



Transit Committee AGENDA

*EIGHTH MEETING OF THE TRANSIT COMMITTEE
TO BE HELD ON TUESDAY, FEBRUARY 17, 2009 AT 1:00 P.M.
IN THE COMMITTEE ROOM C-11 TOM DAVIES SQUARE*

COUNCILLOR CALLAGHAN, CHAIR

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

CORRESPONDENCE FOR INFORMATION ONLY

**PAGE
NO.**

- 2. Report dated January 23, 2009 from the Acting General Manager of Growth & Development / Planning Director regarding supply and install of an Automated Next Stop Announcement System for Greater Sudbury Transit **1 - 6**
(RECOMMENDATION PREPARED)

(This report recommends that Nova Bus, a division of Volvo Group, be awarded the contract for an automated next stop announcement system.)

- 3. Letter dated January 22, 2009 from the Director of Transit Services regarding Ridership Statistics. **7 - 9**
(FOR INFORMATION ONLY)

(This letter is in response of a request by the Committee regarding an update of Ridership Statistics.)

- 4. Report dated February 11, 2009 from the Acting General Manager of Growth & Development / Planning Director regarding the Transit Garage **10 - 23**
(FOR INFORMATION ONLY)

(The report updates the Transit Committee on the financing plan for the new Transit garage.)

NEXT MEETING

ADJOURNMENT
(RECOMMENDATION PREPARED)

COMMITTEE MEMBERS

Councillor Callaghan (Chair)

Councillor Berthiaume

Councillor Dupuis

DISTRIBUTION

Mayor and Members of Council

D. Nadorozny

C. Matheson

B. Lautenbach

G. Clausen

T. Beadman

M. Leduc

C. Hallsworth

L. Hayes

P. Thomson

R. Sauvé

R. Gauthier

P. McCauley

D. Martel

A. Haché

L. Oldridge

News Media

**LISA OLDRIDGE
DEPUTY CITY CLERK**

**LIZ COLLIN
PLANNING COMMITTEE SECRETARY**

Request for Recommendation Transit Committee



Type of Decision									
Meeting	February 17, 2009				Report Date	February 10, 2009			
Decision Requested	X	Yes	X	No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
Supply and Install an Automated Next Stop Announcement System for Greater Sudbury Transit

Budget Impact Policy Implication	Recommendation
----------------------------------	----------------

This report has been reviewed by the Finance Division and the funding source has been identified.

In 2008 the City received \$1.7 million from the Province (Fall Economic Statement) to be used for transit capital expenditures. This contract will be funded from this allotted fund.

That Contract GDD08-10, to Supply and Install an Automated Next Stop Announcement System for Greater Sudbury Transit, be awarded to Nova Bus, a division of Volvo Group Canada Inc. in the amount of \$748,111.98 (excluding G.S.T.)

X Background Attached


Recommendation Continued

Recommended by the Department

Bill Lautenbach
Bill Lautenbach, Acting General Manager of Growth & Development/Planning Director

Recommended by the C.A.O.

Doug Nadorozny
Doug Nadorozny, Acting Chief Administrative Officer

Report Prepared By	Division Review
 Denis Martel A / Director of Transit Services	

BACKGROUND

In a letter dated October 16, 2007, the Ontario Human Rights Commission began a process to ensure all transit properties in Ontario provide stop announcements to guarantee the rights of persons with disabilities, pursuant to its powers under section 29 of the Ontario *Human Rights Code*. As well, the Human Rights Commission of Ontario believes that the findings in the *Lepofsky v. TTC* decision apply to other transit properties, and encourage all transit service providers to immediately consider how they can quickly begin to provide stop announcements to avoid facing human rights complaints.

Transit Committee, and all of City Council, has been kept up to date during this entire process, and in July of 2008 the Transit Committee endorsed staff to issue a request for proposal for an automated next stop announcement system. In October 2008, Contract GDD08-10, RFP for Greater Sudbury Transit Automated Next Stop Announcement system was issued.

Two suppliers responded to our request for proposal - Strategic Mapping Inc. And Nova Bus, a division of Volvo Group Canada Inc. The selection process was long and tedious as there were significant technical issues to consider. Staff received the proposals, completed an initial evaluation, requested and received additional information, met and interviewed two bidders, requested supplemental information, and completed their investigation.

The initial costs for implementation of both systems was almost the same. The Strategic Mapping Inc. system had additional maintenance costs per year, while the Nova Bus system would be maintained by our staff. The additional costs for the maintenance was in the neighbourhood of \$70,000 per year.

Another major factor in this decision was that the Strategic Mapping system was a stand alone system while the Nova Bus system would not only give transit next stop announcements, visually and audibly, but would also have the ability to communicate with our automated vehicle location (AVL) and fare box systems.

Staff received letters of commitment from both Nova Bus and Garival (which is our fare box provider) stating that the communication link between both systems can be achieved. This will provide Greater Sudbury Transit with additional information to upgrade our current data gathering system. As well, ridership statistics such as boardings by bus stop would assist us in future route modifications and shelter placement.

An Executive Summary of the proposal received from Nova Bus dated November 27, 2008, is attached for your information.

For the above reasons, staff recommends that Contract GDD08-10 to supply and install an automated next stop announcement system for Greater Sudbury Transit be awarded to Nova Bus, a division of Volvo Group Canada Inc. in the amount of \$748,111.09 (excluding G.S.T.).



November 17, 2008

Mr. Roger Sauvé
Director of Transit Services, Greater Sudbury
PO Box 5000, STN 'A', 200 Brady St.
Sudbury, ON Canada
P3A 5P3

RE: EXECUTIVE SUMMARY – AUTOMATED VOICE ANNUNCIATION SYSTEM

Dear Mr. Sauvé:

As requested, please find below an executive summary of our offer for an automated voice annunciation system.

As you will see, the system is split in 2 sections: On board (on the bus) and Off board (in your office, i.e. the central system).

ON BOARD

Onboard hardware

- Black box (AIC3)
- GPRS modem
- GPS/GPRS antenna
- Display for driver
- Cursor for the display
- A display for next stop information
- An exterior speaker
- All necessary wiring

Software:

- ITS4mobility TC+TI license
- ITS4mobility Option 1 (ANSAS) license

Note: There are no recurring costs for the licenses

1000 Industriel Blvd.
Saint-Eustache (Quebec)
Canada J7R 5A5

Telephone: (450) 472-6410
Fax: (450) 974-3001

www.novabus.com



Some of the most important on board functionalities:

- Driver identification
- Communication of the route and GPS info to the fare box
- All routes and timetables are loaded in the vehicle's computer
- Once the driver has chosen the journey (combination of route and time), the display will advise the driver if he/she is late or early
- A text messaging system allows the driver to send a (pre-defined) message to the central system
- Volume control for next stop announcements
- For Nova Bus LFS vehicles equipped with the Volvo multiplex system, there is a fault diagnostic screen for maintenance
- Training of the drivers' trainers

OFF BOARD (THE CENTRAL SYSTEM)

Central System Hardware

- Server

Note: Should the server be located at Sudbury Transit, there will be no server hosting costs

Software:

- ITS4mobility Central license
- ITS4mobility Depot Server license

Note: There are no recurring costs for the licenses

Some of the most important central system functionalities:

- Automatic vehicle positioning
- Two-way text messaging to a driver, all drivers on a route (or the fleet)
- Automatic daily task assignment by central system
- Headway adherence
- Off-route detection
- History of vehicle location and time
- History of vehicle traffic at each bus stop
- Forecast of next vehicle at each bus stop
- Centralized software updating for timetables, routes, announcements. This function keeps track of which software is in which vehicle to prevent different versions in different buses
- Training of key personnel to operate the system

1000 Industriel Blvd.
Saint-Eustache (Quebec)
Canada J7R 5A5

Telephone: (450) 472-6410
Fax: (450) 974-3001

www.novabus.com



Costs

Costing presented to you features all software, hardware and licensing. There will be no recurring charges other than communication costs between the buses and the central system; which will be paid by Sudbury Transit directly to the service provider.

Possible situations for additional costs:

- Server hosted by Consat
- Modification to requirements (i.e. additional options)
- Minimal information required not supplied by Sudbury Transit
- Additional warranty
- Installation not performed by Sudbury Transit
- 24 hour support hot line
- Consat's support outside the 1 year warranty period or outside the project scope

We certainly hope that the above details clarify our offer for an automated next stop announcement system. Should you require additional information or would like for us to demonstrate the system at your location, please do not hesitate to let us know. We truly appreciate you giving us the opportunity to further extend our business partnership.

Best regards,

Jean-Yves Vallée, Eng.
Product Manager
Nova Bus

cc. Jean-Pierre Baracat, Vice President - Business Development, Nova Bus
Jean-Marc Landry, Vice President – Sales, Nova Bus

1000 Industriel Blvd.
Saint-Eustache (Quebec)
Canada J7R 5A5

Telephone: (450) 472-6410
Fax: (450) 974-3001

www.novabus.com



January 22, 2009

City of Greater Sudbury
Ville du Grand Sudbury

PO BOX 5000 STN A
200 BRADY STREET
SUDBURY ON P3A 5P3

CP 5000 SUCC A
200 RUE BRADY
SUDBURY ON P3A 5P3

705.675.3333
705.560.4571 fax/télécopieur

www.
city.greatersudbury
.on.ca

**Ted Callaghan, Chair, and
Members of the Transit Committee**

Dear Sirs:

Re: Ridership Statistics

As was previously requested by the Committee, staff will be providing updated ridership statistics at each Transit Committee meeting.

To that end, attached please find a 2007 2008 month by month Ridership Comparison sheet, as well as Ridership by Route statistics for 2008.

Yours truly,

A handwritten signature in black ink, appearing to read 'RS' followed by a flourish.

**RS*fd
Attachments**

**Roger Sauvé
Director of Transit Services**

Greater Sudbury Transit
2007 2008 Ridership Comparison

MONTH	2007 TOTAL		2008 TOTAL	
	RIDERSHIP	%	RIDERSHIP	RIDERSHIP
January	459,308	8.6%	39,581	498,889
February	410,514	14.3%	58,602	469,116
March	475,876	-8.6%	(40,859)	435,017
April	409,784	6.0%	24,778	434,562
May	374,987	0.6%	2,104	377,091
June	352,272	1.3%	4,681	356,953
July	329,443	8.2%	26,901	356,344
August	334,224	0.0%	43	334,267
September	446,686	8.2%	36,824	483,510
October	468,989	2.3%	10,719	479,708
November	481,849	-5.1%	(24,799)	457,050
December	357,415	2.0%	6,997	364,412
Total	4,901,347	3.0%	145,572	5,046,919

Ridership by Route 2008

Route	Monday to Saturday Routes	Total	%
401	Barrydowne / Cambrian	593182	11.75%
301	LaSalle / Madison	580291	11.50%
302	LaSalle / Cambrian	383916	7.61%
501	Regent / University	307608	6.09%
500	University via Paris	298834	5.92%
2	Second Avenue / Shopping Centre	281904	5.59%
181	Paris / LoEllen	236604	4.69%
703	Capreol / Hanmer / Val Caron	232184	4.60%
940	Gatchell / Copper Cliff	224390	4.45%
14	Kathleen / College Boreal	219997	4.36%
182	Ramsey View / Algonquin	201073	3.98%
17	Donovan	199791	3.96%
819	Copper Four Corners	192871	3.82%
6	West End	181571	3.60%
702	Chelmsford / Azilda	167927	3.33%
101	Howey / Moonlight	128162	2.54%
303	Garson / Falconbridge	75908	1.50%
701	Lively	58750	1.16%
704	Blezard Valley / Elm View	57290	1.14%
103	Coniston	41212	0.82%
102	Third Avenue / Moonlight (7 peak time trips)	38664	0.77%
7	North End	37686	0.75%
12	McKim	36989	0.73%
141	Westmount / Shopping Centre (3.5 trips/day)	14053	0.28%
142	Grandview / Shopping Centre (4 trips/day)	11071	0.22%
705	Intra Valley	5090	0.10%
After 10 and Sunday Routes			
300	LaSalle / Madison / Cambrian	62884	1.25%
241	Howey / Moonlight / Shopping Centre	43056	0.85%
502	Regent / University / Four Corners	36499	0.72%
189	LoEllen / Copper / Four Corners	33125	0.66%
147	Donovan / Kathleen / North End	32606	0.65%
640	West End / Gatchell / Copper Cliff	31731	0.63%
Total Ridership		5046919	

Request for Recommendation
Transit Committee



Type of Decision									
Meeting Date	February 17, 2009			Report Date	February 11, 2009				
Decision Requested	<input type="checkbox"/>	Yes	X	No	Priority	X	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	X	Open	<input type="checkbox"/>	Closed


Report Title
Transit Garage Report

Budget Impact / Policy Implication	Recommendation
X This report has been reviewed by the Finance Division and the funding source has been identified.	

	<p>FOR INFORMATION ONLY</p>
--	------------------------------------

X	Background Attached		Recommendation Continued
---	----------------------------	--	---------------------------------

Recommended by the Department	Recommended by the C.A.O.
 Lorena Hayes Chief Financial Officer / Treasurer	 Doug Nadorozny Acting Chief Administrative Officer

Report Prepared By	Division Review
 Dion Dumontelle Manager of Financial Support and Budgeting	

BACKGROUND

At the October 31, 2008 Transit Committee meeting, the Committee was presented with the architects report on transit service space. The estimated cost of a new transit garage facility was \$26 million as per the attached schedule of project costs provided by Perry + Perry. There was some discussion on potential funding sources and Finance Staff were requested to prepare a Capital financing Plan for such a facility. Additionally, Council was provided with an analysis of projected Transit funding and commitments at the January 12, 2009 Finance Committee, which is attached as background information. This report is presented for information only pending details of federal infrastructure grant announcements.

COST OF PROJECT

The most recent Transit Capital Plan (2007) called for the replacement of the transit garage in 2015 at a cost of \$9 million. This estimate was developed during amalgamation and was to approximate the replacement cost of the existing garage at its current capacity. It was projected that the cost of \$9 million would be funded fully by provincial gas tax funds accumulated by that time. Subsequent to that estimate, the scope of the project has increased from a garage to house the existing fleet of 60 buses to one to accommodate 80 buses, as well as updated technology to deal with, as an example, articulating buses resulting in an estimate of \$26 million.

SOURCES OF FINANCING

1. INTERNAL SOURCES

1.1 Reserves and Reserve Funds

The Transit Equipment Replacement Reserve Fund will have a projected balance of \$1.3 million at the end of 2008. This reserve fund has been established for equipment replacement and as such would not be suitable to use towards the replacement of the garage. Regarding other reserve and reserve funds, the Capital Financing Reserve Fund – General has been committed by Council to fund one-time initiatives in the 2009 Budget.

2. GRANTS/OBLIGATORY RESERVE FUNDS

2.1 Public Transit Capital (Bill C-48)

The current balance in this obligatory fund is approximately \$2.1 million and the funds are to be used towards transit capital expenditures, of which the garage would be classified.

2.2 Fall Economic Statement

In 2008 the City received \$1.7 million from the Province to be used for transit capital expenditures, and at this time staff has identified this grant as a funding source for the stop announcement system, which would leave an uncommitted balance of approximately \$970,000 that could be used towards the construction of the garage.

2.3 Provincial Gas Tax Rebate Program

The current balance in this obligatory fund is approximately \$2 million and the anticipated allocation for 2009 is expected to be approximately \$2.7 million. However, with capital (bus replacement) and operating (ridership growth, U-Pass) commitments anticipated over the next 4 years, staff is projecting this balance to drop below \$700,000 by the end of 2012.

At present there is no Council commitment to extend the Ridership Growth envelope beyond 2010. The funding options presented later will present 2 scenarios related to the projected availability of Provincial Gas Tax Funds.

2.4 Federal Gas Tax

The City is in receipt of federal gas tax funds which can be used for projects that promote clean air, water or air. The construction of a new transit garage would qualify as an eligible expenditure under the federal gas tax agreement. Presently there are no federal gas tax funds allocated to transit needs, as the majority of funds have been dedicated to roads projects. This grant is not recommended as a funding source at this time due to the significant unfunded capital needs in roads and water and wastewater.

2.5 Build Canada Funds

Initial indications are that projects should be “regionally or nationally significant” and the anticipated project size is \$30 million. Given the estimated cost of \$26 million, this project may not be eligible for Build Canada funds. However, further details may be released in the post-federal budget which will enable staff to determine if this project may meet criteria for Build Canada Funds.

2.6 Other Grants

The federal budget of January 27, 2009 announced major infrastructure funding of \$ 4 billion and transit was specifically identified. The transit garage has been proposed as a “shovel ready” project which Council may consider for application if it meets the criteria. Details of this infrastructure funding plan should be known within the next few months.

Funding Scenarios

	Scenario 1 Ridership Growth ending in 2009	Scenario 2 Ridership Growth Continues beyond 2009 (\$750,000/annum)
Project Cost	\$26.0 million	\$26.0 million
Available Funds		
Bill C-48	\$2.1 million	\$2.1 million
Fall Economic Statement	\$.9 million	\$.9 million
Required Provincial Gas Tax Funds	\$23.0 million	\$23.0 million
Year Sufficient Funds Accumulated	2020	2029

The table illustrates that the continuation of the ridership growth envelope at an annual amount of \$750,000 would result in an additional 9 years being required to accumulate sufficient provincial gas tax funds to finance the garage.

3. BORROWING

Aside from grant funding, borrowing would be the only other financing source that would raise sufficient funds to build the garage. Using present borrowing rates from OSIFA, a \$23 million loan (net of current funding sources) amortized over 20 years would require an annual payment of approximately \$1.9 million. The same amount financed over 40 years (estimated useful life of buildings of similar construction) would require annual repayments of \$1.4 million.

The following table illustrates the effect of borrowing \$23 million over varying time frames.

		\$23 million
Borrowing Period	Interest rates	Annual repayment
20 years	5.14%	\$1.9 million
25 years	5.36%	\$1.7 million
30 years	5.46%	\$1.6 million
40 years	5.55%	\$1.4 million

The ability to service such a large amount of debt would require an annual source of revenue, such as capital levy and/or guaranteed unconditional grants. Based upon the projected capital and operating commitments that will be funded by the provincial gas tax under scenario 2, staff feel that if current levels of Provincial Gas Tax were maintained, there would be an ability to finance debt with these funds.

If infrastructure grants are available to the City, the municipal share will be reduced and, therefore, current levels revenues (Provincial Gas Tax) may be sufficient to fund the difference without requiring the need to borrow.

SUMMARY

A further report on financing options will be prepared once the details of announced federal infrastructure grants are publicized.

PROJECT COSTS

ORDER OF MAGNITUDE ESTIMATE (Class "D")

CONSTRUCTION COSTS

Site Development	\$ 1,500,000
New Construction (31,000sf x \$200/sf)	\$ 6,200,000
New Construction (89,280sf x \$150/sf)	\$ 13,320,000
Contingency (10%)	\$ 2,102,000
Sub-Total	\$ 23,122,000

NON-CONSTRUCTION COSTS

Consultant Fees (A, S, M, E)	\$ 1,850,000
Furniture/Equipment (Hoists)	\$ 1,200,000
Project Management	NA
Sub-Total	\$ 3,050,000

TOTAL ESTIMATED PROJECT COSTS^{1,2,3}

\$ 26,172,000

1. Prepared with limited site information and is based on probable conditions affecting the project. It represents the summation of all identifiable project elemental costs and is used for program planning, and to establish a more specific definition of client needs.
2. Construction Cost/SF = \$192.23/sf
3. Project Cost/SF = \$217.59/sf

Request for Recommendation Finance Committee

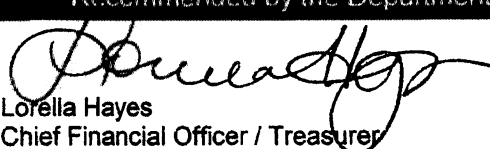
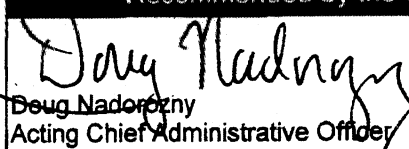


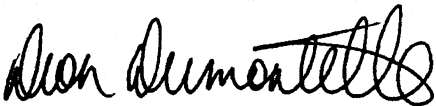
Type of Decision							
Meeting Date	January 12, 2009			Report Date	January 8, 2009		
Decision Requested	Yes	X	No	Priority	X	High	Low
	Direction Only			Type of Meeting	X	Open	Closed

Report Title
Transit Funding and Commitments

Budget Impact / Policy Implication	Recommendation
X This report has been reviewed by the Finance Division and the funding source has been identified.	

	FOR INFORMATION ONLY
X Background Attached	Recommendation Continued

Recommended by the Department	Recommended by the C.A.O.
 Lorella Hayes Chief Financial Officer / Treasurer	 Doug Nadorozny Acting Chief Administrative Officer

Report Prepared By	Division Review
 Dion Dumontelle Manager of Financial Support and Budgeting	

BACKGROUND

At the December 16, 2008 Finance Committee meeting, staff was directed to prepare a report on funding sources and commitments for Sudbury Transit Services. Attached is a spreadsheet that identifies funding and expenditure projections through 2012. This report will elaborate on the specific items and the underlying assumptions made by staff.

FUNDING SOURCES

Provincial Gas Tax Rebate Program

The City has been in receipt of these dedicated gas tax funds since 2004. These funds are classified as obligatory funds as they have to be set aside for transit related expenditures. Prior to 2007, these funds were used primarily for capital related expenditures. Unlike Federal Gas Tax, these funds are not a permanent source of revenue for the City, as the allocation is made on an annual basis only. The anticipated allocation for 2009 is expected to be approximately \$2.7 million. Staff is assuming that these funds will continue to be received at its current level for the near future.

Public Transit Capital (Bill C-48)

These funds are classified as obligatory funds and are to be used for transit capital expenditures. The current balance in this fund is approximately \$2.1 million.

Ontario Bus Replacement Program

On an annual basis Transit has been granted a portion of the capital replacement costs of its fleet. This grant is estimated to be equal to one-third of the replacement cost. Again, these are not permanent funds but staff is assuming that these funds will continue for the near future.

Equipment Replacement Reserve Fund – Transit

The current balance in this reserve fund is approximately \$1.3 million and represents the City's own funds that are set aside for equipment replacement. These funds have stabilized at their current level due primarily to the ability to utilize Provincial Gas Tax rebate funding for capital needs.

Deferred revenue – Fall Economic Statement

In 2008 the City received \$1.7 million from the province to be used for Transit Capital Expenditures. These amounts have yet to be earmarked, and as such, have been identified as a potential funding source for the Stop Announcement System.

COMMITMENTS

U Pass Option

Council has approved the utilization of Provincial Gas Tax Funds to offset the costs of the University Pass Program in the amount of \$1.0 million over the next 4 years (\$400,000 in 2009).

Bus Purchases

The replacement of the conventional fleet has been accelerated since the introduction of the Provincial Gas Tax program and will continue as long as the funds are received.

Stop Announcement System

Council received a report in June 2008 outlining the requirement to install a stop announcement system on its buses. The RFP is anticipated to be awarded in early 2009 and the estimated one-time cost is \$750,000.

Ridership Growth Envelope

This envelope was approved in 2007 as a source of funds to offset incremental costs associated with strategies to increase ridership. Present initiatives include extended hours and inter-Valley service. Staff is assuming that this envelope will continue as long as the City is in receipt of Provincial Gas Tax funds. It is anticipated that this envelope would be used for ridership growth strategies/initiatives as determined by the Transit Committee.

POTENTIAL COMMITMENTS

2009 Budget Options

Approximately \$450,000 in transit operating options have been presented to Council. These options have been included in the analysis to show the impact if funded by Gas Tax funds in 2009. For future years, it is assumed that the success and continued funding for these options would be determined by the Transit Committee and fall under the Ridership Growth Envelope. The Transit Committee would evaluate these initiatives with other ridership growth strategies and make recommendations as to which strategies should continue with funding from the envelope, those which should be funded from the base budget and those that should not continue.

Transit Garage

The Transit Committee was provided with a preliminary estimate of \$26 million for the replacement of the existing transit garage. The Committee has requested staff to prepare a capital financing plan for their consideration and as such, the impact of this potential commitment has not been included in the spreadsheet.

SUMMARY

Under the assumption that Provincial Gas Funds and the Ontario Bus Replacement Program will continue, there should be sufficient funds available to meet the projected capital and operating needs of Transit, with the exception of replacing the garage.