
Public Works and Infrastructure Committee

Meeting No. 11
Meeting Date Wednesday, November 28, 2007
Start Time 9:30 AM
Location Committee Room 1, City Hall

Contact Rosalind Dyers,
Committee Administrator
Phone 416-392-8018
E-mail pwic@toronto.ca

Item		Page
PW11.3	Request for Proposal (RFP) 0713-06-0233: Water Meter Replacement and Automated Meter Reading System (Ward: All)	1
PW11.4	Rainwater Harvesting Project at Exhibition Place (Ward: All)	2
PW11.8	Permitting Motorcycles and Scooters Access to High Occupancy Vehicle (HOV) Lanes (Ward: All)	3
PW11.9	Peel Region Boundary Facility Agreement - The Queensway Bridge over Etobicoke Creek (Ward: 5)	4
PW11.13	Response to Council Motions - Getting to 70% Diversion by 2010 (Ward: All)	5
PW11.14	City of Guelph Biosolids Agreement - Green Lane Landfill (Ward: All)	8

Public Works and Infrastructure Committee

Meeting No. 11
Meeting Date Wednesday, November 28, 2007
Start Time 9:30 AM
Location Committee Room 1, City Hall

Contact Rosalind Dyers,
Committee Administrator
Phone 416-392-8018
E-mail pwic@toronto.ca

PW11.3	NO AMENDMENT			Ward: All
--------	--------------	--	--	-----------

Request for Proposal (RFP) 0713-06-0233: Water Meter Replacement and Automated Meter Reading System

City Council Decision

City Council on December 11, 12 and 13, 2007, adopted the following motions:

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.

(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	AMENDED			Ward: All
--------	---------	--	--	-----------

Rainwater Harvesting Project at Exhibition Place

City Council Decision

City Council on December 11, 12 and 13, 2007, adopted the following motion:

1. Funding be provided to Exhibition Place to an upset limit of \$400,000.00 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.

(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>

PW11.8	REFERRED			Ward: All
--------	----------	--	--	-----------

Permitting Motorcycles and Scooters Access to High Occupancy Vehicle (HOV) Lanes

City Council Decision

City Council on December 11, 12 and 13, 2007, referred this Item back to the Public Works and Infrastructure Committee, with the following additional motions moved on this Item:

Moved by Councillor Moscoe:

That Recommendation 3 of the Public Works and Infrastructure Committee be amended by adding the words “and, in the interim, the present signage be amended by the addition of stickers, until such time as the signage is replaced, and the cost of these stickers be funded from within the existing Public Works and Infrastructure budget”, so that Recommendation 3 now reads as follows:

- “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 and, in the interim, the present signage be amended by the addition of stickers, until such time as the signage is replaced, and the cost of these stickers be funded from within the existing Public Works and Infrastructure budget.”

Moved by Councillor Thompson:

That the Chief of Police be requested, through the Toronto Police Services Board, to conduct regular HOV Lane Enforcement.

(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)

Additional Communications (City Council)

- (November 28, 2007) Public presentation to the City of Toronto Public Works and Infrastructure Committee from Peter Jacobs, President, Motorcyclists Confederation of Canada, regarding Motorcycles and Scooters Access to HOV Lanes, entitled "It's About Safety", filed with the City Clerk on December 10, 2007 (PW11.8.7)

Speakers

Robert Ramsay, The Motorcycle & Moped Industry Council (Submission Filed)

Peter Jacobs, Motorcyclists Confederation of Canada

Quentin Thwaites, Toronto Moto Scooter Club

Edward Wallerstein, Front Street Cycle (Submission Filed)

Dr. Joseph Regan
Councillor Case Ootes, Ward 29, Toronto-Danforth

PW11.9	NO AMENDMENT			Ward: 5
--------	--------------	--	--	---------

Peel Region Boundary Facility Agreement - The Queensway Bridge over Etobicoke Creek

City Council Decision

City Council on December 11, 12 and 13, 2007, adopted the following motions:

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.

(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>)

PW11.13	NO AMENDMENT			Ward: All
---------	--------------	--	--	-----------

Response to Council Motions - Getting to 70% Diversion by 2010

City Council Decision

City Council on December 11, 12 and 13, 2007, adopted the following motions:

1. 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 percent of the normal exchange fee for a three-month period immediately following bin delivery; and
 - e. any lost revenue associated with Parts c. and d., above, shall be added to the residential solid waste rate structure.

2. 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.

3. 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).
4. 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. 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;
 - c. curb-recycling re-use days not be implemented in Toronto;
 - d. the allowance for free bags not be increased beyond its current limit of “up to four”;
 - e. the smallest and second smallest bins not be offered at the same price;
 - f. the solid waste rate structure program not include provisions to cancel or defer rate increases for seniors or low-income residents; and
 - g. the rebate not be revised to match the cost of the second smallest bin.
5. The General Manager of Solid Waste Management Services and the Deputy City Manager and Chief Financial Officer be requested to report to the January 28, 2008 Budget Committee meeting on the financial implications of providing three Amnesty Days per year and an amnesty for moving out waste at the time of a residential move.
6. The General Manager of Solid Waste Management Services be requested to provide an update report to the Public Works and Infrastructure Committee on the former Deposit Return Sub-Committee’s recommendation that:

“WDO/Stewardship Ontario funding for the blue box system be increased from 50/50 shared municipal/industry responsibility to 100% industry funded (for example packaging, plastic etc.);”.
7. The City Solicitor be requested to report to an upcoming meeting of the Public Works and Infrastructure Committee comprehensively on what powers the City has, under the new City of Toronto Act, to enact its own advanced disposal fees, levies or similar

charges against packaging, etc.

(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	NO AMENDMENT			Ward: All
---------	--------------	--	--	-----------

City of Guelph Biosolids Agreement - Green Lane Landfill

City Council Decision

City Council on December 11, 12 and 13, 2007, adopted the following motion:

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.

(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>)

Submitted Wednesday, November 28, 2007

Councillor Glenn De Baeremaeker, Chair, Public Works and Infrastructure Committee