PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE

Thursday, December 4, 2014
4:00 PM

Henry Baker Hall, Main Floor, City Hall

Public Agenda
Public Works and infrastructure Committee
Thursday, December 4, 2014

Approval of Public Agenda

Minutes of the meeting held on November 13, 2014

Administration Reports

PW14-28 Septage Receiving Station (SRS)

Recommendation

1. That the Administration proceed with the design and construction of a new septage receiving station (SRS) that is capable of meeting existing customer service levels and that can be expanded based on future growth needs as outlined in Option 3. The current estimated cost of this facility is $10.0 million and the annual operating cost is estimated at $258,000, including costs for permit management related to the facility.
2. That the Administration return to Council in 2016 to recommend a permit system and septage user rates based on actual construction costs and amendments to both *The Sewer Service Bylaw, No. 5601* (the "Bylaw") and the City's Extra Municipal Servicing Policy.
3. That this report be forwarded to the December 15, 2014, meeting of City Council.

City Clerk's Reports

PW14-29 Review of Outstanding Items

Recommendation

1. That the following item be deleted from the list of outstanding items for the Public Works and Infrastructure Committee:

Item	Committee	Subject
WU06-51	Public Works and Infrastructure	Parking Ticket Administration and Enforcement

2. That this report be forwarded to the Executive Committee for consideration.

Adjournment

AT REGINA, SASKATCHEWAN, THURSDAY, NOVEMBER 13, 2014

AT A MEETING OF THE PUBLIC WORKS AND INFRUSTRUCTURE COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Sharron Bryce, in the Chair
Councillor John Findura
Councillor Terry Hincks
Councillor Bob Hawkins
Councillor Barbara Young

Also in Attendance: Committee Assistant, Linda Leeks
Executive Director, Transportation & Utilities, Karen Gasmo
Legal Counsel, Jayne Krueger
Manager, Parking Services, Andrea McNeil-Wilson
Manager, Winter District Maintenance, Chris Warren
Manager, Landfill Operations, Lisa Legault

Approval of Public Agenda

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

Minutes of the meeting held on October 2, 2014

Councillor Barbara Young moved, AND IT WAS RESOLVED, that the minutes for the meeting held on October 2, 2014 be adopted.

Administration Reports

PW14-25 Snow Routes Options Report

Recommendation
That the Administration be directed to bring back a report on snow route options in quarter 2 of 2015.

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

PW14-26 2015 Landfill Fees

Recommendation
That the Landfill fees for 2015 remain the same as the 2014 rate schedule.

Councillor Terry Hincks moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

PW14-27 Designated Drop off area 11th Avenue - F.W. Hill Mall

Recommendation
That CR14-40 be removed from the List of Outstanding items for the Public Works and Infrastructure Committee.

Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

Adjournment

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 4:33 p.m.

Chairperson Secretary

PW14-28

December 4, 2014

To: Members,
Public Works and Infrastructure Committee

Re: Septage Receiving Station (SRS)

RECOMMENDATION

1. That the Administration proceed with the design and construction of a new septage receiving station (SRS) that is capable of meeting existing customer service levels and that can be expanded based on future growth needs as outlined in Option 3. The current estimated cost of this facility is $10.0 million and the annual operating cost is estimated at $258,000, including costs for permit management related to the facility.
2. That the Administration return to Council in 2016 to recommend a permit system and septage user rates based on actual construction costs and amendments to both *The Sewer Service Bylaw, No. 5601* (the "Bylaw") and the City's Extra Municipal Servicing Policy.
3. That this report be forwarded to the December 15, 2014, meeting of City Council.

CONCLUSION

Both the current SRS facility and the City's internal hydrovac site provide services to City operations, customers within Regina, and regional customers. The closure of these facilities requires alternative solutions to ensure current customers are provided with septage disposal services. Not only is there an increased risk of illegal dumping if the City does not find alternative local solutions, and decides to discontinue these services, but also existing customers, including the City itself, would be required to send septage to another municipality. Although this is still an option, there are a number of concerns with relying on another municipality for this service. These primary concerns are:

- The abandonment of existing septage customers would likely increase the risk of illegal dumping in and around Regina.
- An estimated cost of $22.00/m³ would be incurred, on top of lost productivity, to send septage to another municipality.
- Dependency on another municipality's services creates inherent vulnerabilities to uncontrollable price increases and service-level interruptions.

The Administration feels that these concerns warrant continued City involvement in the septage receiving business. Consequently, the Administration recommends the construction of a new SRS facility capable of accepting septage from existing regional customers (at a cost of $10.0M) and accepting high grit loads from the City's sewer cleaning program (at a cost of $3.8M). To address the closure of the City's hydrovac site, a further $1.2M would be allocated to design and construct a solution for (City only) non-contaminated hydrovac waste. The total estimated cost of these recommendations is $15.0M. The proposed 2015 Utility Budget includes a capital request that would accommodate this work.

Administration is recommending that a new SRS operate on a cost recovery basis. Initial estimates suggest that rates will need to be between $14.25/m³ to $15.10/m³ based on current usage and levels of service. It is important to note that it is unlikely that a new SRS would be in a position to operate on a cost recovery basis without accepting septage from regional customers. The rates necessary to achieve cost recovery would need to be set too high and would be cost prohibitive. Final recommended septage rates will depend on final construction costs and will be presented to Council in 2016.

While also creating economies of scale to sufficiently allow for full cost recovery, a regional design for septage allows for the optimization of infrastructure and construction costs as well as the capacity to manage emergencies during wet weather years. Although other options were considered, they pose significant environmental, business, and financial risks. These reasons and the significant benefits of a regional facility make this the recommendation going forward.

Use of the recommended facility will be controlled through a permitting process that will manage both the end users and the type of effluent disposed of at the site. In conjunction with a broader source control program, to be developed through 2015 and 2016, this recommended solution will help to ensure that the wastewater influent characteristics are in line with the Wastewater Treatment Plant (WWTP) P3 agreement and the need to protect the WWTP process and the wastewater collection system.

BACKGROUND

The City has accepted septage from a number of sources originating within Regina and the surrounding area for many years. Prior to 2010, septage was received at the McCarthy Boulevard Pumping Station (MBPS). In 2010, the SRS was relocated to the WWTP to accommodate construction needs at the MBPS. Due to exclusion of the SRS and the corporate grit management site from the new WWTP, the current SRS and Hydrovac site will no longer be available after the WWTP upgrades are completed in late 2016. With respect to odour control issues and the volume of resident concerns surrounding odour, returning the SRS to the MBPS was not considered a viable option.

An important issue to be addressed and incorporated into any new SRS facility is the very limited on-site monitoring at the current SRS site. Only limited resources have been made available to control and monitor the current site and the City relies on the honour system with its customers. The lack of monitoring has resulted in haulers discharging liquid waste loads that do not comply with the Bylaw. Another outcome of this practice has been a sizeable gravel deposit, which further confirms regular illegal dumping of hydrovac and car wash pit loads. Recent sampling and analysis of loads being dumped reveals that other load parameters such as heavy metals and hydrocarbon are, at times, also being exceeded.

A project was established to explore alternatives for a new septage and hydrovac waste solution, prior to closure of the temporary site, to maintain levels of service for the following:

Septage

- Golf courses
- Campground
- Construction sites, festivals & outdoor events
- Local emergencies

Hydrovac Waste (internal City operation needs only)

- Sewer cleaning
- Clean mud/water mixture

Annual operating and maintenance costs for the current site at the WWTP are approximately $20,000 to $40,000, excluding treatment costs. The City currently operates the septage receiving facility at a level below full cost recovery. Current licensing and permit fees for liquid waste haulers do not cover the expenses associated with operating, maintaining and treating the current septage and hydrovac receiving station at the WWTP. Based on annual volumes and revenues, current liquid waste permit fees are approximately equivalent to $0.55/m³ making the City's current rate/m³ an industry low.

DISCUSSION

Septage Management

The current SRS is, effectively, a regional solution with approximately 85 per cent of the septage volume currently received at the WWTP originating from outside city boundaries, 10 per cent from City activities, and 5 per cent from private enterprise within city boundaries. Due to the distribution of sources of septage, the Administration feels that any solution needs to consider the cost effectiveness of a regional facility versus a City-only solution. Additionally, not only does a regional facility allow for full cost recovery, but it also signifies the City's commitment in supporting regional development and the desire for complementary regional growth.

Current revenues collected from septage are set too low to provide full cost recovery. This means that utility customers are subsidising the costs of providing current septage services. Fees are collected solely by annual permits issued to hauling companies and are issued to haulers on a per truck basis. When compared to other municipalities on a unit basis, the City's current revenues are the lowest (see Appendix A). Therefore, when looking for a new solution for regional septage, a full cost recovery model needs to be considered.

The Administration has explored several options for the replacement of the City's existing SRS site. The following considerations were used to evaluate and inform the options presented in this report.

Full Cost Recovery

In evaluating options, a key consideration was to establish a full cost recovery business model through user fees. The calculation of fees was based on the estimated construction and operating costs for each option. The portion of the facility designed to handle high grit loads from the City's sewer cleaning program was excluded from the calculation ensuring that the benefits of service directly attributed to specific customers will be paid by those customers through user fees. Fees were further evaluated for feasibility through comparison with other Western Canadian municipalities, whose fees range from $6.60/m³ to $15.04/m³ (see Appendix A).

Source Control

Wastewater collection and treatment systems are intended for the disposal and treatment of human waste. Disposal of substances such as fats, oils and greases, commonly referred to as FOG, or material with large amounts of dirt and grit, such as hydrovac waste, can impair the functioning of both collection and treatment systems and substantially increase cost to manage those systems. Efforts to manage the quality and type of liquid waste deposited into the wastewater system is commonly referred to as "Source Control". Appendix B provides a summary of liquid waste materials.

A significant challenge today is the City's inability to maintain appropriate levels of source control at its SRS. Currently FOG and hydrovac waste material is being deposited alongside septage. Not accepting this material at the front end of a WWTP is a best practice that has been adopted by many major cities across Canada. The Administration will be contacting other municipalities to determine best practices and other options for FOG and hydrovac material and will develop and implement an improved source control program through 2015 and 2016.

Industry Change Management

Changes to the existing SRS can be managed with continued engagement with the hauling industry and businesses, including consultation and advanced notice on:

- Site layout;
- Fee increases;
- Source control; and,
- Identified options in the industry to accept hydrovac waste and FOG.

Any significant rate increase would necessitate an effective change management process in conjunction with the enforcement of source controls for hydrovac and FOG. Changing the way the service is provided will result in substantial changes for certain industries including: haulers, construction companies, restaurants (including hotels), and businesses with car/truck wash bays (car/truck wash stations, car and equipment dealer, vehicle repair shops). Regardless of which option is chosen, a change management process will be undertaken with these stakeholders to provide adequate notice.

Regional Considerations

Constructing an SRS will enable the City to encourage complementary growth in the region. For regional developers, septage hauling is often the most feasible solution. By implementing a permit system that requires permits for both the haulers and the end users, the City can encourage complementary development. The process for permitting end users is new to both the City and to the end users, making change management processes essential to the development of a permit system.

The recommended SRS provides a regional solution on a user pay and cost recovery basis that meets the City's own operational needs for disposal of hydrovac sewer cleaning materials. Still, constructing a new SRS does not preclude neighbouring municipalities from developing their own septage solution. Any new facilities built by neighbouring municipalities would reduce the volume of material coming into the SRS facility and as a result, adversely impact the facility's cost recovery model.

The Administration has explored several options for the replacement of the SRS. The options were evaluated based on how they addressed the need for:

- Septage management; and,
- Hydrovac sewer cleaning material management (City Operations only).

Option 1 – No New Build, Rely on Alternative Service Provider for Septage and Hydrovac

This option would involve closing down the existing SRS and not constructing a new facility. A few distant municipalities have receiving capacity at modest dumping rates and may choose to

receive Regina's septage. This option would cost end users approximately $22.0/m³ due to local dumping rates and longer driving times. This estimate does not account for the cost of reduced hauler productivity. Based on the City's septage volumes, this option would have an internal operating cost of approximately $237,000 per year.

Advantages:

- No capital investment needed.
- No expenses incurred to operate an SRS facility.

Disadvantages:

- Increased operating costs, not including lost productivity, due to driving further and paying local dumping fees estimated to be $22.00/m³.
- Increased risk of illegal dumping in and around Regina due to lack of local alternatives.
- Dependency on another municipality for access to service places the City in a vulnerable position with respect to a lack of control over costs and changes to service levels.
- City does not act as a regional leader by not supporting complementary growth within the region.

Option 2 – Construct a Lagoon

This option involves building a lagoon to accommodate septage from Regina with very limited capacity to accept septage from the surrounding region. The process would involve haulers discharging septage into the lagoon and the solid debris would settle to the bottom allowing the liquid waste to be pumped to the WWTP. Dredging the solid debris from the lagoon would need to occur on an annual basis. This option would require approximately $4.2M in capital and $129,000 per year in O&M. The cost recovery rate is estimated to be $11.25/$m^3$.

This option could accommodate the material from the City's sewer cleaning program. The proposed location for the SRS is south of the existing WWTP. The proximity to the EPCOR operated WWTP creates the risk for odour nuisance issues (or development restrictions) and risks nullifying odour performance standards established for EPCOR's operation at the WWTP. Alternative locations were investigated; however, the Administration was not able to locate any land owned by the City that could accommodate potential odour concerns from a lagoon option.

Advantages:

- Limited capital investment.
- Simple operation and maintenance.

Disadvantages:

- High possibility of odour concerns for residents and the local area.
- Development restrictions to adjacent properties.
- Insufficient capacity for existing septage customers.
- Abandons existing septage customers.
- Does not enable the City to support complementary growth within the region.

Option 3 –Existing Regional Septage (Recommended Option)

This option entails building a mechanical SRS facility to serve existing city and regional use volumes. A mechanical facility can be built to meet existing requirements to reduce capital costs and provide a cost recovery option that would be affordable for existing users, but also be located to facilitate expansion as required. Basis for expansion might include full cost born by potential customers. The process would involve haulers discharging septage into manholes/chutes. The mechanical process will separate the solids and liquids through a screening process. The liquids will be pumped to the WWTP and the solids will be deposited into containers and hauled to the Landfill. The facility will be able to control odour and limit any odour concerns from residents or the local area. This option would require approximately $8.62M to $10.0M in capital and $258,000 per year in O&M for septage.

An additional $3.8M is required to process high grit loads from the City's sewer cleaning program. This option would take advantage of site servicing costs required for the new SRS facility, reducing capital costs. Another benefit is that the mechanical processing and odour would be contained and managed through an enclosed building. The estimated total cost of this initiative is $13.8M. The cost recovery rate is estimated to be $14.25/m³ to $15.10/m³.

Advantages:

- Design will monitor septage quantity and quality.
- Odours from facility will be managed and controlled.
- Maintains level of service for existing septage customers at cost recovery rates.
- Would enable the City to support some complementary growth within the region.

Disadvantages:

- Significant capital investment.
- Ongoing operation and maintenance costs.

Option 4 – Existing Regional Septage + Growth Ready

This option is to build a mechanical SRS station that is capable of providing service for existing and regional use as well as future increased service levels. This option uses the same process as described in Option 3. However, building a facility that is larger than required creates a potential risk to the cost recovery model, particularly during years of reduced demand. This option would require approximately $10.0M to $12.0M in capital and $258,000 per year in O&M. An additional $3.8M is recommended to process high grit loads from the City's sewer cleaning program. The estimated total cost of this initiative is $15.8M. The cost recovery rate is estimated to be $15.10/m³ to $16.50/m³.

Advantages:

- Design will monitor septage quantity and quality.
- Odours from facility will be managed and controlled.
- Maintain level of service for existing septage customers.
- Would enable the City to support considerable complementary growth within the region.

Disadvantages:

- Even greater capital investment required than Option 3.
- Ongoing operating and maintenance costs.
- Cost recovery may not be possible during years of reduced demand.
- There is no guarantee that the extra building space will ever be utilized.

Hydrovac Construction Material Management

The design scope for the new SRS excludes the management of hydrovac waste generated from construction activity. Construction hydrovac should be managed separately from septage because this material may damage the WWTP equipment and process. It may be possible to use existing City infrastructure to support construction hydrovac waste disposal (at the landfill or a site on Toronto Street) while another option could be to find a private service provider. The Administration will be conducting further analysis to determine the most appropriate method for dealing with hydrovac disposal. The estimated capital cost to provide a solution for construction hydrovac material is $1.2 million.

Extension of Existing Design Contract

Based on the need to have a new SRS ready in 2016, the Administration has advanced detailed design for a new mechanical SRS by amending an existing consulting engineering commission with Associated Engineering Ltd (Associated). The City contracted Associated through a public procurement process to complete pre-design, detail design, and construction engineering of a new SRS. The initial design concept was for a smaller SRS facility that was estimated to cost $5.0 million with typical design costs being 10 per cent of the total project costs. Therefore, a larger SRS with regional capacity would require design work totalling approximately $1.5 million. As per *The Regina Administration Bylaw No. 2003-69*, notification to City Council is required as the commission will now exceed $500,000. If Council does not approve the recommendations within this report, this design work would cease, which could impact the ability to meet the deadline to deliver a new SRS.

The City will engage a contractor through a public procurement process to construct the new SRS.

RECOMMENDATION IMPLICATIONS

Financial Implications

A $15 million budget request, sufficient to accommodate a range of solutions, has been included in the proposed 2015 Utility Budget.

Environmental Implications

In the absence of tighter monitoring and stronger penalties, higher dumping costs and septage fees create an incentive to dump illegally. Recommendations to address this risk will be included in the 2016 Council Report setting the initial rates, and updating the Bylaw and the City's Extra Municipal Servicing Policy. Part of the strategy to address this risk will be the inclusion of change management processes.

Completing this project will improve the environmental aspects of the current septage handling practice. The new facility will properly handle and convey septage to the WWTP for treatment.

Policy and/or Strategic Implications

This SRS upgrade initiative is consistent with the City's Official Community Plan as it will "support a more sustainable and beneficial approach to growth within the region through collaborative regional planning and service delivery". The new SRS will enable the City to maintain service for all existing customers, but has limited built-in capacity for new developments. The Administration will bring forward amendments to the Bylaw, including setting user dumping rates, and the City's Extra Municipal Servicing Policy in 2016. A key objective for the project is to ensure that it is developed using a cost recovery business model using user fees. This is in further alignment with the Official Community Plan as the benefits model will be "where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fess, or other similar charges."

Other Implications

Developing a long-term plan to manage City sewer cleaning and hydrovac waste supports continuity of levels of service from the City's Transportation and Utility Division.

To ensure the WWTP processes are protected, it is important to enforce the existing Bylaw and as such an improved source control program will be developed throughout 2015 and 2016.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The City has had an initial open house with the industry and haulers. The City plans to engage the haulers during the detailed design process to ensure there is user input for the following:

- Site layout;
- Fee increases;
- Source control; and,
- Identified options in the industry to accept hydrovac waste and FOG.

The City will notify septage haulers prior to the changes to ensure they have sufficient time to adjust their business models.

DELEGATED AUTHORITY

City Council approval is required through the proposed 2015 Utility Budget.

Respectfully submitted,

Pat Wilson, Director
Water Works

Respectfully submitted,

Karen Gasmo, Executive Director
Transportation & Utilities

Report prepared by:
Water & Sewer Engineering

APPENDIX A

LIQUID WASTE DISPOSAL COST ($/M^3) THROUGHOUT WESTERN CANADA

City	Rate/m^3	Annual or Flat Fee
Regina	$0.55	$53/m^3 of truck capacity per year
Saskatoon	$11.57	$0
Winnipeg	$8.50	$140 initial license fee and $70 annual license fee per vehicle
Calgary	$15.04	$20.58/30 days per vehicle
Edmonton	$6.60*	$0
Red Deer	$8.30	$0
Average (excluding Regina)	**$10.00**	N/A

*Edmonton volume rate is based on rate of $16.50/axel and assumed 2 axels per truck and assumed tank size of 5m^3.

APPENDIX B

Hauled liquid waste

- Broad generic term used to collectively describe all of the items below
- Annual volumes vary considerably
- Volumes increase from wet weather & emergency relief (industrial & septage)
- 'Region' = major user (80-90%)
- Hauling industry may 'mix' waste types to create travel efficiency
- Private industry has processing capacity for each type of hauled liquid waste, except septage and sewer cleaning

Septage

- Limited generation within City of Regina (10% of total)
- City (corporate) septage is hauled by private contractors
- No regional alternative site within 60km

Industrial Wastewater

- Annual volumes vary considerably
- If necessary pre-treatment is completed it could be accepted at SRS
- Education and Source Control required with Industry

Hydrovac - construction

- Volumes are likely more stable year to year
- Not permitted at SRS
- Industry uses many alternatives
- City investigating options

Hydrovac - carwash

- Volumes are likely more stable year to year, material varies greatly
- Not permitted at SRS
- One alternative disposal site identified
- City investigating options

Hydrovac – sewer cleaning

- Output from City sewer cleaning programs
- Can be processed at new mechanical SRS
- No alternatives identified
- Required for Operations

FOG – restaurant grease traps

- Not permitted at SRS
- One alternative identified
- City investigating options
- City (at present) can offer approximately 2 years notice to restaurant, hauling, and processing industries that septage loads will be monitored for FOG composition at the new SRS and FOG practices will need to change by 2017
- In general cities don't permit FOG at a septage station

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- In general cities don't permit FOG at a septage station

PW14-29

December 4, 2014

To: Members,
Public Works and Infrastructure Committee

Re: Review of Outstanding Items

RECOMMENDATION

1. That the following item be deleted from the list of outstanding items for the Public Works and Infrastructure Committee:

Item	Committee	Subject
WU06-51	Public Works and Infrastructure	Parking Ticket Administration and Enforcement

2. That this report be forwarded to the Executive Committee for consideration.

CONCLUSION

This report reviews the status of outstanding items that have been referred to the Administration for reports to the Public Works and Infrastructure Committee. The Public Works and Infrastructure Committee should review the items and provide instructions on the need for any changes to priorities.

BACKGROUND

Subsection 35(2) of City Council's Procedure Bylaw requires the City Clerk to provide a report to the Executive Committee annually which lists all items and the priority of the items that have been tabled or referred by City Council or one of its committees. The purpose of this report is to provide a list of the outstanding items for the Public Works and Infrastructure Committee as at November 30, 2014.

DISCUSSION

Lists of Outstanding Items are maintained for City Council and its main committees. Items on the list may originate from:

- a recommendation in a report which indicates that another report will be forthcoming;
- a motion adopted to refer an item back to the Administration or to request a report on a related matter;
- a motion adopted by City Council or another committee requesting the Administration to prepare a report.

The Office of the City Clerk is responsible for maintaining and updating the lists. Items remain on the list until a report or the committee recommends their removal. The lists are updated with additions and deletions, as meetings are held and after review by the Executive Committee. The last review of outstanding items as at December 31, 2013, was considered on February 12, 2014.

The following steps were taken to facilitate the annual review of the outstanding items:

- the lists of outstanding items as at November 30, 2014 were circulated to departments for comments;
- the comments and lists were returned to the Office of the City Clerk for consolidation.

In 2014, the outstanding items report is first being circulated to the affected Committees prior to Executive Committee consideration. This process allows committees to have more detailed discussions of each item with the Administration and among themselves to determine priorities for Council consideration.

Attached to this report as Appendix "A" is a list of the outstanding public session items before the Public Works and Infrastructure Committee. To assist the Committee, the list has been updated by deleting any items which were removed by resolution of committees during 2014.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Strategic Implications

Regular review of outstanding items provides both Council and the City Administration an opportunity to review and refocus priorities and resources as required based on current initiatives, needs of the community and corporate strategy.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

No specific public communication is required in relation to outstanding items. This report will be posted to the City of Regina website for public viewing.

DELEGATED AUTHORITY

Executive Committee is required to provide direction to the City Manager in relation to items on the outstanding items list for City Council or any of its committees along with directing any changes in priority.

Respectfully submitted,

Jim Nicol
Chief Legislative Officer & City Clerk

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APPENDIX A

PUBLIC WORKS COMMITTEE
LIST OF OUTSTANDING ITEMS
AS AT NOVEMBER 30, 2014
OPEN ITEMS

REPORT #:	WU06-51
DATE TABLED/REFERRED:	October 10, 2006
SUBJECT:	Parking Ticket Administration and Enforcement
MOTION:	The Administration prepare a report for the Works and Utilities Committee, to address the following two recommendations from Regina Downtown: • reducing the hours of enforcement on parking meters to 9:00 am to 5:00 pm • determining if there is any surplus revenue from the modernization and applying that surplus directly to parking improvements for the downtown area
DIVISION:	Community Planning & Development – Parking Services
COMMENT:	Status: June, 2014: Results of Parking Study will be included in business and budgets as required. Remove from list.

REPORT #:	MN09-3
DATE TABLED/REFERRED:	April 6, 2009
SUBJECT:	Regina Road Network Plan
MOTION:	• The Administration be directed to review the Regina Road Network Plan to ensure that the planned roadway network improvement projects for growth areas are appropriate in terms of their scope and timing relative to the expected pace of development; and • The Administration also review the Regina Road Network Plan for growth areas to identify other potential improvements, including travel demand management options such as carpool lanes, express transit, bikeways, and clean bikeways that could further reduce congestion during peak commuting times.
DIVISION:	Community Planning & Development – Construction Compliance
COMMENT:	Status: Included in both the Transportation Master Plan and Official Community Plan. Return date: 2014

REPORT #:	MN11-1
DATE TABLED/REFERRED:	February 28, 2011
SUBJECT:	Wastewater Treatment Facilities
MOTION:	1. That the Administration undertake a review of the technologies available that treat waste as a valuable commodity and reuse water in productive fashion; and 2. That the Administration report back to the Public Works Committee and City Council by the first quarter of 2012 and advise on any application suitable for our community.
DIVISION:	City Operations – Environmental Engineering
COMMENT:	Return Date: Deferred until the Plant is functioning (2017)

REPORT #:	PW12-6
DATE TABLED/REFERRED:	March 20, 2012
SUBJECT:	Measuring the City of Regina's Sustainability
MOTION:	2. That the review of options and recommendations related to external sustainability monitoring programs be provided to Public Works Committee after the review in the fourth quarter of 2013.
DIVISION:	Community & Planning Development – Planning & Sustainability
COMMENT:	Return Date: End of 1st Quarter 2015

REPORT #:	MN14-3
DATE TABLED/REFERRED:	January 27, 2014
SUBJECT:	Residential Recycling
MOTION:	1. That the Administration provide a report to City Council via the Public Works Committee in September 2014 that provides options on the capability of the City of Regina to have the recycling program covered by annual property taxes and to change solid waste collection to a fee for service use where residents have the option of choosing the size of bin they require. 2. That the report include the feasibility of providing the recycling collection on a weekly basis and garbage collection on a bi-weekly system.
DIVISION:	City Operations – Open Space & Environmental Services
COMMENT:	Return Date: 1st Quarter 2015

REPORT #:	PW14-21
DATE TABLED/REFERRED:	October 2, 2014
SUBJECT:	Snow Routes
MOTION:	4. That the Administration develop the most appropriate program to remove cars from roads for effective snow removal and report back to the November 13, 2014 meeting of the Public Works and Infrastructure Committee.
DIVISION:	Transportation & Utilities; Roadways & Transportation
COMMENT:	Return Date: Nov. 2014 reported back to PWI – Report to come forward 3rd Q of 2015 Summary of findings – increase public outreach – enhanced education & communication

REPORT #:	PW14-24
DATE TABLED/REFERRED:	October 2, 2014
SUBJECT:	Snow Storage Site User Fee
MOTION:	That the reports referenced in recommendations 1. b) and 1. c) be brought back to the Public Works and Infrastructure Committee.
DIVISION:	Transportation & Utilities – Roadways & Transportation
COMMENT:	Return Date: 2nd Quarter 2015

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