

Agenda Including Addeds

Civic Works Committee

The 13th Meeting of the Civic Works Committee

September 12, 2023

12:00 PM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

Councillors C. Rahman (Chair), H. McAlister, P. Cuddy, S. Trosow, P. Van Meerbergen, Mayor J. Morgan

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact CWC@london.ca or 519-661-2489 ext. 2425.

Pages

1. Disclosures of Pecuniary Interest	
2. Consent	
2.1 2024 Stormwater Management Remediation Project - Consultant Award	3
2.2 RFT-2023-224 Removal and Management of Hazardous & Special Products	7
2.3 SS-2023-233 Single Source Purchase of Cured In Place Pipe (CIPP) Lining Trailer	14
3. Scheduled Items	
4. Items for Direction	
4.1 9th Report of the Integrated Transportation Community Advisory Committee	19
a. <i>(ADDED) REQUEST FOR DELEGATION STATUS - R. Buchal - Mobility Master Plan</i>	46
5. Deferred Matters/Additional Business	
6. Confidential	
6.1 Litigation/Potential Litigation/Solicitor-Client Privilege/Confidential Information Supplied by Canada/Province/Territory/Crown Agency of Same	
A matter pertaining to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;	

advice that is subject to solicitor-client privilege, including communications necessary for that purpose; information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

7. Adjournment

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly J. Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure

Subject: 2024 Stormwater Management Remediation Project
Consultant Award

Date: September 12, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of consulting services for the completion of the Detailed Design and Contract Administration for the 2024 Stormwater Management Remediation Project:

- a) AECOM Canada Ltd. **BE APPOINTED** Consulting Engineers in the amount of \$125,345.00, including contingency, excluding HST, in accordance with Section 15.2 (d) of the City of London's Procurement of Goods and Services Policy;
- b) the financing for the project **BE APPROVED** in accordance with the "Sources of Financing Report" attached hereto as Appendix 'A';
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

The Stormwater Management Facility Remediation Program is an annual program intended to reinstate the design functionality of municipal stormwater management facilities. This report recommends that AECOM Canada Ltd. be appointed to carry out the detailed design and construction contract administration for the 2024 Stormwater Management Remediation project. The engineering consulting work recommended within this report will support rehabilitative works at four stormwater management facilities.

Linkage to the Corporate Strategic Plan

This project supports the 2023-2027 Strategic Plan area of focus:

- Climate Action and Sustainable Growth:
 - The infrastructure gap is managed for all assets; and
 - London's infrastructure is built, maintained, and secured to support future growth and protect the environment; and
 - London has a strong and healthy environment by incorporating stormwater management quantity and quantity controls to protect downstream waterways, wetlands, watersheds and natural areas.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

2.0 Discussion and Considerations

2.1 Project Description

This project involves detailed design and construction contract administration for the rehabilitation of the following four stormwater management facilities:

- Fox Hollow 1 South – 2245 Waterloo Dr
- Northdale Woods Channel (887 South Wenige Dr & 641 Sprucedale Dr)
- Summercrest 1 (135 Optimist Park Dr)
- Upland Hills (61 Repton Ave)

Rehabilitating these facilities by removing accumulated sediment and repairing various components will reinstate the facilities to their original design functionality and ensure they operate as intended well into the future. The construction phase of this project is scheduled to be completed in 2024 through a Request for Tender process.

2.2 Procurement Process

The procurement process was undertaken in accordance with the City of London's Procurement of Goods and Services Policy, Section 15.2 (d). Facilitated by the Purchasing & Supply Division, a Request for Proposal (RFP-2023-188) invited consulting engineering firms to submit proposals for this assignment. Proposals were submitted from the following consultants:

- AECOM Canada Ltd.
- Civica Water Management Solutions
- GRIT Engineering Inc.
- Matrix Solutions Inc.

Each proposal was reviewed and scored by a panel comprised of Environment & Infrastructure staff. AECOM Canada Ltd.'s proposal received the highest weighted score among the proposals with an estimate of \$125,345.00 including contingency, excluding HST to complete the assignment. AECOM Canada Ltd. has successfully completed the 2019 Stormwater Management Remediation Project for the City of London.

2.3 Schedule and Budget Implications

The design phase of this assignment is scheduled to be complete and ready for tendering by spring 2024 and all construction is expected to be complete by the end of 2024. The consulting service fees proposed within this report include an estimation of contract administration services required for the construction phase of this project.

Funds have been budgeted in the sewer capital budget to support this assignment as identified in the Sources of Financing, attached as Appendix 'A'.

Conclusion

AECOM Canada Ltd. was found to provide the best value to the City through the RFP selection process for consulting services for the 2024 Stormwater Management Remediation project. The AECOM Canada Ltd. team has a demonstrated ability to complete these projects on time and within budget and has demonstrated a solid understanding of this project in their proposal. It is recommended that AECOM Canada Ltd. be awarded this assignment.

Prepared by: Brad Weber, MPA, LET
Division Manager, Sewer Operations

Submitted by: Ashley Rammeloo, MMSc., P.Eng.
Director, Water, Wastewater, and Stormwater

Recommended by: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure

cc: C. Liu, S. Mollon, S. Paccione, I. Harris, Z. Nsair, G. McDonald

Appendix 'A' – Source of Financing

Appendix "A"

#23187

September 12, 2023

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: 2024 Stormwater Management Remediation Project

(Subledger NT24ES01)

Capital Project ES253223 - Stormwater Treatment Remediation Program

AECOM Canada Ltd. - \$125,345.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Engineering	200,000	0	127,551	72,449
Construction	1,625,361	1,545,021	0	80,340
Total Expenditures	\$1,825,361	\$1,545,021	\$127,551	\$152,789

Sources of Financing

Capital Sewer Rates	1,825,361	1,545,021	127,551	152,789
Total Financing	\$1,825,361	\$1,545,021	\$127,551	\$152,789

Financial Note:

Contract Price	125,345
Add: HST @13%	16,295
Total Contract Price Including Taxes	141,640
Less: HST Rebate	-14,089
Net Contract Price	\$127,551

Jason Davies

Manager of Financial Planning & Policy

lp

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: RFT-2023- 224 Removal & Management of Hazardous & Special Products

Date: September 12, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of the work outlined in Request for Tender (RFT-2023-144) Removal & Management of Hazardous & Special Products:

- a) The tender submitted by GFL Environmental Services Inc., 203 Lottridge Street, Hamilton, Ontario, L8L 6W1, for Removal & Management of Hazardous & Special Products **BE ACCEPTED** at their tendered unit rates including the optional additional unit rates (excluding HST) listed in Appendix A, it being noted that this is being reported as an irregular tender result as per the Procurement of Goods and Services Policy Section 8.10 (a) as the annual estimated net cost of approximately \$360,000 (net of Producer Responsibility Organization funding) of the lowest compliant tender exceeds the 2023 Council approved budget amount for this service.
- b) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work; and
- c) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval.

Executive Summary

Hazardous & Special Products Depot W12A Landfill Site

The City of London operates a Hazardous & Special Products Depot (HSP Depot) at the W12A landfill site located at 3502 Manning Drive, where residents can drop off household items that might be flammable, corrosive, toxic, explosive or require special handling for end-of-life management and disposal. Common examples of these items include but are not limited to the following: household cleaners and chemicals, paint, waste fuels, oils & lubricants, aerosols, batteries, and fluorescent lamps.

The materials received at the HSP Depot are sorted and prepared accordingly for pick-up and transport. The services required, for pick-up, transport, and end-of-life management for materials that are not 100% funded and managed by Producer Responsibility Organizations (PROs) are provided by the private sector and contracted out by the City through the appropriate procurement process (e.g., Tender).

EnviroDepots

Residents can drop off some but not all the same HSP materials at the EnviroDepots. The HSP materials that can be dropped off at the EnviroDepots include batteries, fluorescent light bulbs and tubes, empty oil and antifreeze containers, and propane tanks. RFT-2023-144 included optional additional pricing to remove and manage some of these materials from EnviroDepots as well.

Procurement Process

Request for Tender (RFT) 2023-144 Removal & Management of Hazardous & Special Products was issued on June 29, 2023, and closed on July 20, 2023. Initially three bidders registered by downloading the RFT documents and received the Addenda. At time of closing, two bids were received.

Results

The tender submitted by GFL Environmental Services Inc., was the lowest of the two compliant tenders received. The estimated annual net cost (combination of variability in the amount of materials received each year and the Producer Responsibility Organization funding received) of the bid submitted by GFL Environmental Services Inc., is \$360,000. The tender result is considered irregular in accordance the Procurement of Goods and Services Policy Section 8.10 (a), as the estimated annual net cost exceeds the 2023 Council approved budget amount of \$173,168 for this service.

Need to Capture HSP Materials Prior to Waste Disposal

London has been operating a HSP Depot for over 35 years, since 1987. The number of visitors that attend the HSP Depot range between 10,000 and 12,000 per year.

When household hazardous and special waste is not properly handled, it can become a health and safety concern for individuals and families, sanitation workers, municipal infrastructure, and the environment. When household special wastes end up in landfills, they increase the risk of leakage of their contents, which increases the cost and complexity of leachate management at landfills.

Future Funding Opportunities Under Extended Producer Responsibility

Similar to other municipalities in Ontario, the cost of managing HSP materials has increased despite some materials now being fully paid for by producers of these products. These concerns have been brought to the attention of the province by a number of waste management organizations, including the Association of Municipalities of Ontario (AMO).

Cost increases are attributed to collection increases for vehicles, fuel, labour, insurance and processing increases for both recycling activities or final disposal. Supply chain issues have also caused some disruption.

City staff will continue to work alongside other municipalities and AMO to ensure the Province has the research findings and rationale it requires to expand the range of materials included in extended producer responsibility programs.

Linkage to the Corporate Strategic Plan

Municipal Council continues to recognize the importance of waste management and the need for a more sustainable and resilient city in the development of its 2023-2027 Strategic Plan for the City of London. Specifically, London's efforts in waste management address the following Areas of Focus; Climate Action and Sustainable Growth and Well-Run City.

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change.

On April 12, 2022, Municipal Council approved the Climate Emergency Action Plan which includes Area of Focus 5, Transforming Consumption and Waste as Part of the Circular Economy. In addition, the 60% Waste Diversion Action Plan, including the Green Bin program, addresses various aspects of climate change mitigation within the waste management services area including greenhouse gas (GHG) reduction.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Relevant reports that can be found at www.london.ca under Council meetings include:

- Request for Tender (RFT) 19-83 – Removal and Management of Municipal (Household) Hazardous and Special Waste – Irregular Result, (July 23, 2019 meeting of the Civic Works Committee (CWC), Item #2.7)

1.2 HSP Depot Operations

The HSP Depot is located at the W12A landfill site (3502 Manning Drive). Residents can drop off household items that might be flammable, corrosive, toxic, explosive or require special handling for end-of-life management and disposal. Common examples of these items include but are not limited to the following: household cleaners and chemicals, paint, waste fuels, oils & lubricants, aerosols, batteries, and fluorescent lamps.

Residents can also drop off some HSP items at different retail locations in London such as: paint, fluorescent tubes, batteries, some automotive materials (e.g., antifreeze, empty oil containers, oil filters).

The HSP Depot at the W12A landfill site is the only location within the City of London where residents can drop off all the HSP materials discussed in the paragraphs above.

2.0 Discussion and Considerations

2.1 Procurement Process

Request for Tender (RFT) 2023-144 Removal & Management of Hazardous & Special Products was issued on June 29, 2023, and closed on July 20, 2023.

The term of the contract is for a two-year period with two, one-year renewal options at the sole discretion of the City.

Initially three bidders registered by downloading the RFT documents and received the Addenda. At time of closing, two bids were received.

2.2 Results

Two compliant bids were received. The bid received from by GFL Environmental Services Inc., was the lowest of the two. The individual unit rates submitted by GFL Environmental Services Inc., are listed in Appendix A.

GFL Environmental Services Inc., is the incumbent service provider and has been providing this service (under different named operating entities) to the City of London since June 2015. The term of the last contract with GFL Environmental Services Inc., began in August 2021 and included two 6-month option periods that were exercised by the City. To date (i.e., since 2015), GFL Environmental Services Inc., has performed all aspects of the scope of work and there have been no service or performance related issues.

2.3 Producer Funding for Designated HSP Materials

Some of the HSP materials received and managed at the HSP Depot located at the W12A landfill are designated under regulation and have funding available through Producer Responsibility Organizations to assist with the cost of recovery and end of life

management through either recycling or appropriate disposal. For some items 100% of the cost is covered and for others, only a portion of the cost is covered.

2.4 Need to Capture HSP Materials Prior to Waste Disposal

London has been operating a HSP Depot for over 35 years, since 1987. The number of visitors that attend the HSP Depot range between 10,000 and 12,000 per year.

When household hazardous and special waste is not properly handled, it can become a health and safety concern for individuals and families, sanitation workers, municipal infrastructure, and the environment. When household special wastes end up in landfills, they increase the risk of leakage of their contents, which increases the cost and complexity of leachate management at landfills.

In the next five years, it is anticipated that there will be growth in the amount and variety of HSP materials recovered as producers increase their activities as the current extended producer responsibility programs mature.

2.5 Future Funding Opportunities Under Extended Producer Responsibility

Similar to other municipalities in Ontario, the cost of managing HSP materials has increased despite some materials now being fully paid for by producers of these products. These concerns have been brought to the attention of the province by a number of waste management organizations including the Association of Municipalities of Ontario (AMO).

Cost increases are attributed to collection increases for vehicles, fuel, labour, insurance and processing increases for both recycling activities or final disposal. Supply chain issues have also caused some disruption.

Many of the HSP items that London collects, like other municipalities, are not currently designated materials and under regulations that require producers to take greater responsibility. In some cases, they are designated, however, the EPR framework including collection and payment programs is still in its infancy stage. Materials that fall into these categories include corrosives, fertilizers, fire extinguishers, flammables, lead acid batteries, lubricating oil, switches that contain mercury, pharmaceuticals, and sharps. It is worth noting that many of these items are designated under producer responsibility regulations in British Columbia, Alberta, Saskatchewan, Manitoba, Quebec, New Brunswick and Nova Scotia.

City staff will continue to work alongside other municipalities and AMO to support the Provincial government in expanding the types of materials included in extended producer responsibility programs.

3.0 Financial Impact/Considerations

The annual estimated net cost (net of Producer Responsibility Organization funding) of the bid submitted GFL Environmental Services Inc., is approximately \$360,000, which is more than the 2023 Council approved budget amount of \$173,168 for this service. It should be noted that only approximately 50% of this cost increase will be incurred in 2023 because of the start date of the new contract.

The cost increase for 2023 can be absorbed in the existing Garbage and Recycling budget. The new cost of providing this service will be included in the development of the base budget for Waste Management as part of the 2024-2027 Multi-Year Budget.

Conclusion

The tender from GFL Environmental Services Inc., is the lowest of two compliant bids received and meets all terms and conditions of the City of London.

Award of this tender requires Council approval as the result is considered irregular in accordance the Procurement of Goods and Services Policy Section 8.10 (a), as the estimated annual net cost exceeds the 2023 Council approved budget amount for this service.

Prepared by: **Mike Losee, B.Sc.**
Division Manager, Waste Management

Prepared and Submitted by: **Jay Stanford, MA, MPA**
Director, Climate Change, Environment & Waste Management

Recommended by: **Kelly Scherr, P. Eng., MBA, FEC**
Deputy City Manager, Environment and Infrastructure

Appendix A GFL Environmental Services Inc. Removal and Management of Hazardous and Special Products Unit Prices

Appendix A
GFL Environmental Services Inc. Removal and Management of Hazardous and Special Products Unit Prices

Item	Description of HSP Material	Unit of Measure	Unit Price
1	Inorganic Acids (e.g., acidic cleaners rust stain remover drain opener concrete etch pH reducer etc.)	205 L Drum Lab Pack	\$225.00
2	Inorganic Alkaline Materials (e.g., alkaline cleaners ammonia mildew tile cleaner bleach cleaner lime sulphur etc.)	205 L Drum Lab Pack	\$225.00
3	Alkaline Wastes	205 L Drum Lab Pack	\$225.00
4	Fertilizers (e.g., transplant fertilizer Weed & Feed food spikes aluminium sulphate bone meal etc.)	205 L Drum Lab Pack	\$265.00
5	Smoke Detectors	205 L Drum Lab Pack	\$175.00
6	Inorganic Oxidizers (e.g., chlorinating bleach bromine tablets chlorinating tablets oxidizing cleaners etc.)	205 L Drum Lab Pack	\$265.00
7	Flammable Liquids (e.g., kerosene camping fuel etc.)	205 L Drum Lab Pack	\$155.00
8	Flammable Liquids (e.g., kerosene camping fuel etc.)	18 L Pail Bulk	\$25.00
9	Bulk Fuel (e.g., gasoline)	205 L Drum Lab Pack	\$125.00
10	Pesticides (e.g., insecticides pesticides algaecides garden sprays end cut preservative etc.)	205 L Drum Lab Pack	\$265.00
11	Waste Oils & Lubricants	205 L Drum Lab Pack	\$115.00
12	Waste Oils & Lubricants	1000 L Gaylord Box	\$575.00
13	Pharmaceuticals	205 L Drum Lab Pack	\$130.00
14	Organic Chemicals (e.g., acetone lacquer thinner degreaser wood preservative fuel conditioner sealant and asphalt undercoating etc.)	205 L Drum Lab Pack	\$155.00
15	Organic Chemicals (e.g., acetone lacquer thinner degreaser wood preservative fuel conditioner sealant and asphalt undercoating etc.)	18 L Pail Bulk	\$25.00
16	Organic Laboratory Chemicals	205 L Drum Lab Pack	\$155.00
17	Aerosols – mixed	205 L Drum Lab Pack	\$155.00
18	Aerosols - Fire Extinguishers	205 L Drum Lab Pack	\$160.00
19	Aerosols - Oxygen & compressed gases (e.g. one pound propane tanks) at HSP Depot W12A Landfill Site, Oxford Street EnviroDepot and Clarke Rd EnviroDepot.	205 L Drum Lab Pack	\$115.00
20	Aerosols - Oxygen & compressed gases (e.g. 20 pound refillable propane tanks)	1000 L Gaylord Box	\$0.00
21	Mixed Batteries	205 L Drum Lab Pack	\$275.00

Item	Description of HSP Material	Unit of Measure	Unit Price
22	Paint - Including wastes from the use of paints pigments and coatings.	1000 L Gaylord Box	\$525.00
23	Paint - Including wastes from the use of paints pigments and coatings.	205 L Drum Lab Pack	\$105.00
24	Paint - Including wastes from the use of paints pigments and coatings.	20 L Pail Bulk	\$20.00
25	Fluorescent Lamps (e.g., 1,2,3,4,5,6, foot fluorescent tubes) at HSP Depot W12A Landfill Site, Oxford Street EnviroDepot and Clarke Rd EnviroDepot	1000 L Gaylord Box	\$425.00
26	Fluorescent Lamps (e.g., LED CFL bulbs) at HSP Depot W12A Landfill Site, Oxford Street EnviroDepot and Clarke Rd EnviroDepot	18 L Pail Bulk	\$50.00

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Anna Lisa Barbon, CPA, CGA
Deputy City Manager, Finance Supports

Subject: SS-2023-233 Single Source Purchase of Cured In Place Pipe (CIPP) Lining Trailer

Date: September 12, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the following actions **BE TAKEN** with respect to the purchase of one 2024 Bravo Aluminum Star Cargo Trailer:

- a) Approval **BE GIVEN** to execute a Single Source purchase as per section 14.4 (d) and (e) of the City of London's Procurement of Goods and Services Policy;
- b) Single Source negotiated price **BE ACCEPTED** to purchase one 2024 Bravo Aluminum Star Cargo Trailer for a total estimated price of \$108,099.83 (excluding HST) from Bluewater Trailer Sales Ltd., 940 Wright Street, Strathroy ON N7G 3H8
- c) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this purchase;
- d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval in accordance with Sections 14.4(d)(e) and 14.5(a)(ii) of the Procurement of Goods and Services Policy; and
- e) That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached, hereto, as Appendix A.

Executive Summary

The City of London's Sewer Operations Division offers residents a Private Drain Connection (PDC) renewal service to replace or repair a PDC that has failed. Blocked, broken, and cracked PDC's can often be repaired using a cured in place pipe lining (CIPP) procedure that installs an internal lining material, sealing the damaged section of the PDC. The specialized equipment and materials required to perform the CIPP lining service are stored and transported in a 28-foot fit for purpose, tandem axle cargo trailer. The CIPP trailer enables Sewer Operations to provide a completely mobile and onsite service to homeowners throughout the city.

The current in-service trailer was scheduled for lifecycle renewal and replacement in 2026, however during its last preventive maintenance inspection in late 2022, the trailer's main structural frame is showing significant corrosion and deterioration. The steel structural members are beyond economical repair and a new trailer is required to support the 2024 lining season.

This report recommends approving the purchase of one 2024 Bravo Aluminum Star Cargo Trailer from Bluewater Trailer Sales Ltd. using the single source provisions found in section 14.4 (d) & (e) of the Procurement of Goods and Services Policy.

Linkage to the Corporate Strategic Plan

Building a Sustainable City

London's infrastructure is built, maintained, and operated to meet long-term needs of our community

- Manage assets to prevent future infrastructure gaps

Leading in Public Service

Londoners experience exceptional and valued customer service

- Increase responsiveness to our customers
- Increase efficiency and effectiveness of service delivery

Analysis

1.0 Background Information

The City of London, Sewer Operations Division, offers homeowners a Private Drain Connection (PDC) renewal service for a flat-rate fee of \$5,000. After inspecting the PDC with a sewer camera, and cleaning the PDC if necessary, the City will determine the method of pipe repair or replacement. Broken, cracked, and leaking PDC's can often be repaired using a cured-in-place pipe lining (CIPP) procedure that seals the damaged PDC pipe with an internal structural liner to restore the function and integrity of the PDC. This method of pipe repair is typically less intrusive compared to open-cut excavation.

The specialized equipment and materials required to perform the CIPP lining operation and service are stored and transported in a 28 foot long, customized, tandem axle cargo trailer which allows Sewer Operations to provide a completely mobile, onsite service at residential locations throughout the city.

The current trailer containing specialized CIPP lining equipment, was purchased in 2010 from LMK Technologies located in Illinois, USA. The life expectancy of the trailer was estimated to be 16 years, however the main structural components of the steel framed trailer have deteriorated so significantly that repairs are no longer feasible. Unlike the trailer, some of the CIPP Lining materials and equipment are in good condition and will be transferred to the new trailer.

The new customized trailer must provide a compatible, functional, and strategically laid out workspace that can carry out CIPP lining operations and store the required onboard equipment and materials. The custom features required in this CIPP trailer include an on board, multi-point 120V electrical system with power supplied from a on board 10K watt diesel generator with a 30-gallon fuel tank with outside fill inlet. The trailer and its electrical system installation must comply with and meet all requirements of the Ontario Electrical Safety Code and CSA standards and must be ESA (Electrical Safety Authority) approved and certified. A roof top 15K btu air conditioning and ventilation system is required, with a full-size chest freezer, vacuum pump and piping system, mixing equipment, heavy duty walls and floors coated with protective and anti-slip coating, custom sized cabinets, tools and materials storage, shelving and wall mounted fold down tables required for the lining material preparation process and equipment operation.

1.1 Previous Reports Related to this Matter

There are no relevant reports available.

2.0 Discussion and Considerations

Fleet Services contacted the current lining trailer original equipment manufacturer LMK Technologies and other regional trailer dealers to understand the markets interest and capability to supply and deliver a replacement cargo trailer. LMK Technologies can provide a standard built steel frame trailer with CIPP customizations, however they are unable to supply the requested aluminum frame. The estimate from LMK for a standard

steel framed unit manufactured in the USA not including the transfer of existing lining equipment, would exceed \$130K CAD. Bluewater Trailers Ltd. was the only regional trailer dealer interested in completing in the project. Most dealers did not have the skillset or interest in providing a customized fit for purpose CIPP trailer.

Specifications for the CIPP trailer and all customized build requirements were presented to Bluewater Trailer and a quote was requested. Fleet Services and Sewer Operations staff reviewed the quote including all build specifications and drawings. The proposal meets all required build specifications and provides a compatible workspace for CIPP lining equipment and operations, including the required fit-for purpose customizations and compliance to CSA & ESA standards. Bluewater Trailer Sales Ltd. is a Strathroy based leader in trailer design and construction, who can provide timely aftermarket support for service, parts, and warranty.

2.1 Procurement Process

A formal quote was received from Bluewater Trailer Sales Ltd. for the purchase of one 2024 Bravo Aluminum Star Cargo Trailer with a total estimated price of \$108,099.83 (excluding HST). The lining trailer quote includes an integrated solution that considers the requirement to reuse and transfer existing lining equipment from the current trailer. Bluewater Trailer Sales Ltd. was the only supplier with the interest and expertise to transfer previously acquired equipment onto a new aluminum trailer. Bluewater Trailer has been recommended as a single source supplier for the reasons noted in sections 14.4 (d) & (e) of the Procurement of Goods and Services Policy:

- 14.4 d. There is a need for compatibility with goods and/or services previously acquired or the required goods and/or services will be additional to similar goods and/or services being supplied under an existing contract (i.e. contract extension or renewal);
- 14.4 e. The required goods and/or services are to be supplied by a particular supplier(s) having special knowledge, skills, expertise or experience;

As per Section 14.5 a) ii) of the Procurement of Goods and Services Policy, Committee and City Council must approve a single source award greater than \$50,000, unless otherwise permitted by the Policy.

3.0 Financial Impact

The total funding required to purchase a CIPP Trailer from Bluewater Trailer Sales Ltd. is available in the approved capital budgets of Fleet Services and Sewer Operations. The ongoing operating costs for fuel, maintenance, inspections, service, and future capital replacement of the lining trailer will be supported by Fleet Services internal rental rate process.

Funding details for this purchase are outlined in the Source of Financing attached as Appendix A

Conclusion

In accordance with section 14.4 (d) & (e) and 14.5 a) ii) of the Procurement of Goods and Services Policy, Fleet Services in conjunction with Sewer Operations is requesting approval of a single source purchase of one (1) 2024 Bravo Aluminum Star Cargo CIPP Lining Trailer from Bluewater Trailer Sales Ltd.

Prepared by: Drew Freeman, P.Eng.
Senior Manager, Fleet Services

Submitted by: Lynda Stewart
Director, Fleet and Facilities

Recommended by: Anna Lisa Barbon, CPA, CGA
Deputy City Manager, Finance Supports

cc: Brad Weber, Division Manager, Sewer Operations
Steve Mollon, Senior Manager, Procurement & Supply

Attached: Appendix A – Source of Finance

Appendix "A"

#23188

September 12, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: SS-2023-233 Single Source Purchase of Cured in Place Pipe (CIPP) Lining Trailer
(Work Order 2581023)

Capital Project ME202301 - Vehicles and Equipment Replacement TCA

Capital Project ES252322 - Sewer Construction and Repairs

Bluewater Trailer Sales Ltd. - \$108,099.83 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
ME202301 - Vehicles and Equipment Replacement TCA				
Vehicles and Equipment	5,777,598	2,692,910	30,529	3,054,159
ES252322 - Sewer Construction and Repairs				
Engineering	9,574	9,574	0	0
Construction	2,147,061	1,614,523	0	532,538
City Related Expenses	2,283	2,283	0	0
Vehicles and Equipment	147,949	68,475	79,474	0
ES252322 Total	2,306,867	1,694,855	79,474	532,538
Total Expenditures	\$8,084,465	\$4,387,765	\$110,003	\$3,586,697

Sources of Financing

ME202301 - Vehicles and Equipment Replacement TCA				
Capital Levy	342,190	342,190	0	0
Drawdown from Fleet Renewal Reserve Fund	4,749,511	1,664,823	30,529	3,054,159
Drawdown from Operating Economy, Efficiency and Effectiveness Reserve	685,897	685,897	0	0
ME202301 Total	5,777,598	2,692,910	30,529	3,054,159
ES252322 - Sewer Construction and Repairs				
Capital Sewer Rates	2,306,867	1,694,855	79,474	532,538
Total Financing	\$8,084,465	\$4,387,765	\$110,003	\$3,586,697

Financial Note:

	ME202301	ES252322	Total
Contract Price	\$30,001	\$78,099	\$108,100
Add: HST @13%	3,900	10,153	14,053
Total Contract Price Including Taxes	33,901	88,252	122,153
Less: HST Rebate	-3,372	-8,778	-12,150
Net Contract Price	\$30,529	\$79,474	\$110,003

Jason Davies

Manager of Financial Planning & Policy

lp

Integrated Transportation Community Advisory Committee Report

The 9th Meeting of the Integrated Transportation Community Advisory Committee
August 16, 2023

Attendance T. Khan (Chair), R. Buchal, E. Eady, D. Foster, A. Issa, T. Kerr, S. Leitch, V. Lubrano, D. Luthra, M. Malekzadeh, A. Pfeffer, E. Poirier, A. Santiago, J. Vareka and K. Mason (Committee Clerk)

ABSENT: A. Husain

ALSO PRESENT: G. Dales, S. Grady, E. Guil, H. Lysynski, D. MacRae, N. Mofatt, J. Skimming, B. Westlake-Power, S. Wilson

The meeting was called to order at 3:01 PM; it being noted that R. Buchal, E. Eady, A. Issa, S. Leitch, D. Luthra, M. Malekzadeh, A. Pfeffer and J. Vareka were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 8th Report of the Integrated Transportation Community Advisory Committee

That the 8th Report of the Integrated Transportation Community Advisory Committee, from its meeting held on July 19, 2023, was received.

3.2 Municipal Council Resolution - Adelaide Street North Improvements Environmental Study Report

That it BE NOTED that the Municipal Council resolution, adopted at its meeting held on July 25, 2023, with respect to the Adelaide Street North Improvements Environmental Study Report, was received.

3.3 Municipal Council Resolution - Mobility Plan Update on Strategies, Mode Share, Target Options and Project Evaluation Frameworks

That it BE NOTED that the Municipal Council resolution, adopted at its meeting held on July 25, 2023, with respect to the Mobility Plan Update on Strategies, Mode Share, Target Options and Project Evaluation Framework, was received.

3.4 (ADDED) Notice of Study Completion for the Adelaide Street North EA

That it BE NOTED that the Notice of Study Completion for the Adelaide Street North Improvements, Municipal Class Environmental Assessment Study, dated August 3, 2023, was received.

4. Sub-Committees and Working Groups

4.1 Mobility Master Plan Sub-Committee - Presentation

That the attached presentation, with respect to the Mobility Master Plan, BE FORWARDED to the Civic Works Committee for their consideration.

4.2 Environment and Transit Sub-Committee Report

That the following actions be taken with respect to the Integrated Transportation Community Advisory Committees Sub-Committee on Environment and Transit Report:

- a) that the Environment Sub-Committee's name be amended to Environment and Transit Sub-Committee;
- b) that the London Transit Commission BE REQUESTED to provide the following information to the Integrated Transportation Community Advisory Committee:
 - i) provision of transit services;
 - ii) current Service Plan (Conventional and Special);
 - iii) criteria of provision of transit services in new subdivisions;
 - iv) areas and subdivisions in London where no transit services are available;
 - v) zero emission bus fleet implementation and rollout plan;
 - vi) when Londoners may see the first group of zero emission buses on the roads; and,
 - vii) how many buses and which routes will be used in the pilot project.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 4:36 PM.

Mobility Master Plan

Feedback and comments on July 18 2023 Master Mobility Report Update to Civic Works Committee

Prepared by the Integrated Transportation Community Advisory Committee (ITCAC)
August 2023

Positive comments

- The definition of the objectives is good
- Appropriate strategies have been identified to achieve the objectives
- Focus on establishing mode share targets
- Appropriate evaluation criteria are being developed

Room for improvement

- The planning horizon is too long, without clear short term targets
- Lack of vision, assumes only incremental changes to status quo
 - Assumes cars will still be the dominant mode
 - Assumes number of weekly trips remains constant
 - Assumes transit and active transportation are the only other viable modes in the future
- Lacks a sense of urgency in addressing the climate emergency
 - Proposed measures are incremental
 - Proposed measures are far in the future

Specific issues

- Mode share targets are not ambitious
- The modelling and analysis used to determine mode share targets not well documented or incomplete
 - Incomplete or missing references
 - No comparison to other jurisdictions
 - Appears to be an extrapolation of current travel patterns
- Limited discussion of possible future trends and technologies
 - Mobility as a Service to replace private vehicle ownership
 - New forms of small urban electric vehicles
 - Shifts in attitudes toward sustainable alternatives
 - Reductions in trip frequency and distances

Specific issues

- There are no details about strategies to improve transit service
- There is little discussion of commercial traffic. Issues include
 - Increasing delivery truck traffic due to online shopping trends
 - Dangerous construction traffic e.g. cement trucks, dump trucks
- There is little discussion of other important modes including:
 - Taxis and ride-sharing services
 - School buses (included as “other” in trip survey?)
- No analysis or discussion of trip distances and types relating to mode share
 - 70% of trips are under 7 km
 - These trips are all within easy cycling distance
 - But only 1% of trips are by bike
- Limited discussion of policies and strategies to discourage use of cars
- No discussion of the problem of large private vehicles (pickup trucks, SUVs) in terms of GHG, congestion, safety
 - How can use of large vehicles be discouraged?
 - How can use of small vehicles be encouraged?

Mode share comparison (percent)

	2009 [1]	2016 [4]	2019	2030 TMP 2020 targets [1]	2030 TMP 2030 targets [1]	2050 Opt.2	2050 Opt.3	Cycling Advisory Committee targets [3]	Amsterdam (Gold Standard) [2]
Active transportation	9	13	15	10	15	18	18	35	61
Transit	12.5	8	8	14	20	12	14	35	17
Private vehicle	73.5	77	77	75	60	70	65	25	20
Other		3	0	1	5		3	5	

6

[1] 2030 Transportation Master Plan, January 2013

[2] Deloitte City Mobility Index, Deloitte Insights, 2018

https://www2.deloitte.com/content/dam/insights/us/articles/4331_Deloitte-City-Mobility-Index/city-mobility-index_AMSTERDAM_FINAL.pdf

[3] City of London Cycling Master Plan Review, City of London Cycling Advisory Committee, October 2019

[4] London Household Travel Survey, 2016

Modes of mobility

- Walking and cycling should be considered separately, not lumped into “active transportation”
- Emerging modes should be clearly identified and categorized, including
 - Micromobility, e.g. e-bikes, e-scooters, e-cargo bikes
 - Microcars, neighbourhood electric vehicles, slow speed electric vehicles, urban electric vehicles
 - Car sharing, e.g. Communauto
 - Bike sharing
 - Ride sharing, e.g. Uber
- Mobility as a Service (MaaS) should be assessed as a potential solution to multi-modal mobility

Factors affecting mode choice

- Distance and trip time
 - Most trips are under 7 km
- Safety and comfort
- Convenience
- Cost
- Weather
 - People may choose different modes depending on the weather
 - Percentage of good weather days can be estimated to establish mode share targets
- Cargo
 - People may choose a different mode if they need to transport cargo, e.g. groceries
- Number of people
 - People may choose different mode for solo trip than for family trip
- Available options
 - Car owners may prefer to drive because it is the fastest, most convenient, safest and most comfortable option for virtually all trips
 - Non car owners choose between walking, cycling, transit, ride sharing with friends, taxi/Uber

Strategies to change mode choice

- Improve safety and convenience of walking and cycling
- Improve convenience and trip time of transit
- Reduce convenience and increase cost of driving
- Explore new modes that combine benefits and reduce disadvantages of existing modes

Improve safety and convenience of walking and cycling

- Improve and complete safe walking and cycling network
- Sheltered and secure bike parking at popular destinations
- Secure bike parking requirements for residential developments, e.g. apartment buildings
- Separate paths for cycling and walking
- Remove barriers and improve walkability and bikeability from residential areas to local amenities
 - Walking and cycling paths right to the entrance of store fronts (not to the edge of a huge parking lot!)
 - Examine incentives and regulations to encourage property owners to accommodate active transportation

Improve trip time and convenience of transit

- More frequent service
- Conveniently located bus stops
- Comfortable bus shelters
- More reliable schedules
- Fewer transfers and more direct routes
- Dedicated bus lanes

Reduce convenience and increase cost of driving

- Parking restrictions and fees
- Congestion charges
- Road tolls
- Limits on road expansions to prevent induced demand
- Road diets to remove existing lanes
- Barriers in residential neighbourhoods to prevent cut-through traffic
- Accept congestion at peak times
- Priority access to direct routes for alternative modes
- Ring roads instead of direct routes for cars

12

These measures will be resisted by the majority of Londoners who drive.

Explore new modes

- Microcars for urban trips in all weather
- Electric micromobility including e-bikes and e-cargo bikes
- Bike-share and car-share systems
- Grocery cart borrowing/sharing for pedestrians
- Mobility as a Service (MaaS) instead of private car ownership
- Examine measures to safely accommodate different modes
 - Pedestrians
 - Cyclists
 - Electric micromobility e.g. e-bikes, e-scooters
 - Neighbourhood electric vehicles
 - Buses
 - Private vehicles
 - Commercial vehicles

Traffic/Transportation Demand Modeling/Forecasting

1. Trip generation (the number of trips to be made)
 - a. What are the types and purposes of trips?
2. Trip distribution (where those trips go)
 - a. Distances and travel times from where people live to where they need to go
3. Mode choice (how the trips will be divided among the available modes of travel)
 - a. Need to evaluate feasibility of modes, not just existing preferences (i.e. driving for every trip!)
 - b. We need potentially achievable mode share targets that are not car-dominated
4. Trip assignment (predicting the route trips will take)
 - a. Routes may be different for driving, cycling and transit

14

https://en.wikipedia.org/wiki/Transportation_forecasting

Traffic demand modelling questions

- Frequency of trip types
 - Commuting
 - Shopping
 - Visiting and socializing
 - Recreation
 - School
 - Transporting kids
 - Other?
- Trip distance vs trip purpose
 - Are non-commuting trips shorter?
 - How many could be done using active transportation instead of driving?
- Can current trip frequencies and distances be reduced in the future?

Is London already a 15-minute city?

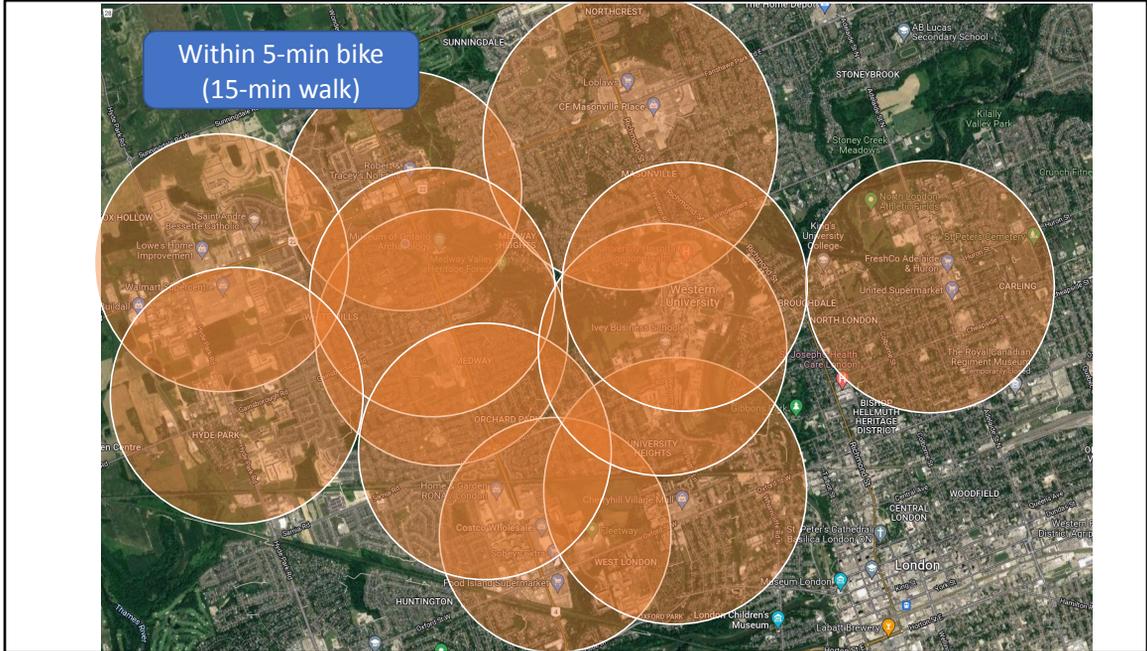
- An analysis is needed to determine how many Londoners currently live within 15 minutes of jobs and amenities
- According to the trip survey data, 38% of trips (all modes) are under 3 km, 32% between 3 and 7 km
- This suggests that the majority of trips are within walking or biking distance now
- If people walk or bike instead of drive for half these trips, the active transportation mode share would be 35%!
- Is this a realistic target? What needs to be done to achieve it?

Neighbourhood walkability and bikeability analysis

- Map residential population density
 - Where people live
- Map employment density
 - Where people work
- Map location of amenities and services
 - Shopping, health and dental, restaurants, services
- Map existing and planned walking and cycling infrastructure, including bikeable residential streets
- Estimate percentage of London population within 15 minute walk or bike ride of
 - Jobs
 - Amenities and services
- Identify gaps and barriers in existing and planned walking and cycling infrastructure connecting homes to destinations.
- Base mode share targets on result of the analysis

17

This is basically transportation demand modelling focussed on active transportation



There are stores and shopping centres at nearly every major intersection, within walking distance of area residents. However, they are nearly always separated from residential areas by walls and other barriers. This forces people to walk and cycle a longer distance along busy roads instead of a short distance through their quiet neighborhood. This shows the 5-min bike radius. If barriers are removed it should be possible to ride a bike to the local store on quiet residential streets and paths.

Thinking outside the box...

Future trends

- Working from home instead of commuting
- Working in local business or commercial parks instead of downtown
- Online learning instead of classrooms
- Home delivery instead of shopping trips
- Home delivery instead of eating out
- Home entertainment instead of concerts, movies
- Virtual interaction instead of in-person socializing
- Single car instead of two car households
- Others?

Shopping cart sharing system

- Allow people to walk home with groceries instead of driving
- There is already a demand for this



21

Community parcel lockers

- Secure community parcel lockers for home deliveries
- Similar to neighbourhood mailboxes
- Reduces neighbourhood commercial traffic



Microcars for urban commuting

- The majority of trips are single occupant trips of less than 7km
- The most popular vehicles are large pickup trucks and SUVs
- Small electric urban vehicles would be a much safer, cheaper and more sustainable alternative
- Will they become a dominant mobility mode in the future?



23

<https://slate.com/business/2022/08/golf-carts-transportation-future-peachtree-city.html>

Mobility as a Service (MaaS)

- Allows people to use a bike, microcar, bus, or large vehicle as needed for each trip purpose and distance
- People do not need to own a large vehicle
 - They might own an e-bike or microcar for daily use
- Pricing structure would encourage the use of the most sustainable and efficient mode for each trip

24

https://en.wikipedia.org/wiki/Mobility_as_a_service

Questions and comments?

Please be advised that I would like to request delegation status to speak on Agenda Item 4.2 (9th Report of the Integrated Transportation Community Advisory Committee), and specifically with regards to our Mobility Master Plan presentation.

Regards,
Ralph Buchal
Integrated Transportation Community Advisory Committee