



Request for Decision City Council



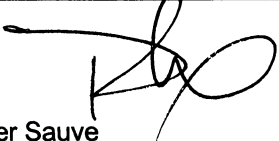
Type of Decision									
Meeting Date	April 12, 2006				Report Date	April 3, 2006			
Decision Requested	X	Yes		No	Priority	x	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

Report Title
Provincial Transit Grant

Budget Impact & Policy Implication		Recommendation	
X	This report has been reviewed by the Finance Division and the funding source has been identified.		
<p>The Provincial grant of \$1,052,280 replaces the Ontario Transit Vehicle Program.</p> <p>This represents one third capital funding approved through the 2006 Capital Budget for Transit.</p>		<p>THAT the \$1,052,280 grant received from the Provincial government be committed to Transit Capital needs for 2006.</p>	
	Background Attached		Recommendation Continued

Recommended by the Department	Recommended by the C.A.O.
 Doug Nadarozny General Manager Growth & Development	 Mark Mieto Chief Administrative Officer

Date: April 3, 2006

Report Prepared By
 Roger Sauve Director of Transit

Division Review
Name Title

Report

The Ontario Transit Vehicle Program was a provincial program which provided 1/3 funding of municipal Transit capital expenditures.

The province has formally ended the existing Ontario Transit Vehicle Program (OTVP) as of December 31st, 2005 and will replace it with a multi-year program beginning January 2007. In order to ensure municipalities have the funds required to fulfill their capital needs and to ensure a smooth transition from one program to the other, the provincial government has provided the City with a one time grant of \$1,052,280.

Since this was the amount of funding expected from the Ontario Transit Vehicle Program for the 2006 Transit capital budget, staff is recommending that the \$1,052,280 be committed to the 2006 `transit capital projects.

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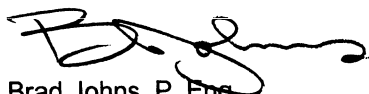
Type of Decision									
Meeting Date	April 12, 2006				Report Date	March 31, 2006			
Decision Requested	X	Yes		No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
Truck Bulk Water Filling Stations

Budget Impact & Policy Implication		Recommendation
X	This report has been reviewed by the Finance Division and the funding source has been identified.	
<p>Funding is available in the 2001 and 2002 Capital Projects for Water Conservation.</p>		<p>THAT Council approve the installation of five Truck Bulk Water Filling Stations at an estimated cost of \$250,000 as part of our water conservation initiatives, and in accordance with the report from the General Manager of Infrastructure and Emergency Services dated March 31, 2006.</p>
X	Background Attached	Recommendation Continued

Recommended by the Department	Recommended by the C.A.O.
<p>A. Stephen General Manager of Infrastructure & Emergency Services</p>	<p>Mark Mieto Chief Administrative Office</p>

Date: March 31, 2006

Report Prepared ByBrad Johns, P. Eng.
Operations Engineer
Water/Wastewater Services**Division Review**N. Benkovich, Director
of Water/Wastewater Services**BACKGROUND**

The CGS Water & Wastewater (W&WW) Services presently supplies to “permitted” users bulk water through hose bibs and/or hydrants located at five CGS Depots, as well at selected hydrants throughout the City. The filling locations at the Depots are not convenient for twenty-four hour operations and do not track water taken or the user. The use of these locations is problematic and does not facilitate our water conservation efforts, cost recovery objectives, and also lends itself to potential liability issues, including those related to fire protection.

Filling stations are used by City forces for street sweeping, etc. and by commercial enterprises on a daily basis and at various times of the day. The Depots have limited hours of accessibility. With permission from Engineering, contractors are allowed to use selected hydrants to obtain water for City projects as well. They are not configured for metering of water taken, which is not in line with the City’s water conservation efforts. As a result, this water becomes part of the “Unaccounted-for-Water” identified annually. W&WW Services is also presently unable to track the volumes taken by the various “permitted” customers.

The use of hydrants lends itself to potential liabilities. Hydrants are for fire fighting purposes. If one of the “selected” hydrants is required by fire fighters, they must take precious time to slowly close the hydrant control valve, then attach the fire hose and re-open the control valve. Improper operation of a hydrant by untrained people such as contractors may lead to hydrant damage or watermain damage and potential watermain breaks. Even with double check valves on the equipment there is always the potential of someone removing the equipment and connecting directly to the hydrant. Depending on the use of the vehicle (i.e. lawn care) being filled this may lead to cross-contamination of the water distribution system. The hydrants are also susceptible to vandalism.

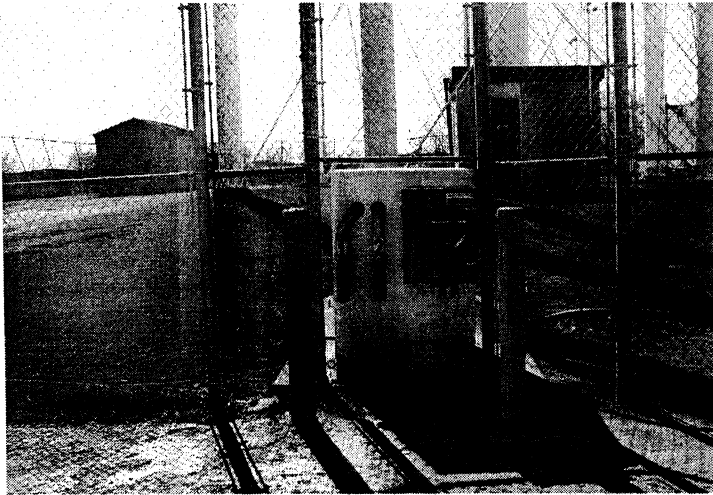
COMMENTS

In order to support the CGS’s water conservation efforts; to ensure elimination of potential sources of cross-contamination of the water distribution systems; to eliminate the potential for damage to the water distribution systems; and to alleviate the potential of vandalism to the filling stations, the Water & Wastewater Division will be installing five pre-manufactured truck bulk water filling stations throughout the City. These facilities will also allow for the provision of continuous access by “permitted” users; to track volume of water taken; and to facilitate cost recovery for water taken and installation of the filling stations. The users will be “permitted” through the use of a card lock “user pay” system. This, in turn, allows for accurate statistics on water taken and client consumption; and to track this previously unaccounted-for-water.

Date: March 31, 2006

Bulk Water Stations

Pre-manufactured bulk water stations are made in Canada. They are rugged, compact units that can be installed within one to two days (the utility provides a concrete pad with water supply, electricity and a drain). They are constructed of corrosion-resistant checkered aluminum plate and contain a



Bulk Filling Station within an enclosure



Card Lock System

thermostatically controlled heater, R12 insulation, drain valves and automatic bleed valves that protect water-filled pipes from freezing.

The filling stations will have larger outlets than those at the existing locations and will be installed within a fenced enclosure to reduce the potential for vandalism.

User-Pay Systems

There are several different types of user-pay systems available and reviewed. Cash-operated terminals are deemed too vulnerable to theft. Magnetic-strip swipe card terminals were expensive to install and maintain, and they were capable of operating only one water line at a time. Key lock terminals are robust and require little maintenance, but are restricted to a fifty-customer capacity. Card lock terminals were selected as the best alternative.

Card lock terminals are proven technology that operate reliably in extreme weather conditions from the sub-arctic (e.g. Northwest Territories, Alaska, Yukon) to the tropics (e.g. Indonesia). The welded aluminum enclosures are watertight, CSA-approved and contain automatic heaters. The terminals employ optical card technology that includes non-insert and non-contact readers. Unlike magnetic-strip cards, optical cards are not inserted into the unit, which reduces maintenance and prevents vandalism. Optical card life is three to four times longer than that of a magnetic-strip swipe card. Card lock terminals allow simultaneous multi-line operation. Furthermore, they accommodate both pre-use and post-use methods of payment.

Users will obtain a Card Lock card from W&WW Services, located at the Frobisher Depot. Any value can be programmed onto the card, so the cost of the card will depend on what volume the customer's expects they will need. Since there is no time limitation on the card, the customer may continue using the card throughout the year.

Date: March 31, 2006

FINANCIAL IMPLICATIONS

The estimated project cost, which includes the purchase of the pre-manufactured units, card lock system, installation and commissioning of the systems is estimated to be approximately \$250,000.

The actual cost of the units and card lock system will be finalized based on the results of the tender process. Installation of the filling stations is scheduled to be completed by the end of June 2006.

Presently, the water taking fees are based on Schedule "A" to By-law 2006-20F - Hydrant Permit Processing Fees and Water Service Charges and will remain as such for 2006. To date, water taking data from the filling stations and hydrants has not been collected. The new filling stations will be metered and data gathered from them during 2006 will be used to determine what volumetric rate (price per cubic metre) should be charged in future years, beginning with 2007, to fully recover the cost of installing the filling stations, the water taken, on-going maintenance, and future replacement. The cost recovery period (three to five years) will also be determined based on this data and data gathered from on-going operation of the filling stations.

The full costs of installing the filling stations will not be known until Tender closes and the equipment is installed and commissioned. The Engineer's estimate is approximately \$250,000, which will be drawn from the 2001 and 2002 Capital Projects for Water Conservation.