874.pdf>)

PW11.5	Information	Deferred		Ward: All
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Options for Financing the Replacement of Private Lead Water Service Connections

(November 15, 2007) Report from the Deputy City Manager and Chief Financial Officer and the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee deferred consideration of the report from the Deputy City Manager and Chief Financial Officer and the General Manager, Toronto Water until its meeting to be held on January 9, 2008, for public presentation and debate.

Financial Impact

There are no financial implications arising from this report. If Council were to adopt a no-interest loan program to provide a \$1,500.00 loan repayable within three years, the interest cost alone to the City for all 65,000 remaining lead service accounts is estimated to be \$7.7 million, assuming the loan option was taken up by all eligible property owners. Additional costs associated with the administration of such a program would also be incurred.

Summary

In July 2007, Council approved a new Lead Water Service Replacement Program to accelerate the replacement of the City-owned portion of the estimated 65,000 lead water service connections within the public road allowance, which extends from the watermain to the water shut-off valve at property line.

The repair or replacement of the privately owned section of the water service connection from the shut-off extending into the home, being private property, is the responsibility of the homeowner. This report considers the policy and financial impacts to the City of providing zero-interest loans to private homeowners interested in replacing the private side of the lead water service connection, from the water shut-off at the property line to the interior of the dwelling. For a number of practical, administrative and policy reasons as outlined in this report, providing a loan for private-property infrastructure changes is not recommended.

Background Information

2007-11-28-pw11-5

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8875.pdf>

PW11.6	Information	Received		Ward: All
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Toronto Water Outfall Monitoring Program - 2007 Progress Report

(November 9, 2007) Report from the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the General Manager, Toronto Water.

Financial Impact

There are no financial implications to the City as a result of this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

This report summarizes the progress and successes of the Outfall Monitoring Program from the summer of 2006 to September 2007. It includes the storm sewer outfall surveying and sampling work performed in the Taylor-Massey Creek and the Black Creek drainage areas, and the initial work or complaint responses carried out in various other drainage areas across the City. The benefits of the Outfall Monitoring program are a cleaner environment and a reduction in public health risks.

Background Information

2007-11-28-pw11-6

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8876.pdf>)

2007-11-29-pw11-6-Appendix A

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8886.pdf>)

2007-11-28-pw11-6-Appendix B

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8887.pdf>)

PW11.7	Information	Received		Ward: All
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Back Lot Drainage Reserve Fund

(November 14, 2007) Report from the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the General Manager, Toronto Water.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This report concludes that it is not practical to establish a back lot drainage reserve fund to provide financial assistance to private property owners to solve back lot drainage issues on private property.

Background Information

2007-11-28-pw11-7

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8877.pdf>

PW11.8	ACTION	Amended		Ward: All
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Permitting Motorcycles and Scooters Access to High Occupancy Vehicle (HOV) Lanes

(November 9, 2007) Report from the General Manager, Transportation Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. *Plated motorcycles and scooters be permitted to use City of Toronto controlled High Occupancy Vehicle (HOV) Lanes.*
2. *City Council issue an advisory to other jurisdictions in Ontario respecting this change in the use of High Occupancy Vehicle Lanes in the City of Toronto.*
3. *HOV signs be altered during the normal maintenance schedule to ensure there is no additional cost to implement the policy to allow motorcycle and scooter use of HOV Lanes.*
4. The Greater Toronto Transportation Authority (GTTA), in their review of HOV facilities throughout the Greater Toronto Area (GTA), as requested by City Council in considering the report, titled “Sustainable Transportation Initiatives: Short-Term Proposals”, consider the use of HOV Lanes by motorcycles and scooters with one rider on a region-wide basis to ensure consistency and continuity.

Financial Impact

There are no financial impacts arising from the adoption of this report. If, however, this report is amended to permit the use of the City’s HOV lanes by motorcycles and scooters with one rider, then approximately \$425,000.00 would be required to change the signs to give effect to the foregoing and for notifying and educating the public of these changes. There are no funds in the Transportation Services Division’s 2008 Capital Budget submission allocated for this purpose.

Summary

The City’s extensive network of High Occupancy Vehicle (HOV) lanes and the associated restrictions are intended, generally, to encourage travel by public transit and by carpooling (three or more occupants) by providing a less congested and, therefore, faster route for users of these facilities. This is a report, as requested by the Public Works and Infrastructure Committee, on the advisability of also permitting motorcycles and scooters with one rider to use the City’s HOV lanes. It concludes that despite being more fuel efficient than a typical car,

motorcycles produce more harmful emissions per kilometre than automobiles and light trucks. Therefore, from an environmental perspective, there is no rationale to introduce an amendment to the existing regulations with respect to the use of HOV lanes to permit motorcycles and scooters with one rider.

Background Information

2007-11-28-pw11-8

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8878.pdf>)

Communications

(November 22, 2007) e-mail from Doug Wilburn (PW.New.PW11.8.1)

(November 21, 2007) e-mail from Buturab Rizvi (PW.New.PW11.8.2)

(November 25, 2007) e-mail from Allan Revich, Member of the Toronto Motor Scooter Club (PW.New.PW11.8.3)

(November 25, 2007) e-mail from Bill Coleman (PW.New.PW11.8.4)

(November 28, 2007) Submission from Bob Ramsay, President, Motorcycle & Moped Industry Council (PW.New.PW11.8.5)

(November 28, 2007) Submission from Edward Wallerstein, Front Street Cycle (PW.New.PW11.8.6)

PW11.9	ACTION	Adopted		Ward: 5
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Peel Region Boundary Facility Agreement - The Queensway Bridge over Etobicoke Creek

(November 9, 2007) Report from the General Manager, Transportation Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Authorization be granted to execute an agreement between the City of Toronto and the Regional Municipality of Peel (Region of Peel), generally in accordance with the terms and conditions contained in the draft agreement appended to this report.
2. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Financial Impact

There are no additional funding implications resulting from the adoption of this report.

Summary

The Queensway bridge over the Etobicoke Creek forms a boundary facility between the City of Toronto and the Region of Peel. The Transportation Services Division has negotiated an agreement with the Region of Peel that includes terms and conditions for the ongoing management of this bridge structure. The report highlights most of the key conditions that form

part of the draft agreement, which is appended to this report. Furthermore, the report also seeks authorization for the execution of the draft agreement between the City of Toronto and the Region of Peel respecting cost-sharing and maintenance of the aforementioned bridge structure.

The agreement with the Region of Peel will formalize the terms and conditions that have been the basis of co-operation between the two municipalities since amalgamation and ensure that a consistent level of service is provided.

Background Information

2007-11-28-pw11-9

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8879.pdf>)

2007-11-28-pw11-9.attach

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8890.pdf>)

PW11.10	Information	Received		Ward: All
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Completion of the Pedestrian Countdown Signal (PCS) Installation Plan

(November 7, 2007) Report from the General Manager, Transportation Services.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the General Manager, Transportation Services.

Financial Impact

All funds required to complete this program are contained in the Light Emitting Diode (LED) Traffic Signal Lamp Conversion Capital Program, CTP704-20 in the amount of \$1,000,000 and CTP705 20 in the amount of \$16,700,000 for a total of \$17,700,000 approved by City Council.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact statement.

Summary

To report on the Transportation Services Division plan for the installation of pedestrian countdown signals.

Background Information

2007-11-28-pw11-10

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8880.pdf>)

PW11.11	Information	Received		Ward: All
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Cost of Polling for Traffic Calming Projects

(November 5, 2007) Report from the City Clerk.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the City Clerk.

Financial Impact

There are no financial impacts arising from this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

At its September 26 and 27, 2007 meeting, City Council requested that the City Clerk report to the Public Works and Infrastructure Committee providing the total cost of polling for traffic calming projects in the City of Toronto, such costs to be broken down into budget categories.

Background Information

2007-11-28-pw11-11

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8881.pdf>

PW11.12	ACTION	Amended		Ward: All
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"Running Red Lights - Increased Enforcement, Fines, Demerit Points and Licence Suspensions"

(November 19, 2007) Letter from the City Clerk.

Decision Advice and Other Information

The Public Works and Infrastructure Committee:

- A. referred the following recommendations to the General Manager, Transportation Services:
 - “1. City Council request the Minister of Transportation for the Province of Ontario to review the present penalties in the Highway Traffic Act, as they relate to running red lights, and to consider:
 - a. substantially increasing fines for running red lights;

- b. increasing the demerit points for such offences; and
 - c. suspending the driving licences of those injuring others while driving through a red signal or who are found guilty of multiple infractions.
2. City Council request the Ministry of the Attorney-General to review the downloaded cost of Provincial Court Room Security, currently in the realm of \$45 million in costs to the Toronto Police Service, in order that human resources can be appropriately targeted at enforcement against dangerous driving and other pressing crime enforcement needs.
 3. The General Manager of Transportation Services be requested to report to the Public Works and Infrastructure Committee on the following:
 - a. the installation of additional red light cameras at intersections, at which there is a history of injuries resulting from red light running, to cover all four entries and exits of the intersection; and
 - b. the identification of additional measures that can increase the safety of both pedestrians and vehicular traffic at problem intersections.”,

with a request that a report be submitted to the Public Works and Infrastructure Committee for its meeting on February 8, 2008, on:

- a. how the City can best achieve the objectives outlined in Recommendation A.;
 - b. the feasibility of having multiple cameras at the problem intersections in the City; and
 - c. the development of an education awareness program; and
- B. requested the City Clerk to advise the Toronto Police Service, the Insurance Bureau of Canada, the Canadian Automobile Association, and any other appropriate organizations (following consultation with Councillor Michael Thompson), as to when this matter will be considered by the Public Works and Infrastructure Committee, in order to provide an opportunity for their input.

Summary

Forwarding the following Member Motion by Councillor Thompson, seconded by Councillor De Baeremaeker, headed "Running Red Lights - Increased Enforcement, Fines, Demerit Points and Licence Suspensions":

"Summary:

Running red lights in the City of Toronto has become an epidemic. From November 2001 to September 2007 the City of Toronto recorded 71,600 infractions at red camera locations. Six of these infractions led to collisions of which two were fatalities. From January 1st to

September 30th of this year, Toronto Police issued an additional 11,203 tickets for running red lights.

On July 18, 2007 at 4:07 p.m., a 39 year old woman waiting for a bus with her husband and children at the corner of Warden Avenue and Lawrence Avenue East was struck by a car and killed, reportedly by a vehicle that had run a red light.

The vast majority of traffic signal violations are a result of aggressive driving by drivers who put their own priorities or impulses ahead of the safety of others. Most of these aggressive acts are preventable, and can be significantly reduced through the application of cost effective technology and concerted action by appropriate stakeholders.

Recommendations:

1. City Council request the Minister of Transportation for the Province of Ontario to review the present penalties in the Highway Traffic Act, as they relate to running red lights, and to consider:
 - a. substantially increasing fines for running red lights;
 - b. increasing the demerit points for such offences; and
 - c. suspending the driving licences of those injuring others while driving through a red signal or who are found guilty of multiple infractions.
2. The General Manager of Transportation Services be requested to report to the Public Works and Infrastructure Committee on the following:
 - a. the installation of additional red light cameras at intersections, at which there is a history of injuries resulting from red light running, to cover all four entries and exits of the intersection; and
 - b. the identification of additional measures that can increase the safety of both pedestrians and vehicular traffic at problem intersections.
3. The City Clerk be requested to advise the Toronto Police Service, the Insurance Bureau of Canada and the Canadian Automobile Association when this matter will be before the Public Works and Infrastructure Committee, to provide an opportunity for their input."

Background Information

2007-11-28-pw11-12

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8882.pdf>

PW11.13	ACTION	Adopted		Ward: All
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Response to Council Motions - Getting to 70% Diversion by 2010

(November 14, 2007) Report from the General Manager, Solid Waste Management Services and the Deputy City Manager and Chief Financial Officer.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. The bin fees brought forward for approval during the 2008 Operating Budget process be based on the principle that annual fees for the three largest waste bins be increased to offset the reduction in revenue associated with the fee reduction for the smallest waste bin (which was approved by Council in Amended Report EX9.1).
2. The bin exchange fees brought forward for approval during the 2008 Operating Budget process be based on the following principles:
 - a. residents be allowed to exchange their waste and/or recycling bin for a different sized bin for a fee once they have had the bin for at least two months;
 - b. the normal exchange fees shall cover the City's full cost of exchanging the bins except as set out below;
 - c. there shall be no exchange fee for downsizing waste bins (as approved by Council in Amended Report EX9.1);
 - d. the fee to exchange waste bins shall be reduced to 50% of the normal exchange fee for a three-month period immediately following bin delivery; and
 - e. any lost revenue associated with c. and d. above shall be added to the residential solid waste rate structure.
3. The fees for repairing or replacing lost, stolen or damaged bins brought forward for approval during the 2008 Operating Budget process be based on the following principles:
 - a. there shall be no fee for repairing or replacing damaged bins; and
 - b. the fee to replace a lost or stolen bin shall cover the City's full cost to supply and deliver the replacement bin.
4. The volume based rate structure shall commence:
 - a. on or about July 1, 2008, for residential customers receiving bulk collection

(i.e., multi-unit residential buildings, including town homes, receiving bulk collection); and

- b. on or about November 1, 2008, for residential customers receiving curb side collection (i.e., single family residential buildings, including town homes and small multi-unit buildings currently receiving curb side collection).
5. In respect of the following policy suggestions, which staff was asked to report back on:
- a. the volume based rate structure not be used to pay for recycling and composting in Toronto parks;
 - b. amnesty days not be provided;
 - c. cash or cheques not be used for rebates except in special circumstances such as the purchase and sale of a home, in which case, Revenue Services, at its discretion, could consider issuing a cheque;
 - d. curb-recycling re-use days not be implemented in Toronto;
 - e. the allowance for free bags not be increased beyond its current limit of “up to four”;
 - f. the smallest and second smallest bins not be offered at the same price;
 - g. the solid waste rate structure program not include provisions to cancel or defer rate increases for seniors or low-income residents; and
 - h. the rebate not be revised to match the cost of the second smallest bin.

Financial Impact

The financial implications of the volume based rate structure are described in Amended Report EX9.1.

Recommendation 1, which reduces the annual fee for the smallest bin and increases the annual fee for the three other sizes of bins, is revenue neutral.

Recommendation 2, to waive the exchange fee to downsize to a smaller waste bin and to reduce the bin exchange fee for the first three months following bin delivery, will result in lost revenues, which will be made up by increasing the annual fee for the three largest residential waste bins sizes. While it is difficult to accurately predict what this cost would be, it is estimated to be in the order of \$500,000 per year.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

In June 2007, City Council adopted the recommendations in Executive Committee report EX9.1, entitled “Proposed Initiatives and Financing Model to Get to 70% Solid Waste Diversion by 2010”, as amended (herein referred to as “Amended Report EX9.1”).

Amended Report EX9.1 set out a financing model for Solid Waste Management Services (SWMS) where the cost of SWMS would come off the tax base and be funded instead by fees charged directly to SWMS customers (the volume based rate structure) beginning in 2008. It indicated that the volume based rate structure must generate a total of \$237.5 million annually (\$183.5 million for current services plus \$54 million for new initiatives) beginning in 2008 (prorated for a partial year in 2008) and increasing at a rate of 3.5% per year thereafter.

A number of the motions in Amended Report EX9.1 required staff to report back with additional information, which is included in this report. Other motions in Amended Report EX9.1 will be reported on as part of the 2008 Operating Budget process.

Background Information

2007-11-28-pw11-13

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8883.pdf>

PW11.14	ACTION	Adopted		Ward: All
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City of Guelph Biosolids Agreement - Green Lane Landfill

(November 14, 2007) Report from the General Manager, Solid Waste Management Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Council authorize the execution of a consent agreement with the Corporation of the City of Guelph (and Green Lane Landfill, a Division of St. Thomas Sanitary Collection Service Limited Partnership and Green Lane Environmental Group Limited Partnership “Green Lane”) relating to the consent required by Green Lane from Guelph upon transfer of ownership of the Green Lane Landfill, on terms described in Attachment “A” and the extension of the term for disposal of Guelph’s wastewater treatment plant wastes (Biosolids) during the time period and at the price set out in Attachment “A”, and otherwise on terms and conditions satisfactory to the General Manager of Solid Waste Management Services and in a form satisfactory to the City Solicitor.

Financial Impact

The extension of the term for the disposal of Guelph’s Biosolids to coincide with the term for the disposal of Guelph’s transfer station wastes (i.e., from January 15 to October 16, 2008) will result in the disposal of a projected quantity of biosolids of 6,750 tonnes. The original contracted revenue to Toronto for Guelph Biosolids through this period was projected to be \$0.210 million. The updated projected contract revenue through this period, based on the

amended disposal rate for Biosolids is \$0.439 million. The 2008 Recommended Operating Budget for Green Lane will be updated to reflect the incremental revenue of \$0.229 million for this amendment.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

This report seeks authority to amend an existing contract with the City of Guelph for the disposal of Guelph's wastewater treatment plant wastes ("Biosolids") at the Green Lane Landfill (the "Landfill").

One of the contracts the City assumed from the previous owner of the Landfill was with the City of Guelph for the disposal of Guelph's transfer station waste and Guelph's Biosolids. Staff is seeking Council authority to extend the term for receipt of Guelph's Biosolids to match the term for receipt of Guelph's transfer station waste, and to set a new, higher price for the disposal of Guelph's Biosolids.

Background Information

2007-11-28-pw11-14

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8884.pdf>

PW11.15	Information	Received		Ward: All
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Utilization of Biogas from the City's Source Separated Organic Material Processing Facilities

(November 14, 2007) Report from the General Manager, Solid Waste Management Services.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the report from the General Manager, Solid Waste Management Services, noting that interested speakers will have an opportunity to address this matter when staff submits a further report in the spring of 2008 on the utilization of biogas from the City's source separated organic material processing facilities.

Financial Impact

There are no direct financial impacts arising from this report.

Summary

This report summarizes current plans to utilize the biogas produced at City-owned facilities from the anaerobic digestion of organic material collected via the Green Bin program, the commercial Yellow Bag program and other current and future source separated organic material collection programs.

Background Information

2007-11-28-pw11-15

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-8885.pdf>**Meeting Sessions**

Session Date	Session Type	Start Time	End Time	Public or Closed Session
2007-11-28	Morning	9:35 AM	12:40 PM	Public
2007-11-28	Afternoon	1:45 PM	3:30 PM	Public