REVISED AGENDA
REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, January 28, 2019
1:00 p.m.
Council Chamber, City Hall

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER

2. CONFIRMATION OF AGENDA *10 - 23*

Recommendation

1. That City Council suspend the rules of having electronic participation of members limited to emergencies for this meeting to permit Councillor Dubois to attend the meeting via teleconference;
2. That the request to speak from Randy Pshebylo, Riversdale BID, dated January 28, 2019 be added to item 8.3.1;
3. That the letter submitting comments from Mahmood Shafqat, dated January 7, 2019 be added to item 8.4.1;
4. That the following letters be added to item 10.1.1:
    1. Speak - Christine Wilson, dated January 23, 2019;
    2. Speak - Angie Bugg, SEAC, dated January 23, 2019;
    3. Comments - Chantelle Butterfield, dated January 24, 2019;
    4. Comments - Niki Nagy, dated January 24, 2019;
    5. Comments - Gladys Neufeld, dated January 24, 2019;
    6. Comments - Michelle Elliott, dated January 25, 2019;

7. Comments - Viola Woodhouse, dated January 27, 2019

5. That the revised Bylaw 9560 be added to item 11.2.1;

6. That the following items with speakers be considered immediately following consideration of the Consent Agenda items:

   1. 8.3.1 - Randy Pshebylo;

   2. 10.1.1 - Christine Wilson

   3. 10.1.1 - Angie Bugg; and

7. That the agenda be confirmed as amended.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation
That the minutes of the Regular Business Meeting of City Council held on December 17, 2018, be adopted.

5. PUBLIC ACKNOWLEDGMENTS

5.1 Edward J. Dowling Distinguished Service Award [File No. CK. 150-5]

Recipient - Bob Howe

5.2 Council Members

This is a standing item on the agenda in order to provide Council Members an opportunity to provide any public acknowledgements.

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Recommendation
That the Committee recommendations contained in Items 8.1.1 to 8.1.2; 8.2.1 to 8.2.5; 8.3.1 to 8.3.2; 8.4.1 to 8.4.3; and 8.5.1 to 8.5.4 be adopted as one motion.

8.1 Standing Policy Committee on Planning, Development & Community Services

8.1.1 Off-Leash Dog Parks in RM of Corman Park (Hampton) [File No. CK 4205-1 and RS 4205-17] 24 - 29

Recommendation

1. That the Off-Leash Recreation Area north of Hampton Village neighbourhood remain open; and

2. That Capital Project No. 1639, Park Development-Hampton Village Neighbourhood, be amended in scope to include upgrades to the Off-Leash Recreation Area north of the Hampton Village neighbourhood, using existing budget allocation.

8.1.2 Equity Building Program – Recommendation to Discontinue Operations [File No. CK 750-4 and PI 952-10] 30 - 33

Recommendation

1. That the Equity Building Program discontinue issuing equity loans; and

2. That the Partnership Agreement between the City of Saskatoon and Affinity Credit Union be terminated effective February 28, 2019.

8.2 Standing Policy Committee on Finance

8.2.1 Saskatchewan Urban Municipalities Association (SUMA) 2019 Membership Fees [File No. CK. 155-3] 34 - 38

Recommendation

That the 2019 membership fee for the Saskatchewan Urban Municipalities Association in the amount of $113,574.32 be paid.

8.2.2 Federation of Canadian Municipalities 2019-2020 Membership Fees [File No. CK. 155-2] 39 - 42

Recommendation

That the Federation of Canadian Municipalities 2019-2020 membership fees, in the amount of $39,813.58, including GST, be paid.

8.2.3 Acquisition of Land – 2003 Arlington Avenue for Taylor Street Road Widening [File No. CK. 4020-1] 43 - 47

Recommendation

1. That the Administration be authorized to purchase a portion of 2003 Arlington Avenue from the Saskatchewan Health Authority for road widening along Taylor Street East, as per the terms noted in the report

of the CFO/General Manager, Corporate Financial Services Department, dated January 14, 2019; and

2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8.2.4 Internal Audit Update and Reserve Transfer – Year-End 2018 [File No. CK. 1600-3] 48 - 54

Recommendation
That the unspent amount of $142,045 for Internal Audit be transferred to the Internal Audit Program Reserve and the letter from Internal Auditors, PricewaterhouseCoopers, LLP dated January 8, 2019 be received as information.

8.2.5 Property Realized Reserve Withdrawal [File No. CK. 1815-1] 55 - 57

Recommendation
That a withdrawal of $689,687.95 from the Property Realized Reserve be approved to fund miscellaneous land development and related sales costs incurred during the period December 1, 2017 to November 30, 2018.

8.3 Standing Policy Committee on Environment, Utilities & Corporate Services

8.3.1 Proposed Decorative Lighting Rate Bylaw Change [CK. 1905-3 x 6300-1] 58 - 69

Speak - Randy Pshebylo, Riversdale BID, dated January 28, 2019

Recommendation

1. That the Decorative Lighting rate category in Bylaw No. 2685, The Electric Light and Power Bylaw be amended as outlined in this report to allow dusk-to-dawn lighting and the seasonal restrictions be removed;

2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 2685, The Electric Light and Power Bylaw; and

3. That the remainder of seasonal décor be removed after Orthodox New Year's Day has ended.

8.3.2 **Engine Generator Air/Fuel Ratio Controller – Award of Contract [CK. 2000-5]** 70 - 73

Recommendation

1. That the proposal submitted by Advantage Governor & Controls Inc. for the supply of two Engine Generator Air/Fuel Ratio Controllers for a total estimated cost of $119,868.90 (including GST and PST) be approved; and

2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8.4 Standing Policy Committee Transportation

8.4.1 **Extension of Seasonal Taxi Licences [Files CK 307-4 and PL 7001-1]** 74 - 77

Comments - Mahmood Shafqat, dated January 7, 2019

Recommendation

1. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to extend the term of Seasonal Taxi Licences, beginning March 1, 2019 until June 28, 2019; and

2. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to amend the hourly taxi fare from $1.77 to $1.92 for each additional kilometre in excess of 16 kilometres.

8.4.2 **Intelligent Transportation Systems Strategic Plan [Files CK 4110-2, x 7000]** 78 - 149

Recommendation

That the vision, goals, and key directions of the Intelligent Transportation Systems Strategic Plan be approved.

8.4.3 **Request to Exceed 25% of Contract No. 18-0048B, Concrete Preservation [Files CK 6000-1 and TS 6000-1]** 150 - 153

Recommendation

That the Administration be given approval for Contract No. 18-0048B, Concrete Preservation with T.Monz Consulting Inc. to exceed 25% of the contract value.

8.5 Governance and Priorities Committee

8.5.1 City Council Travel and Training Expenses - 2018 (File No. CK. 1970-1) 154 - 161

Recommendation
That the report of the City Clerk dated January 21, 2019 be received and the information posted on the City's website.

8.5.2 City Council Car Allowance - 2018 (File No. CK. 1970-1) 162 - 164

Recommendation
That the report of the City Clerk dated January 21, 2019 be received and the information posted on the City's website.

8.5.3 Inquiries and Notice of Motions (File No. CK. 255-6) 165 - 169

Recommendation
That the removal of the inquiries and/or notice of motions identified as requesting removal on the list attached to the report of the City Clerk dated January 21, 2019 be approved.

8.5.4 2019 Annual Appointments – Boards, Commissions and Committees (File No. CK. 225-1 x 175-1) 170 - 171

Recommendation
That the recommended appointments to Boards, Commissions and Committees as noted by the City Clerk and attached to this report, be approved.

9. COMMITTEE REPORTS

9.1 Standing Policy Committee on Planning, Development And Community Services

9.2 Standing Policy Committee on Finance

9.3 Standing Policy Committee on Environment, Utilities And Corporate Services

9.4 Standing Policy Committee on Transportation

9.4.1 Whistle Cessation South of Stonebridge Neighbourhood [Files CK 375-2, x6171-1] 172 - 178

Recommendation

That the Administration partner with the Rural Municipality of Corman Park to complete an at-grade crossing safety assessment at the Range Road 3051 rail crossing.

9.5 Governance and Priorities Committee

9.5.1 Overview of Proposed Amendments to The Local Government Election Amendment Act (File No. CK. 127-7) 179 - 183

Recommendation
That the Mayor be directed, on behalf of Council, to send a letter to the Premier, the Minister of Government Relations, and members of the Intergovernmental Affairs and Justice Committee expressing opposition to the new election dates laid out in the proposed amendments to *The Local Government Election Amendment Act* and outlining the constraints and challenges summarized in the report.

10. ADMINISTRATION REPORTS

10.1 Strategy & Transformation

10.1.1 Curbside Waste and Organics Programs Status – January 2019 [File No. CK. 7830-4-2] 184 - 204

Communications received following the Regular Business Meeting of City Council held on December 17, 2018:

Speak

- Christine Wilson, dated January 23, 2019;
- Angie Bugg, Saskatoon Environmental Advisory Committee, dated January 23, 2019

Submitting Comments

- Riley Thiesen, dated January 9, 2019;
- Matt Wolsfeld, dated January 9, 2019;
- Joanne Lang, dated January 9, 2019;
- Al Willems, dated January 10, 2019; and
- Emma Kramer-Rodger, dated January 12, 2019
- Chantelle Butterfield, dated January 24, 2019
- Niki Nagy, dated January 24, 2019

- Gladys Neufeld, dated January 24, 2019
- Michelle Elliott, dated January 25, 2019
- Viola Woodhouse, dated January 27, 2019

Recommendation
That the report of the Acting Chief of Strategy & Transformation dated January 28, 2019, be received as information.

11. LEGISLATIVE REPORTS

11.1 Office of the City Clerk

11.2 Office of the City Solicitor

11.2.1 Regulation of Electronic-Cigarettes/Vaping - Proposed Bylaw No. 9560 [File No. CK. 185-3] 205 - 207

Recommendation
That permission be granted to introduce Bylaw No. 9560, *The Smoking Control Amendment Bylaw, 2019,* and give same its FIRST reading.

Recommendation
That Bylaw No. 9560 now be read a SECOND time.

Recommendation
That permission be granted to have Bylaw No. 9560 read a third time at this meeting.

Recommendation
That Bylaw No. 9560 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

12. OTHER REPORTS

13. INQUIRIES

14. MOTIONS (NOTICE PREVIOUSLY GIVEN)

14.1 Councillor R. Donauer - Organics Program [File No. CK. 7830-4-2]

Councillor Donauer provided the following notice of motion at the Regular Business Meeting of City Council held on December 17, 2018.

"1. That the proposed organics program be put on hold until further notice from Council, and that the City of Saskatoon look at conducting a pilot organics program, before the city-wide roll-out. In the pilot, consideration for current composters to opt out should be factored in; and

2. That the Administration also report on the expansion of the voluntary organics program, and a prohibition on organics from the landfill and black bins."

15. GIVING NOTICE

16. URGENT BUSINESS

17. IN CAMERA SESSION (OPTIONAL)

18. ADJOURNMENT

Bryant, Shellie

From: City Council
Sent: January 28, 2019 9:47 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Monday, January 28, 2019 - 09:46
Submitted by anonymous user: 71.17.193.237
Submitted values are:

Date: Monday, January 28, 2019
To: His Worship the Mayor and Members of City Council
First Name: Randy
Last Name: Pshebylo
Email: randy@riversdale.ca
Address: 344 20th Street West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7M 0X2
Name of the organization or agency you are representing (if applicable): Riversdale Business Improvement District
Subject: Decorative Street Lighthing
Meeting (if known): City Council Meeting January 28, 2019
Comments: The Executive Director of the Riversdale Business Improvement District respectfully requests to speak to item 8.3.1 Proposed Decorative Lighting Rate Bylaw Change [CK. 1905-3 x 6300-1] at the City Council Meeting at 1:00 p.m. Monday, January 28, 2019.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/278034

Bryant, Shellie

From: City Council
Sent: January 07, 2019 3:21 PM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: document_3_1.docx

Submitted on Monday, January 7, 2019 - 15:21
Submitted by anonymous user: 70.64.64.161
Submitted values are:

Date: Monday, January 07, 2019
To: His Worship the Mayor and Members of City Council
First Name: Mahmood
Last Name: Shafqat
Email: [redacted]
Address: [redacted] Matheson Drive
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Seasonal Taxi Plate
Meeting (if known): Extension of Seasonal Taxi Licenses
Comments:
Good afternoon,
I was not able to come to the city council meeting today due to a personal matter. I was planning on sharing my concerns about the seasonal taxi licencees. Please see attached letter.
Attachments:
document_3_1.docx: https://www.saskatoon.ca/sites/default/files/webform/document_3_1.docx

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273522

Dear Respected City Council and His Worship Mayor Charlie Clark.

I am writing to make a few suggestions regarding the extensions of Seasonal Taxi Licenses in Saskatoon. I would like to start off by suggesting;

1) The current seasonal licenses should be extended to June 28, 2019.

2) Furthermore, I would also like to recommended that the new lottery plan for additional taxi licenses should be implemented by the month of February including accepting lottery applications and facilitating the lottery in the month of April.

3) In addition, once the first two steps are out of the way the remaining months of May and June can be used to allocate ample time for successful drivers to find suitable vehicles and get them ready and inspected to become taxis. This plan would eliminate any interruption of service and by the time the current seasonal licenses are expired the new licenses would be ready to take over and cover transportation service needs in Saskatoon.

Thank You,

Mahmood Shafqat

[redacted]

Bryant, Shellie

From: City Council
Sent: January 23, 2019 7:44 PM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: city_council_jan_28.pdf

Submitted on Wednesday, January 23, 2019 - 19:44
Submitted by anonymous user: 216.197.220.123
Submitted values are:

Date: Wednesday, January 23, 2019
To: His Worship the Mayor and Members of City Council
First Name: Christine
Last Name: Wilson
Email: [redacted]
Address: [redacted] 33rd St. E.
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: City-wide Organics Program
Meeting (if known): City Council Regular Business Meeting
Comments: Please see attached letter regarding city councils vote on the city-wide organics program. I will try to be available at the meeting also.
Attachments:
city_council_jan_28.pdf: https://www.saskatoon.ca/sites/default/files/webform/city_council_jan_28.pdf

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277092

Bryant, Shellie

From: City Council
Sent: January 23, 2019 8:26 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Wednesday, January 23, 2019 - 20:25
Submitted by anonymous user: 107.162.4.22
Submitted values are:

Date: Wednesday, January 23, 2019
To: His Worship the Mayor and Members of City Council
First Name: Angie
Last Name: Bugg
Email: [redacted]t
Address: [redacted] Albert Ave
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable): Saskatoon Environmental Advisory Committee
Subject: Curbside Waste and Organics Program
Meeting (if known): City Council Jan 28
Comments: A member of SEAC will be present to speak to the Curbside Waste and Organics Program
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277109

Bryant, Shellie

From: City Council
Sent: January 24, 2019 2:40 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 24, 2019 - 14:39
Submitted by anonymous user: 142.165.218.128
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Chantelle
Last Name: Butterfield
Email: [redacted]
Address: [redacted] Madden Avenue
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Waste
Meeting (if known): Jan. 28th
Comments: Please help Saskatoon recycle and compost! I'm all for pay as you throw and each household having a green bin.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277341

Bryant, Shellie

From: City Council
Sent: January 24, 2019 4:14 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 24, 2019 - 16:13
Submitted by anonymous user: 204.83.109.206
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Niki
Last Name: Nagy
Email: [redacted]
Address: [redacted] Taylor St West
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Organic Bins
Meeting (if known):
Comments: I've read that a substantial amount of the waste going to the landfill is organic waste that could have been diverted. Which is, I assume, why the city wanted to issue organic bins to every household. I fully support that endeveor. It makes a great deal of sense to be keeping this material out of the landfill. As a homeowner we have been subscribing to the organic bin for 2-3 years already. It's an extremely worthwhile program worth the subscription cost. Instead of spending the money on the different size garbage bins, which then require different garbage trucks, it seems like the waste would be reduced simply by implementing the organic bin program throughout the city, and charging each family the subscription fee. Larger organic bins for multi-family dwellings and businesses would also be a fantastic addition. Restaurants and grocery stores contribute a substantial amount of waste that could be easily diverted.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277377

Bryant, Shellie

From: City Council
Sent: January 24, 2019 7:31 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 24, 2019 - 19:30
Submitted by anonymous user: 174.2.253.214
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Gladys
Last Name: Neufeld
Email: [redacted]
Address: [redacted] Heritage Green
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Waste Management
Meeting (if known): City Council Meting Monday January 28-19
Comments:
My letter is written to encourage Saskatoon City Council to move forward with city-wide programs that would generate less garbage, and programs that allow for the collection of organics. And not just for single family dwellings, because it's a no brainer that collection at apartments and condo developments would have a greater impact overall.

I strongly support a user-pay system and the organics collection program, and ask that you get on board with proven programs that exist world-wide to reduce the waste that ends up in the landfill. Stop dragging your feet on this! Take action to make Saskatoon a leader in our province in this area.

Thank you.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277418

Bryant, Shellie

From: City Council
Sent: January 25, 2019 11:02 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, January 25, 2019 - 11:01
Submitted by anonymous user: 71.17.105.254
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Michelle
Last Name: Elliott
Email:
Address: [redacted] 5th AVe N
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
[redacted] or agency you are representing (if applicable):
Subject: City-wide Organics Program
Meeting (if known):
Comments:
Hello,

I am writing to express my concern about the cancellation of the waste-utility program and the potential delay of the city-wide organics/compost plan. I realize these programs are expensive and difficult/complicated to implement, but it is essential that we make these moves immediately, or at least lay the ground work to make roll-out simpler in the coming years. We cannot delay much longer with the current state of our environment; we must prioritize taking steps now that consider the impact that a deteriorated global climate will have on the next generation. It may not seem like what our Municipal Government does will have that great of an effect, but I believe it creates great ripples, setting precedence for other cities of our size around Canada, and the world. It may not make a lot of fiscal sense, which is likely what many Councillors are focusing on right now... but we must lay the framework to make waste-reduction the norm.

I was really excited about the waste-utility model that was proposed... I know it would have made people think twice about purchasing products with excess packaging, and would begin to shift consumer habits which could help direct an overall change in the industry in Canada if not the world. It would make people "think before they throw" because the 'catch-all' garbage bin would not have as much space to 'catch all' depending on what the resident would be willing to pay for. While I did have my concerns about the increase it would likely cause in cases of illegal dumping, especially in Multi-Unit recycling bins, I think overall a significant and visible change in the way waste is collected would have been greatly beneficial in causing more Saskatoon residents to pay attention to the waste stream. I for one would be glad to pay less to use the smallest garbage receptacle.

Next up, organics. I've seen the most recent reports. We are sending far too much organic 'waste' to the landfill. And that is frankly a huge waste, as well as a detriment to both our Ozone and a risk factor for our ground water, as the methane and leacheate are incredibly potent and toxic.
I've appreciated the subscription based Green Cart program (I use my parents' bin), but realize not everyone in the city is excited to have a green bin. I would argue that many do not realize the harm of throwing organics into their garbage bin, where it then is compressed in the landfill to breakdown in an anaerobic (air-starved) state, unable to properly decompose in order to produce nutrient rich compost. Instead, the outcome is methane (30 times more potent than C02) or leacheate. Simply talk to one of the Compost Coaches here in Saskatoon to find out more (in fact, I was trained as one two years ago and it has really changed my view on our waste system!)

I know there has been a lot of push back about adding a mandatory new green bin to all single-unit dwellings. So, I would say if people can prove they already have a working compost setup, or some other way to deal with their organic waste, then they do not have to take the green bin.
I think those living in apartments, condos or townhouses without yard space for a compost to deal with their food scraps should have options for where to take their organics. Perhaps some community drop off spots?

More importantly than these residential programs, however, is the need for an ICI program. Businesses and institutions produce tonnes (literally) of waste, and they should be held responsible. Please create a mandatory recycling bylaw for businesses, and at the very least start with a cardboard ban in the landfill, as this causes a huge output of methane.

Thank you for reading, and I hope you will make a good decision regarding the organics program on Monday. The time to move forward is now.

Sincerely,

Michelle Elliott

Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277518

Bryant, Shellie

From: City Council
Sent: January 27, 2019 11:59 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Sunday, January 27, 2019 - 23:58
Submitted by anonymous user: 174.2.253.71
Submitted values are:

Date: Sunday, January 27, 2019
To: His Worship the Mayor and Members of City Council
First Name: Viola
Last Name: Woodhouse
Email: [redacted]
[redacted] Elliott Street
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: City-Wide Organic Waste Program
Meeting (if known): Saskatoon City Council meeting, Monday, January 28, 2019.
Comments:
His Worship, the Mayor and Members of City Council,

When I finished reading Phil Tank article in the Friday, January 25, StarPhoenix, I came to conclusion that postponing the motion of city-wide organic waste program is a good idea for two reasons. First, there are more options that can be investigated and second, a nine percent tax increase next year is not going to be welcome by a majority of Saskatoon citizens or Saskatoon City councilors considering that next year is the election year.

One of the possible option that should be considered in our city is home garbage disposal. Most of our citizens are hooked up to sewer system. If the City provides an incentive to citizens who may consider garbage disposal system under their sinks, the Saskatoon waste treatment plant is already equipped to capture the strained-out food residue gases (according to your web site information, it is worth 300 K per year). For example, the city of Philadelphia now requires garbage disposals in new residential construction. However, since not all citizens may choose to install garbage disposal or have been using them for some time, I believe that a financial incentive would provide stimulus to those who did not consider it before for financial reasons.

I have done some research for our household and there are a number of garbage disposals available on the market depending on the size of your household. Canadian Tire selection of garbage disposals is from 179.99 to 399.99. Credible expert reviews of garbage disposals are not easily available, however, the last testing done by Consumer Reports is still current since the models tested are continuing to be sold. Although we are composting at our household, being a senior citizens will eventually make this activity more difficult.

As a retired professor of Business Ethics, I believe that the option of garbage disposal has a merit.

Thank you for considering this option in your future discussion on city-wide organic waste program.

Best regards,

Viola Woodhouse

Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277986

BYLAW NO. 9560

The Smoking Control Amendment Bylaw, 2019

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Smoking Control Amendment Bylaw, 2019*.

Purpose

2. The purpose of this Bylaw is to amend *The Smoking Control Bylaw, 2004* to include violations of the vaping provisions identified in subsection 5.1(3) in the offence and penalty section of *The Smoking Control Bylaw, 2004*.

Bylaw No. 8286 Amended

3. *The Smoking Control Bylaw, 2004* is amended in the manner set forth in this Bylaw.

Section 15 Amended

4. Section 15 is amended by:

(a) adding the following subsection after subsection (2):

"(2.1) Every person who contravenes Subsection 5.1(3) of this Bylaw is guilty of an offence and liable on summary conviction:

(a) in the case of a person who vapes, to a fine of not more than $500; and

(b) in the case of a proprietor who permits a person to vape, to a fine of not more than $5,000.";

(b) adding "(2.1)," after "(2)," and before "(3)" in subsection (5);

(c) adding the following after subsection (7):

"(7.1) Notwithstanding Subsection (2.1), in the case of a contravention of Subsection 5.1(3), a bylaw enforcement officer shall issue a notice

of violation to a person who vapes or to a proprietor who permits a person to vape in contravention of the Bylaw, which notice shall provide that:

(a) in the case of a person who vapes, if the person pays the City the sum of $150 within 14 calendar days of the date of the notice of violation, the person shall not be prosecuted for the contravention; and

(b) in the case of a proprietor who permits a person to vape, if the person pays the City the sum of $500 within 14 calendar days of the date of the notice of violation, the person shall not be prosecuted for the contravention.”; and

(d) adding “, (7.1)” after “(7)” and before “and” in subsection (9).

Coming Into Force

5. This Bylaw comes into force on the day of its final passing.

Read a first time this	day of	, 2019.
Read a second time this	day of	, 2019.
Read a third time and passed this	day of	, 2019.

Mayor	City Clerk

STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Off-Leash Dog Parks in RM of Corman Park (Hampton)

Recommendation of the Committee

1. That the Off-Leash Recreation Area north of Hampton Village neighbourhood remain open; and
2. That Capital Project No. 1639, Park Development-Hampton Village Neighbourhood, be amended in scope to include upgrades to the Off-Leash Recreation Area north of the Hampton Village neighbourhood, using existing budget allocation.

History

At the January 14, 2019 Standing Policy Committee on Planning, Development and Community Services meeting, a report of the A/General Manager, Community Services Department, dated January 14, 2019 was considered.

Attachment

January 14, 2019 report of the A/General Manager, Community Services Department

Off-Leash Dog Parks in RM of Corman Park (Hampton)

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the Off-Leash Recreation Area north of Hampton Village neighbourhood remain open; and
2. That Capital Project No. 1639, Park Development-Hampton Village Neighbourhood, be amended in scope to include upgrades to the Off-Leash Recreation Area north of the Hampton Village neighbourhood, using existing budget allocation.

Topic and Purpose

The purpose of this report is to request City Council's approval to amend the scope of Capital Project No.1639, Park Development-Hampton Village Neighbourhood, to include capital upgrades to the Off-Leash Recreation Area north of the Hampton Village neighbourhood.

Report Highlights

1. The attendance volumes collected for the Hampton Village Off-Leash Recreation Area (Off-Leash Area) indicate that the site is sufficiently utilized by residents living in the northwest area of the city and should remain open.
2. The Hampton Village Off-Leash Area is identified as a city-wide destination site, and upgrades are required to meet the current standards within the Off-Leash Recreation Area Program Plan.
3. There is sufficient funding available in Capital Project No. 1639, Park Development-Hampton Village Neighbourhood (Capital Project), to support the capital upgrades to the Hampton Village Off-Leash Area.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Quality of Life by ensuring neighbourhoods are complete communities that offer a range of housing options, employment opportunities, art, culture, and recreational facilities, and other amenities. Citizens have access to facilities and programs that promote active living and enjoy the natural beauty and benefits of parks and trails that bring people together.

Background

At the July 20, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services (Committee), the Administration recommended closing the Off-Leash Area located north of Hampton Village on Range Road 3060, near the airport, due to ongoing issues related to the access road being flooded, as well as the challenges of permanent bylaw enforcement in the Rural Municipality of Corman Park. The Committee requested further information about:

> "the usage of the Off-Leash Recreation Area located north of Hampton Village, including where people are coming from, traffic impacts and other related impacts, prior to considering the proposed permanent closure of this Off-Leash Recreation Area."

At its July 23, 2015 meeting, City Council resolved:

> "That the matter of the Off-Leash Recreation Area located north of Hampton Village in the Rural Municipality of Corman Park be referred back to the Administration for a further report."

Since 2015, the City has addressed the issue with the road and improved access to the Hampton Village Off-Leash Area. Currently, the City is working with the Rural Municipality of Corman Park to allow the City to enforce Bylaw No. 7860, The Animal Control Bylaw, 1999, for any Off-Leash Areas that fall within the jurisdiction of the Rural Municipality of Corman Park.

The Capital Project was approved in 2017 with a budget of $602,000 and was originally budgeted as a district sport field with the appropriate amenities. However, after review and based on the shape and topography of the park, it was not suitable for development of a full-sized sport field. The plan was amended for the development and construction of the Paul Mostoway Off-Leash Area. The Paul Mostoway Off-Leash Area opened in December 2017, becoming the tenth Off-Leash Area operated by the City and was completed at a cost of approximately $350,000; $252,000 less than the original budget. The source of funding for this project was the Parks and Recreation Levy.

Report

Hampton Village Off-Leash Area

In order to address the Committee's request for additional usage information, counters were placed at six Off-Leash Area locations to estimate annual attendance volumes.

Off-Leash Areas	2018 Average Monthly Visits (estimated)	2018 Total Annual Visits (estimated)
Southwest	4,150	49,800
Sutherland Beach	6,300	75,600
Silverwood	1,700	20,400
Pierre Radisson	2,650	31,800
Hampton Village	1,650	19,800
Paul Mostoway	850	10,200
TOTALS	**17,300**	**207,600**

Based on the data estimates collected for the six selected Off-Leash Areas, the Hampton Village Off-Leash Area attendance is similar to attendance at Silverwood Off-Leash Area, averaging 1,650 monthly visits and approximately 19,800 visits estimated throughout the year. For a complete listing of all Off-Leash Areas, see Attachment 1.

In 2018, the City completed an intercept survey at the Hampton Village Off-Leash Area. The survey was conducted from 8 a.m. to 8 p.m. daily for one week. The survey shows that citizens are still utilizing the Hampton Village Off-Leash Area even after the opening of the Paul Mostoway Off-Leash Area. The highest percentage of users are residents from the Hampton Village, Dundonald, and Kensington neighbourhoods. Other comments from the intercept survey indicate that licensed dog owners utilize the Hampton Village Off-Leash Area because of the vast open naturalized space, the convenient location to the neighbourhood, the space is large enough for large and small breeds to coexist, and the rural setting provides a different experience to the Paul Mostoway Off-Leash Area.

Off-Leash Area Standards

The current Off-Leash Recreation Area Program Plan includes the following designations for Off-Leash Areas:

a) neighbourhood - within walking distance;
b) suburban - typically driven to, however, resides in a neighbourhood location; and
c) city-wide - a destination location identified by amenities that are natural or man-made.

The current standards for amenities at a city-wide Off-Leash Area include the following:

a) parking - amount of stalls determined by the space available;
b) fencing - perimeter and gated access points;
c) waste receptacles - quantity dependent on park size;
d) turf management - cut pathways once per month; and
e) signage - as per City's Animal Services' standards.

The Hampton Village Off-Leash Area is identified as a city-wide destination location. In order to bring Hampton Village Off-Leash Area up to current program standards, the following capital upgrades are required:

a) replacement of the perimeter fencing;
b) expansion of the parking lot;
c) upgrades and addition of waste receptacles and bag dispensers;
d) updated signage to the current standard; and
e) upgrades to pathways to minimize standing water and drainage issues.

There is funding available in the Capital Project to support the capital upgrades to the Hampton Village Off-Leash Area. The Capital Project has $225,000 remaining that is sufficient to fund the Hampton Village Off-Leash Area capital upgrades at an estimated cost of $180,000, including taxes.

Options to the Recommendation
City Council could choose to not approve the recommendation; further direction would then be required.

Public and/or Stakeholder Involvement
The Administration has consulted current users of the Hampton Village Off-Leash Area through an intercept survey. No further involvement is planned.

Communication Plan
Site survey and design of the Hampton Village Off-Leash Area will take place in 2019, in conjunction with the Parks Division. The design will be shared through a public open house prior to an open tender process.

Financial Implications
The Capital Project received approved funding to construct the Paul Mostoway Off-Leash Area in the amount of $602,000. The Capital Project has $225,000 remaining that would be available to fund the Hampton Village Off-Leash Area upgrades. The Hampton Village Off-Leash Area capital upgrades have an estimated cost of $180,000, including taxes.

There is no new operating impact with the Hampton Village Off-Leash Area upgrades as the existing Off-Leash Area is already accounted for within the Animal Services operating budget.

Safety/Crime Prevention Through Environmental Design (CPTED)
The Hampton Village Off-Leash Area design will be presented to the CPTED Review Committee upon completion of the detailed design phase.

Other Considerations/Implications
There are no policy, environmental, or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion
The target completion date for upgrades to the Hampton Village Off-Leash Area will be the fall of 2019.

Public Notice
Public notice, pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

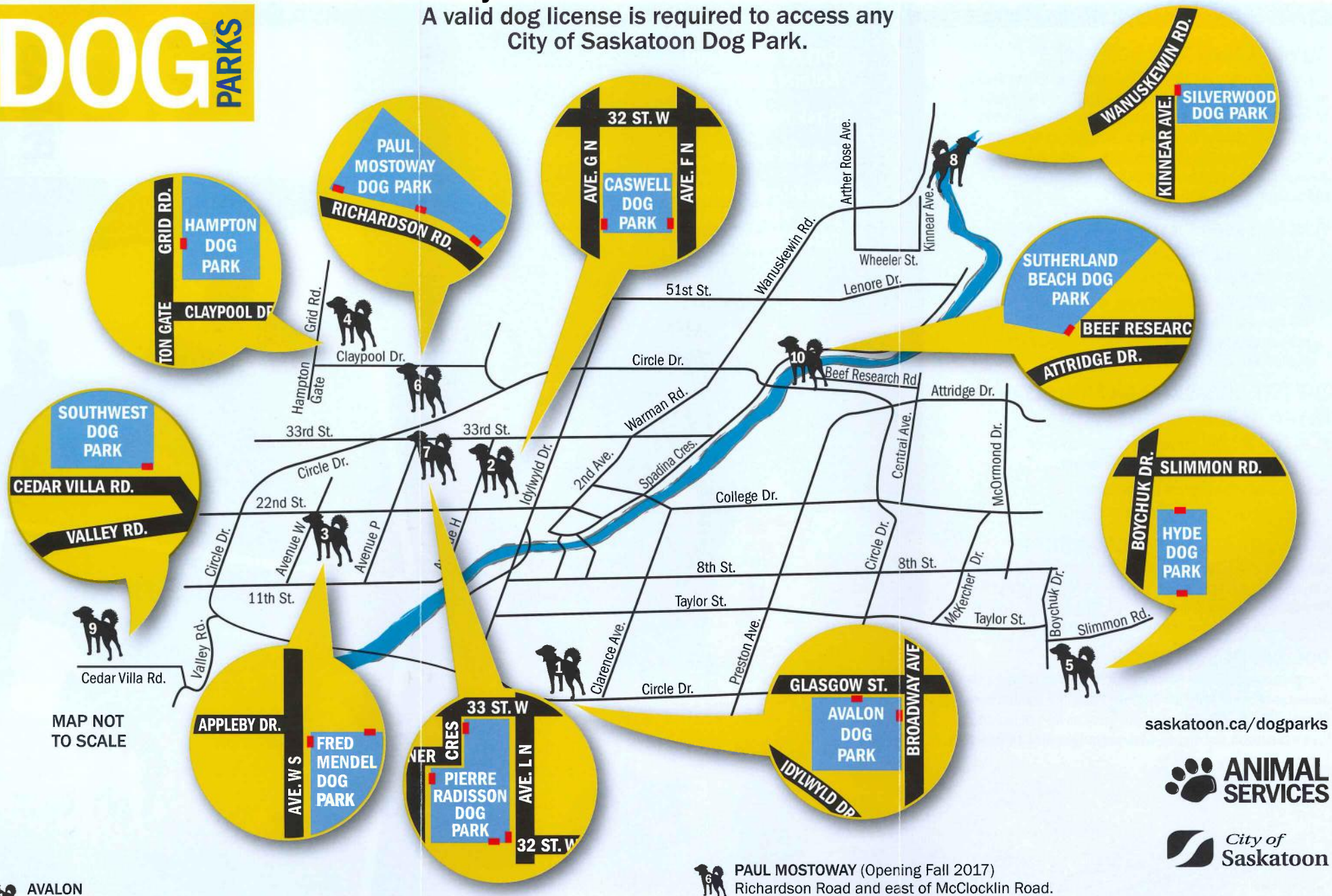
Attachment
1. City of Saskatoon Off-Leash Areas

Report Approval
Written by: Brad Babyak, Open Space Programming and Development Section Manager, Recreation and Community Development
Reviewed by: Andrew Roberts, Acting Director of Recreation and Community Development
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

SP/2019/RCD/PDCS – Off-Leash Dog Parks in RM of Corman Park (Hampton)/lc

City of Saskatoon Off-Leash Areas

A valid dog license is required to access any City of Saskatoon Dog Park.



1 AVALON
At the end of Broadway Avenue, south of Glasgow Street.

2 CASWELL
Avenue F North or Avenue G North, South of 32nd Street West.

3 FRED MENDEL
Avenue W South and 17th Street West.

4 HAMPTON
North of 33rd Street, around Hampton Circle, north on Dawson Way, follow grid.

5 HYDE
Enter North Gate from Slimmon Road. Alternate South Gate (foot traffic only).

6 PAUL MOSTOWAY (Opening Fall 2017)
Richardson Road and east of McClocklin Road.

7 PIERRE RADISSON
Between 33rd Street and 32nd Street, off Avenue L North or Failkner Crescent.

8 SILVERWOOD
Adjacent to the north east edges of Silverwood Golf Course, along the riverbank north of the city limits.

9 SOUTHWEST
North of Cedar Villa Road, off Valley Road.

10 SUTHERLAND BEACH
Accessed via grid road with entry off of Central Avenue, north of Attridge Drive.

STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Equity Building Program – Recommendation to Discontinue Operations

Recommendation of the Committee

1. That the Equity Building Program discontinue issuing equity loans; and
2. That the Partnership Agreement between the City of Saskatoon and Affinity Credit Union be terminated effective February 28, 2019.

History

At the January 14, 2019 Standing Policy Committee on Planning, Development and Community Services meeting, a report of the A/General Manager, Community Services Department, dated January 14, 2019 was considered.

Attachment

January 14, 2019 report of the A/General Manager, Community Services Department

Equity Building Program – Recommendation to Discontinue Operations

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the Equity Building Program discontinue issuing equity loans; and
2. That the Partnership Agreement between the City of Saskatoon and Affinity Credit Union be terminated effective February 28, 2019.

Topic and Purpose

The purpose of this report is to recommend that the Equity Building Program discontinue operations, due to a significant decrease in the number of home buyers accessing the program.

Report Highlights

1. The Equity Building Program was successful from 2011 – 2016.
2. The Equity Building Program is no longer filling a significant housing need.
3. City funds that have been loaned out will be paid back within five years.
4. Unused City funds will generate a larger return outside of the Equity Building Program.
5. The Equity Building Program could be re-introduced in the future if markets change and entry level buyers need assistance.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Asset and Financial Sustainability by investing in what matters and ensuring that public funds are utilized efficiently and effectively.

Background

At its February 7, 2011 meeting, City Council instructed the Administration to proceed with the implementation of the Equity Building Program (Program) to assist moderate income households with the purchase of an entry level home. City Council further instructed the Administration to enter into a Partnership Agreement with Affinity Credit Union (Credit Union) to administer the Program.

At its March 7, 2011 meeting, City Council revised Policy No. C12-009, Portfolio Management Policy, to approve the Program as an eligible investment for civic funds. City Council allocated $3.0 million to the Program in the form of a long-term investment to support a target of 50 new home buyers per year.

At its January 25, 2016 meeting, City Council resolved to withdraw $1.5 million of the $3.0 million investment due to a reduced number of homebuyers accessing the Program, and reduced the target for the Program to 25 new home buyers per year.

Report

Equity Building Program Successful from 2011 to 2016

The Program was launched during a time of rapidly increasing housing prices when first time buyers were having trouble saving the required down payment to enter the ownership market. During the same period, Saskatoon's vacancy rate was very low and people new to the work force had few housing options that they could afford.

The Program provides modest income households with a low interest equity loan to be used as a down payment for the purchase of an entry level home. The City provides the funds for the equity loans and the Credit Union screens the applicants and administers the Program.

From 2011 to 2016, the Program filled an important need in the attainable housing continuum with an average of 21 equity loans issued annually, as shown in the table below. Over 50% of all equity loans issued have now been fully re-paid and only one equity loan has gone into default attesting to the success of the applicants in achieving home ownership. The Credit Union's screening process has been very effective at selecting applicants that are likely to succeed.

Table 1: Equity Loans by Year

2011	2012	2013	2014	2015	2016	2017	2018	Total
30	20	28	18	9	24	3	3	135

Program No Longer Fills Significant Housing Needs

In 2017 and 2018 the number of new equity loans dropped to only three per year. The Administration and the Credit Union conducted a review of the Program in November 2018, and concluded that there is no longer a significant need for equity loans. The reduced demand is due to economic changes in the housing and mortgage markets. Entry level home buyers now have more housing options than they did in the 2011 to 2016 period.

The Administration, with the support of the Credit Union, is recommending that the Partnership Agreement be terminated and that no new equity loans be issued after February 28, 2019.

City Funds Loaned Out to be Paid Back within Five Years

Approximately $400,000 of the City's investment is currently loaned out to homebuyers and is earning a competitive rate of between 3% and 4%. Principle and interest payments will be returned to the City twice a year, according to the terms of the Partnership Agreement as the equity loans are paid back by the homebuyers. The last of the equity loans will be fully re-paid by 2023.

Unused City Funds to Generate a Larger Return Outside of the Program
On termination of the Agreement with the Credit Union, the balance of the City investment which is not loaned out will be immediately returned to the City. This balance of approximately $1.1 million has been held in a current account so as to be available for equity loans and has been earning very little interest. Once returned to the City, it can be invested at a better rate of return.

Program could be Re-introduced in the Future if Markets Change
The Program could be re-introduced in the future should conditions in the entry level housing market warrant it. An analysis of the entry level housing market is presented to City Council each year as part of the Annual Status Report on the Housing Business Plan 2013 – 2022 and could recommend re-introducing the Program if warranted.

Options to the Recommendation
City Council could choose to retain the Equity Building Program with a reduced target and a reduced investment.

Public and/or Stakeholder Involvement
The Administration consulted with the Credit Union on the recommendations in this report.

Financial Implications
Approximately $1.1 million of the City's investment is being held in a current account and is earning very little interest. Approving the recommendations in this report would allow the City to generate a higher rate of return on these funds.

Other Considerations/Implications
There are no environmental, policy, privacy, or CPTED implications or considerations; a communications plan is not required. As part of the Agreement with the Credit Union, the Credit Union has been responsible for communications and marketing of this Program and will communicate this change as per the regular course of their business.

Due Date for Follow-up and/or Project Completion
The annual status report on the Housing Business Plan 2013 – 2022 will be presented to City Council in April 2019 and will provide an analysis of the entry level housing market.

Public Notice
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval
Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

SP/2019/PD/PDCS – Equity Building Program Discontinue Operations/df

STANDING POLICY COMMITTEE ON FINANCE

Saskatchewan Urban Municipalities Association (SUMA) 2019 Membership Fees

Recommendation of the Committee
That the 2019 membership fee for the Saskatchewan Urban Municipalities Association in the amount of $113,574.32 be paid.

History
At the January 14, 2019 Standing Policy Committee on Finance meeting, a letter dated November 21, 2018 and invoice from Saskatchewan Urban Municipalities Association was provided.

Attachment
November 21, 2018 letter and invoice of the Saskatchewan Urban Municipalities Association

SUMA
SASKATCHEWAN URBAN MUNICIPALITIES ASSOCIATION

November 21, 2018

RECEIVED
NOV 26 2018
CITY CLERK'S OFFICE
SASKATOON

City of Saskatoon
222 - 3rd Ave. N.
Saskatoon, SK S7K 0J5

Dear Mayor and Council,

SUMA is the voice of Saskatchewan's hometowns, and has been since 1905. Saskatchewan's villages, towns, resort villages, cities, and northern municipalities have stood united and strong through membership in SUMA. In turn, we have promoted your interests. We represent the collective strength of nearly 440 urban governments.

Things have changed a lot since our inception, and SUMA's work continues to evolve. Today, our work on your behalf falls into three core functions.

Advocacy: *We Represent Your Interests*
SUMA represents and defends your interests to the provincial and federal governments. In 2018 — among other efforts — we worked closely with the Federation of Canadian Municipalities to develop the Municipal Guide to Cannabis Legalization, secured an increase in SGI motor vehicle collision rate payments, and succeeded in getting higher payments to help fund multi-material recycling programs. There was also the reinstatement of SaskEnergy payments to urban municipalities and the development of a climate change policy.

SUMA staff and Board members also represent the urban perspective by sitting on a wide range of boards, committees, and working groups: from the Municipal Employees' Pension Commission (more than half of the pension plan's employers are urban governments) to the Saskatchewan Assessment Management Agency, which determines property assessment values in many member municipalities.

Your SUMA membership gets you more than just our passionate and dedicated staff working on your behalf. We make partnerships to help serve your interests. SUMA works with like-minded organizations such as the Urban Municipal Administrators Association of Saskatchewan, the Saskatchewan Association of Rural Municipalities, and the Federation of Canadian Municipalities. We also participate in programs such as the Municipal Leadership Development Program, the Saskatchewan Municipal Awards, and the Saskatchewan Municipal Peer Network.

Group Programs: *We Help You Save Money*
Your membership fee gives you access to SUMA's many money-saving programs.

SUMAdvantage offers members a carefully cultivated list of partners that sell a variety of products and services at a discounted rate. It's simple — buying in bulk is cheaper. We leverage the purchasing power of our member municipalities throughout Saskatchewan to help members save. Our SUMAdvantage partners are vetted through an extensive process that is fair, transparent, and trade compliant. We make it our business to continually educate ourselves in public procurement best practices. Our list of partners is continually growing.

Our purchasing power also helps you save on group benefits and insurance rates while offering excellent coverage on all kinds of plans, from health and dental to life and disability insurance. These plans save you money and time; we review and renegotiate the rates, manage program administration, and offer expertise to your administration. Coverage under the SUMA Group Benefits Program is completely customizable, and our benefit team will work with you to create a benefit program tailored to your current employees' needs.

In May of 2018, we extended the Employee and Family Assistance Program (EFAP) to Volunteer Firefighters and First Responders. The program, issued by Shepell, provides immediate and confidential support for any work, health, or life concern. EFAP is dedicated to supporting volunteer members and their families 24/7/365.

You also get access to SUMAssure, an insurance company run by and for municipalities, specializing in municipal property and liability insurance. SUMAssure subscribers earn equity, have stable — and competitive — premiums, see faster claim settlement, and get access to programs and education to manage risks.

Capacity Building: *We Provide You Access to Resources*

SUMA provides information, connections, training, and tools to make you more effective. We put together one of Saskatchewan's largest conventions, coordinate regional and sector meetings, offer workshops, and provide webinars so you can learn from the comfort of your office.

Our mobile-friendly website and social media accounts work together with our more traditional communication vehicles, Urban Voice (our magazine) and Urban Update (our email newsletter) to keep you up to date on our work and the latest in the sector.

We are especially proud of the knowledge and expertise our staff can share. Our Policy and Legal Advisor, Steven Dribnenki, provides resources to help you with legal issues and keep you up to date on decisions and trends in municipal law. You have access to a call-in service, and he covers legal issues in every edition of *Urban Voice*. We can share knowledge on procurement and vendors, governance, running effective meetings, emergency planning, media training, social media, and plenty of other topics. Feel free to call our office with your questions; if our staff don't know, they can connect you with someone who does.

SUMA works hard with your membership dollars, and we appreciate your support. The invoice for your 2019 membership includes a small (two per cent) increase to the base and per capita fees.

Should you have any questions or concerns about your membership with SUMA, please contact our CEO, Jean-Marc Nadeau, at suma@suma.org or 306-525-3727.

Sincerely,

Councillor Gordon Barnhart
SUMA President

(Invoice and membership statement enclosed)

200 - 2222 13th Avenue
Regina, SK S4P 3M7
Phone: (306) 525-3727
Fax: (306) 525-4373
E-mail: membership@suma.org

Invoice

Number:	**INV-000085063**
Page:	**1**
Date:	**1/1/2019**
Customer #:	**M SASKATOON**

City of Saskatoon
2nd Floor, 222 - 3rd Avenue N.
Saskatoon, SK S7K 0J5

FOR:
2019 Membership Fee

2019 Membership Fee - January 1, 2019 to December 31, 2019

City of Saskatoon

POPULATION - 246376

VOTING DELEGATES - 11

Description	**Total Fee**
Membership - $544.10 per Voting Delegate	5,985.10
Membership - $0.59 per Capita	59,000.00
Membership - $0.29 per Capita Over 100,000	43,180.92

Sub-Total	108,166.02
GST#10795 6419	5,408.30
Total Membership Fee:	**$113,574.32**

PAYMENT DUE BY JANUARY31, 2019

IMPORTANT: Payment not received in full by January 31, 2019, may result in termination of coverage for group benefits, SUMAdvantage, SUMAssure and other programs offered with SUMA membership.

Please return this portion with payment to:

Sk.Urban Municipalities Assoc.
200 - 2222 13th Ave
Regina, SK S4P 3M7

Invoice

City of Saskatoon

Customer ID:	M SASKATOON
Number:	**INV-000085063**
Date:	1/1/2019
Amount Due:	**113,574.32**

SUMAdvantage **Membership Benefits as at September 30, 2018**

**********FOR INFORMATION PURPOSES ONLY - DO NOT PAY**********

City of Saskatoon

2018 SUMA Member Yes **Member Type** Municipal

☑ **Urban Voice Subscriber** # of Copies: 14

☑ **Municipal World Subscriber** # of Copies: 11

☐ **Volunteer Firefighter Insurance (VFF)** ☐ EFAP for VFF

☐ **SUMAssure Subscriber**

☑ **Group Benefit Participation**

☑ Life	☐ STD	☑ Dental	☐ Employee Opt Life
☐ ADD	☑ Health	☐ EFAP	☐ Spousal Opt Life
☐ LTD	☐ Vision	☐ Voluntary ADD	☐ Child Opt Life
☐ HCSA			

Program Participation

Member Purchases*	Oct 1, 2017 to Sep 30, 2018	Oct 1, 2016 to Sep 30, 2017	Oct 1, 2014 to Sep 30, 2016	Oct 1, 2014 to Sep 30, 2015
Election Materials	$0.00	$0.00	$0.00	$0.00
Fuel	$0.00	$0.00	$0.00	$0.00
Identification Products	$0.00	$0.00	$0.00	$0.00
Janitorial Products	$0.00	$0.00	N/A	N/A
Mosquito Control	$0.00	$0.00	$0.00	$0.00
Office Products	$0.00	$0.00	$0.00	$0.00
Pins	$0.00	$0.00	$0.00	$0.00
Shipping Labels	$0.00	$0.00	$0.00	$0.00
Signs	$0.00	$0.00	$0.00	$0.00
Tires	$0.00	$0.00	$0.00	$0.00
Total	$351.89	$0.00	$0.00	$0.00

***Figures are based on SUMA's records. Estimation may have been used in compiling some of the figures presented.**

Other Programs (participation data not available):

CAPITAL PURCHASES AND LEASING
- *Agricultural Tractors and Mowers
- *Class 6, 7, 8 Chassis Trucks
- *Fire Trucks, Apparatus and Supplies
- *Grader Blades
- *Heavy Construction Equipment

OFFICE AND MUNICIPAL ELECTIONS
- *Courier
- *Long Distance and Internet Services
- *Office Machines
- *Municipal Magazine
- *Software

FINANCIAL AND RENTALS
- *Borrowing and Financing
- *Building Valuations
- *Credit and Debit Merchant Services
- *Hotels
- *Vehicle Rentals

PUBLIC WORKS, PARKS AND LEISURE
- *Dust Suppressant Services
- *Geospatial Imagery
- *Garbage Totes
- *Industrial-Safety-Fasteners
- *Natural Gas
- *Solid Waste and Recycling Collection
- *Water Meters
- *Water and Wastewater Treatment Chemicals

For more information on the programs we offer, please visit the SUMAdvantage section of our website www.suma.org

**********FOR INFORMATION PURPOSES ONLY - DO NOT PAY**********

STANDING POLICY COMMITTEE ON FINANCE

Federation of Canadian Municipalities 2019-2020 Membership Fees

Recommendation of the Committee
That the Federation of Canadian Municipalities 2019-2020 membership fees, in the amount of $39,813.58, including GST, be paid.

History
At the January 14, 2019 Standing Policy Committee on Finance meeting, a communication and invoice from the Federation of Canadian Municipalities regarding the 2019-2020 membership fees was considered. The invoice included the base fee and per capita dues calculated at $39,813.58, including GST. There was also a voluntary Advocacy Fund Contribution in the amount of $11,760.00 noted on the invoice.

Your Committee is not recommending support for the voluntary contributions to the Federation of Canadian Municipalities' Advocacy Fund. This amount is not included in the above recommendation.

Attachment
November 2, 2018 Letter and invoice from Federation of Canadian Municipalities

155-2

A message from your president

FCM

RECEIVED
DEC 12 2018
CITY MANAGER

Renewing your FCM membership for 2019-2020

Dear Mr. Jeff Jorgenson,

To: City Clerk's Office: for further handling. Thks JJ/blm (Dec 12/18)

The Federation of Canadian Municipalities is the national voice of Canada's local governments. We bring your priorities to the federal government. As an FCM member, you get exclusive access to valuable resources that help you strengthen your community. Not only that, you're helping to build a better Canada. Together, we've made history for local governments of all sizes, in every region of Canada. And we're just getting started.

It's time for the City of Saskatoon to renew its FCM membership. Enclosed, please find your member invoice for 2019–2020. I want to thank you for making our partnership a priority.

For FCM, partnership is everything. For instance, our deepening partnership with the federal government is delivering unprecedented gains for municipalities—from historic new infrastructure investments to the national housing strategy. But the partnership that matters most is the one with local governments like yours.

Our partnership brings together nearly 2,000 municipalities of all sizes, representing more than 90 percent of all Canadians. The fact is, our strength lies in this strong and united voice. It's our united voice that's changing how Canada works. That's why your continued membership is so important.

Turn this page over to read about how FCM is delivering results—and about the crucial year ahead for local governments. To learn more about how joining FCM benefits your municipality, visit fcm.ca/membership.

Imagine a Canada where local leaders have the right tools to build livable and competitive cities and communities. Where the order of government closest to daily life takes its rightful place at the nation-building table. That's the Canada we're ready to build. As an FCM member, you can be a part of it.

VICKI-MAY HAMM
Mayor, City of Magog, Quebec
FCM President

Delivering results for you

Thanks to our growing influence in Ottawa—from policy analysts to cabinet ministers, from opposition leaders to the Prime Minister—we're securing historic new investments in municipal priorities. In the last three years alone, FCM's advocacy has led to Canada's first-ever **national housing strategy** and an unprecedented **$180 billion federal infrastructure plan**.

FCM also delivers more and more resources directly to members like you. Resources like our recent *Municipal Guide to Cannabis Legalization*. And of course, capacity-building expertise and funding delivered through **FCM's programs** is helping local governments strengthen everything from asset management to climate resilience to Indigenous partnerships.

Our track record with federal governments of all political stripes speaks for itself. In previous years, FCM helped secure milestone gains like the indexed federal Gas Tax Fund and the GST rebate for municipalities. Last year alone, these totalled more than $3 billion. In fact, **direct transfers to municipalities have nearly tripled since 2005**. That's a direct result of FCM's advocacy.

Our crucial year ahead

Right now, an important moment is unfolding across the country—a long-overdue conversation about how orders of government should be working together to serve Canadians. **This opens a window of opportunity for us all**.

Every year, municipalities are expected to do more for Canada. From boosting economic growth to tackling climate change to implementing cannabis legalization. We are all embracing this change. But what hasn't changed is the outdated fiscal and legislative framework in which we work. It's time to turn this around.

With the right long-term tools, we can truly unlock our potential as municipalities. That is our message to every national political party heading into the next federal election—now less than one year away. And to keep our vision front-and-centre, FCM's elected Board of Directors has directed staff to deploy our most intensive pre-election advocacy push ever.

This strategic effort will be fuelled by our members. For starters, that means supporting FCM's Special Advocacy Fund (fcm.ca/AdvocacyFund), and it means **continuing your membership at this crucial time**. Throughout the year, it'll mean getting our shared message out—and we'll help you do just that.

FEDERATION OF CANADIAN MUNICIPALITIES | FÉDÉRATION CANADIENNE DES MUNICIPALITÉS

Membership Invoice 2019-2020
Facture d'adhésion

24, rue Clarence Street
Ottawa, Ontario K1N 5P3
T. 613-241-5221
F. 613-241-7440

Jorgenson, Jeff
City of Saskatoon
222-3rd Avenue North
Saskatoon, Saskatchewan S7K 0J5
Canada

INVOICE / FACTURE: INV-14297-P3G1B7
DATE: 11/02/2018
ACCOUNT / COMPTE: 92
DUE DATE / DATE LIMIT: 04/01/2019

ITEM / DESCRIPTION	QTY / QTE	RATE / TAUX	SUB-TOTAL / SOUS-TOTAL	GST / TPS	TOTAL
Base fee per your population/ Taux de base selon votre population	1	$370.00	$370.00	$18.50	$388.50
Per capita dues calculated per your population/Frais de cotisation calculés selon votre population	246,376	$0.1524	$37,547.70	$1,877.38	$39,425.08
Outstanding Advocacy Fund Contribution (voluntary) / Solde de la contribution au fonds spécial de représentation (volontaire)	1	$11,200.00	$11,200.00	$560.00	$11,760.00
		TOTAL	$49,117.70	$2,455.88	$51,573.58

PAID AMOUNT / MONTANT PAYÉ: $0.00
BALANCE DUE / MONTANT DÛ: $51,573.58

PAYMENT / PAIEMENT

By cheque payable to / Par chèque à l'ordre de
Federation of Canadian Municipalities
Fédération canadienne des municipalités

By Electronic Funds Transfer /
Par transfert électronique de fonds
Royal Bank of Canada (RBC)
90 Sparks St, Ottawa, ON K1P 5T7
Transit Number/Numéro de transit: 00006
Account Number/Numéro de compte: 1006063

HST # / No. de TVH: 11891 3938 RT0001
QST # / No. de TVQ: 1202728231 TQ 0001

accountsreceivable@fcm.ca/comptesrecevables@fcm.ca
Ref No. / No. de référence : 92

Learn all about FCM's Special Advocacy Fund https://fcm.ca/advocacyfund	Apprenez en plus à propos du Fonds spécial de représentation de la FCM https://fcm.ca/fondsderepresentation

STANDING POLICY COMMITTEE ON FINANCE

Acquisition of Land – 2003 Arlington Avenue for Taylor Street Road Widening

Recommendation of the Committee

1. That the Administration be authorized to purchase a portion of 2003 Arlington Avenue from the Saskatchewan Health Authority for road widening along Taylor Street East, as per the terms noted in the report of the CFO/General Manager, Corporate Financial Services Department, dated January 14, 2019; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the January 14, 2019 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Corporate Financial Services dated January 14, 2019 was considered.

Attachment

January 14, 2019 report of the CFO/General Manager, Corporate Financial Services

Acquisition of Land – 2003 Arlington Avenue for Taylor Street Road Widening

Recommendation
That the Standing Policy Committee on Finance recommend to City Council:
1. That the Administration be authorized to purchase a portion of 2003 Arlington Avenue from the Saskatchewan Health Authority for road widening along Taylor Street East, as per the terms noted in the report of the CFO/General Manager, Corporate Financial Services Department, dated January 14, 2019; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose
The purpose of this report is to receive City Council approval to purchase a portion of 2003 Arlington Avenue (Surface Parcel Nos. 120184815 and 120184860) from the Saskatchewan Health Authority (SHA) for road widening along Taylor Street East.

Report Highlights
1. Road widening along this section of Taylor Street improves traffic flow.
2. The need to acquire the lands necessary for a portion of these roadway improvements along Taylor Street East was not identified until after construction was complete.
3. Terms of the agreement have been negotiated with the SHA, including compensation in the amount of $15,000 for the land.

Strategic Goal
Road widening along Taylor Street supports the long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

Background
Previously, northbound traffic on Arlington Avenue destined eastbound on Taylor Street turned right into a 15-metre lane, and then was forced left to merge with other eastbound traffic in a 25-metre merge lane. Then, approximately 60 metres past the end of the merge, Taylor Street widened to two lanes approaching the Circle Drive interchange. The forced merge, followed by 60 metres of single lane eastbound traffic created a bottleneck for traffic.

Report
Road Widening to Improve Traffic Flow
The intersection improvement project included widening Taylor Street to the south, immediately east of Arlington Avenue to remove the merging condition. This resulted in two eastbound traffic lanes with no bottleneck, increased traffic flow and improved

safety. The project includes a reconstructed sidewalk along the south side of Taylor Street.

Lands owned by the SHA extend into a section of the roadway improvement area. The identification of the property line conflict and the necessity for land acquisition was not discovered until roadway construction was complete. The Administration is currently reviewing the design process to ensure future conflicts are identified prior to construction.

Terms of the Agreement

The Administration has negotiated the purchase of 1,195 square feet of Surface Parcel Nos. 120184815 and 120184860 from the SHA (Attachment 1). The land will be designated as roadway upon acquisition and survey registration.

Notable terms of the agreements are as follows:

- Compensation of $15,000 to be paid within 15 days of the possession date.
- Conditional upon City Council approval by January 29, 2018.
- Possession date upon City Council approval.
- City of Saskatoon (City) is responsible for the subdivision of the lands and related costs.
- The City is responsible to repair any damage caused to the Seller's land as a result of the roadway widening.

Options to the Recommendation

City Council can choose to not approve this land acquisition. The Administration does not recommend this option as the roadway improvements have been completed and negotiations for the purchase have taken place. Not proceeding with the purchase could necessitate modifications to the roadway and/or sidewalk at this location.

Public and/or Stakeholder Involvement

The City Solicitor's Office, and the Transportation and Construction and Design Divisions, as well as SHA staff have provided comments regarding the project.

Financial Implications

The City will pay $15,000 in total compensation to the SHA, which is deemed to be a reasonable reflection of market value. All costs associated with acquisition, surveying and land registry fees will be the responsibility of the City, funded by the Dedicated Roadway Reserve.

Other Considerations/Implications

There are no policy, environmental, privacy or CPTED implications or considerations, and a communication plan is not required.

Due Date for Follow-up and/or Project Completion

Closing date for the transaction will be 30 days following the issuance of a Transform Approval Certificate pursuant to the subdivision application, or such other date as may be agreed upon by the parties.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

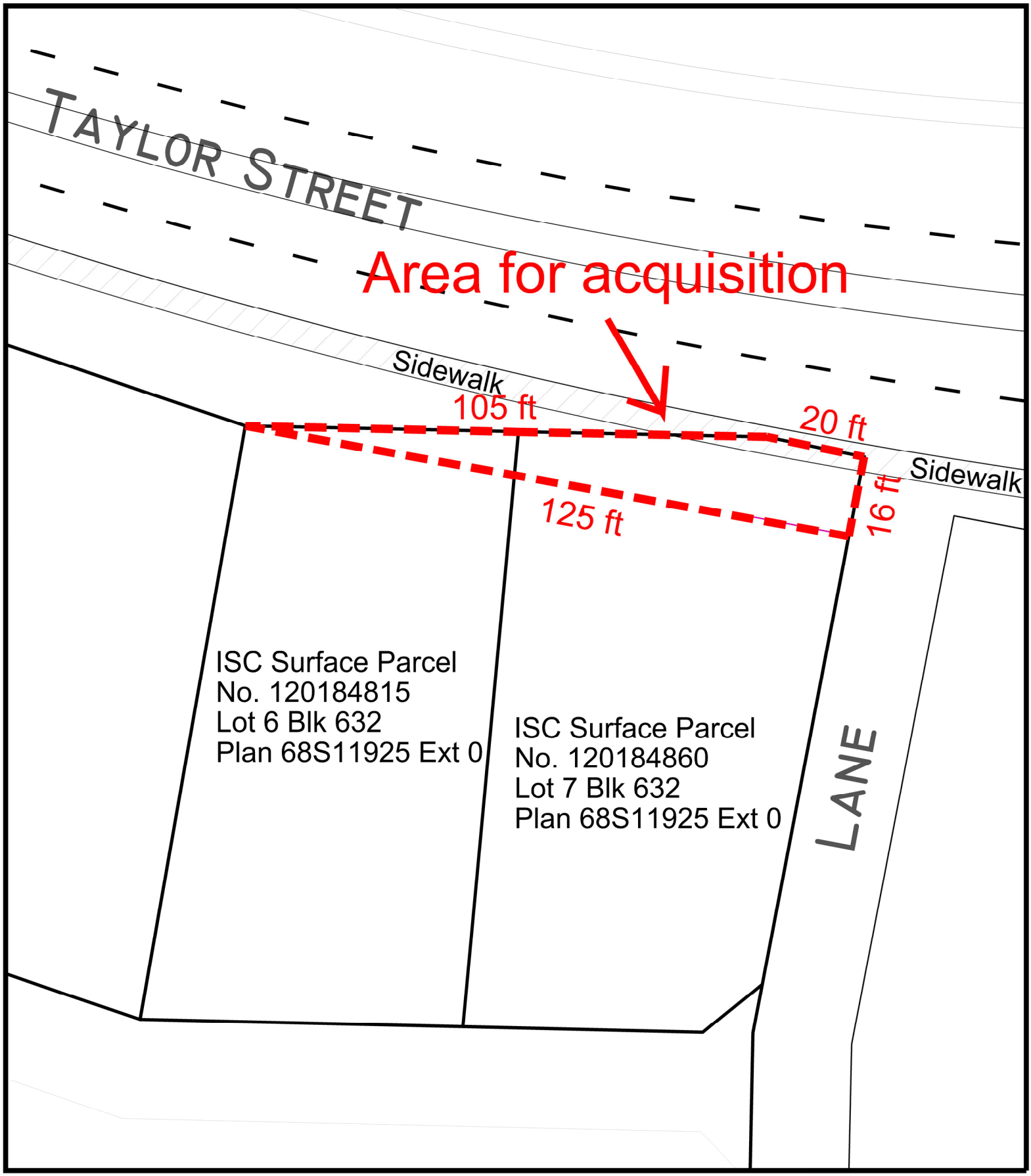
1. Drawing Showing Proposed Land for Acquisition

Report Approval

Written by:	Scott McCaig, Real Estate Services
Reviewed by:	Frank Long, Director of Saskatoon Land
	Jay Magus, Acting Director of Transportation
	Angela Gardiner, Acting General Manager, Transportation and Construction Department
Approved by:	Kerry Tarasoff, CFO/General Manager, Corporate Financial Services Department

Acquisition_2003 Arlington Ave.docx

Drawing Showing Proposed Land for Acquisition



Area for Acquisition = 1,195 square feet

N
W E
S

City of Saskatoon
Real Estate Services - December 2018

NOTE: The information contained on this map is for reference only and not to be used for legal purposes. This map contains information that is conceptual and will change. This map may not be reproduced without the expressed written consent of Real Estate Service.
DRAWING NOT TO BE SCALED

STANDING POLICY COMMITTEE ON FINANCE

Internal Audit Update and Reserve Transfer – Year-End 2018

Recommendation of the Committee
That the unspent amount of $142,045 for Internal Audit be transferred to the Internal Audit Program Reserve and the letter from Internal Auditors, PricewaterhouseCoopers, LLP dated January 8, 2019 be received as information.

History
At the January 14, 2019 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Corporate Financial Services dated January 14, 2019 was considered. A letter dated January 8, 2019 from PricewaterhouseCoopers LLP, Internal Auditors was also provided.

Attachment
January 14, 2019 report of the CFO/General Manager, Corporate Financial Services

January 8, 2019 letter from PricewaterhouseCoopers LLP, Internal Auditors

Internal Audit Update and Reserve Transfer – Year-End 2018

Recommendation
That the Standing Policy Committee on Finance recommend to City Council that the unspent amount of $142,045 for Internal Audit be transferred to the Internal Audit Program Reserve.

Topic and Purpose
The purpose of this report is to provide an update on the expenditures for internal audit and consulting services provided by PricewaterhouseCoopers (PwC) as of December 31, 2018, and to obtain City Council approval to transfer unspent funds to the Internal Audit Program Reserve.

Report Highlights
1. As of December 31, 2018, 79% of the total budgeted internal audit hours for the year have been completed. Audit reports for the projects that have carried over into 2019 are expected to be presented to the Standing Policy Committee on Finance in early 2019.

2. As of December 31, 2018, 27% of the total funds available for additional internal audit and consulting projects have been spent on professional services and disbursements.

3. As the Internal Audit Program had $142,045 of unspent funds in 2018, the Administration is recommending that these funds be transferred to the Internal Audit Program Reserve to be spent in future years.

Strategic Goal
Efficient and effective performance of internal audits supports the long-term strategy of being more efficient in the way the City of Saskatoon (City) does business under the Strategic Goal of Continuous Improvement.

Background
Internal audit services are funded through an annual base amount of $427,000. The Internal Audit Reserve also has a balance of $152,462 from previous years' unspent audit funds which could be used for completing outstanding audits or new audits. This is the end of the fourth year of the five-year internal audit services contract.

Report
Internal Audit Plan
As of December 31, 2018, 79% of the total budgeted internal audit hours for the year have been completed, and 77% of the total contracted funds for audits have been spent.

The internal auditor is continuing to work on the last two internal audit projects as approved in the 2018 Internal Audit Plan. The draft Privacy Assessment audit report has been provided to the Administration for review, and fieldwork activities continue for the Infrastructure Investment Evaluation project.

Additional Consulting/Auditing Funds

As of December 31, 2018, 27% of the total funds available for additional internal audit and consulting projects have been spent on professional services and disbursements.

Two projects were approved as additional internal audit and consulting projects in 2018. The CO2 Reduction Initiatives audit, carried over from 2017, was completed in August 2018. As approved in July 2018, a review of the City's Workers' Compensation Board Benefits Administration Process is nearing completion.

Attachment 1 provides detailed information regarding each project. The Statement of Work describing the scope and approach for each audit/project is available on the Corporate Risk webpage of the City's website.

Audit Reserve

Overall, $284,955 of the total budget of $427,000 was spent in 2018. Unexpended funding of $142,045 is being recommended for transfer to the Internal Audit Program Reserve, resulting in a year-end reserve balance of $294,507 as shown in the following table:

	Internal Audit Plan		Add'l Projects	Total
	Dollars	**Hours**	**Dollars**	**Dollars**
Approved 2018 Operating Budget	$222,600	1,400.0	$204,400	$427,000
Carryover from 2017	37,220	275.0	(37,220)	-
Professional Services Provided	(199,645)	(1,330.0)	(75,900)	(275,545)
Disbursements Incurred	-	-	(9,410)	(9,410)
Transfer to Reserve	$60,175	345.0	$81,870	$142,045
Opening Reserve Balance	-	-	-	152,462
Ending Reserve Balance	-	-	-	$294,507

Options to the Recommendation

There are no options to the recommendation as Section 29.2 of Council Policy No. C03-003, Reserves for Future Expenditures, states that unspent funds from the City's Internal Audit Program be transferred to the Internal Audit Program Reserve.

Other Considerations/Implications

There are no policy, financial, environmental, privacy or CPTED implications or considerations. Neither public and/or stakeholder involvement nor a communication plan is required.

Due Date for Follow-up and/or Project Completion

A budget information update report will be submitted monthly to the Standing Policy Committee on Finance.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. Internal Audit Budget Status Report

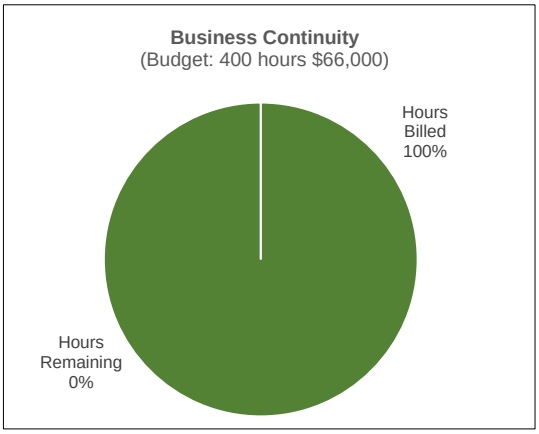
Report Approval

Written by:	Nicole Garman, Corporate Risk Manager
Approved by:	Kerry Tarasoff, CFO/General Manager, Corporate Financial Services Department

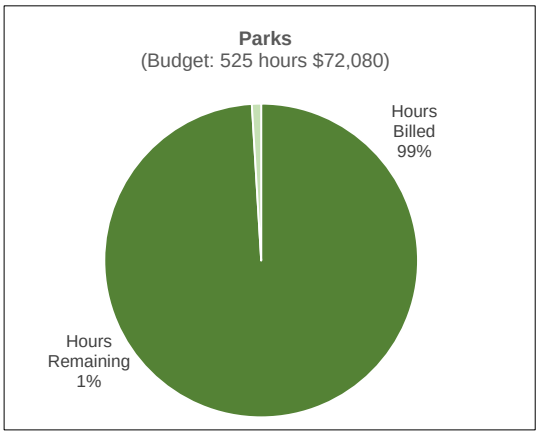
IA Budget YE2018_Reserve Trans.docx

Internal Audit Budget Status Report

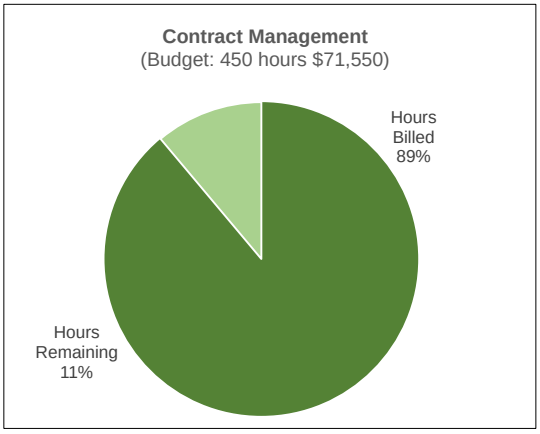
Internal Audit Projects



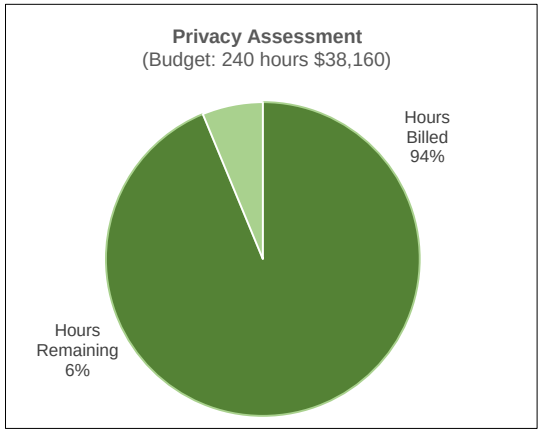
Notes: Audit report presented to Committee on August 7, 2018. Administration agreed with all 26 recommendations.



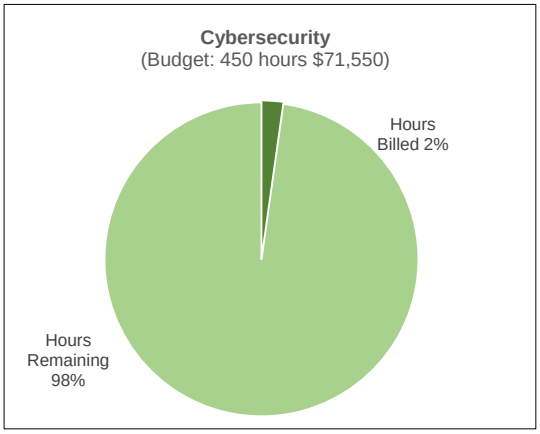
Notes: Audit report presented to Committee on November 5, 2018. Administration agreed with all 11 recommendations.



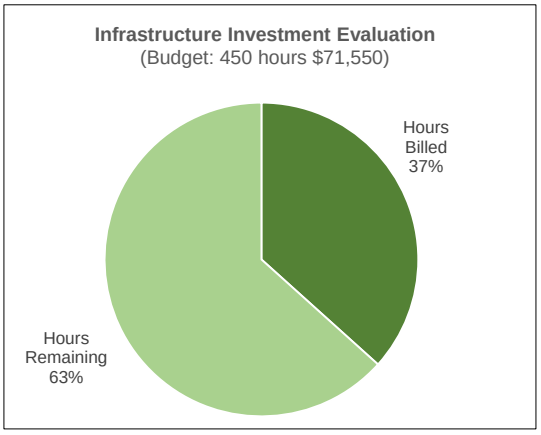
Notes: Audit report presented to Committee on November 5, 2018. Administrative response will be presented to Committee in January 2019.



Notes: Statement of Work approved August 7, 2018. Audit fieldwork is complete and a draft report has been provided to the Administration for review. Anticipated reporting to Committee in early 2019.

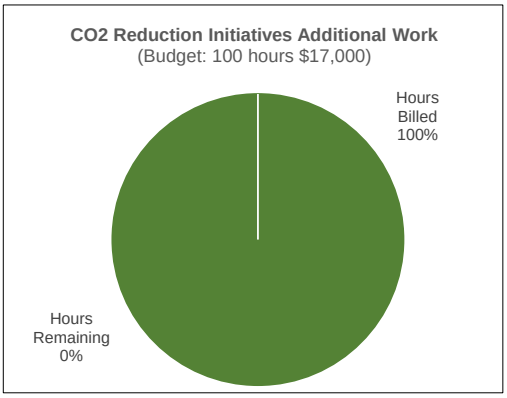


Notes: Audit planning on hold pending a reassessment of timing.

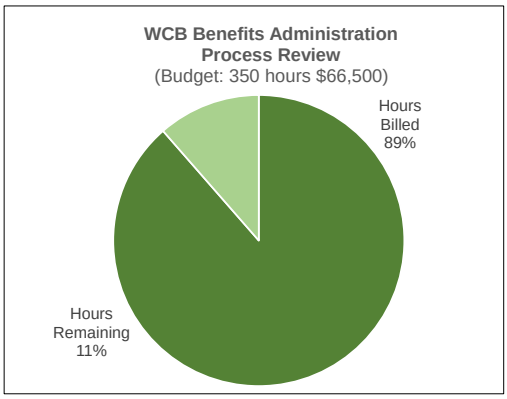


Notes: Statement of Work approved November 5, 2018. Audit fieldwork underway.

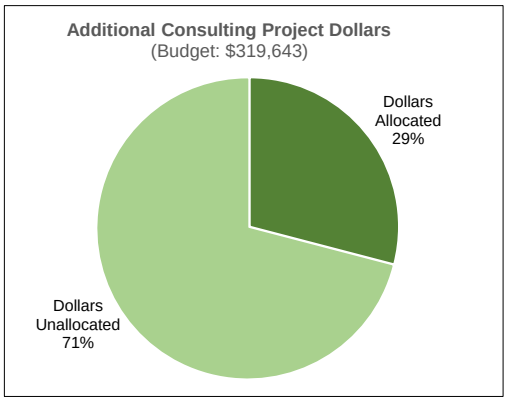
Additional Consulting Projects



Notes: Audit report presented to Committee on August 7, 2018. Administration agreed with all 6 recommendations.

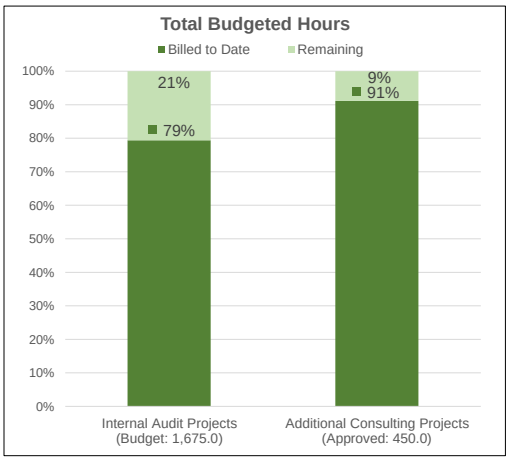


Notes: Statement of Work approved by City Manager July 4, 2018. Fieldwork is complete and a draft report has been provided to the Administration for review. Anticipated reporting to Committee in early 2019.

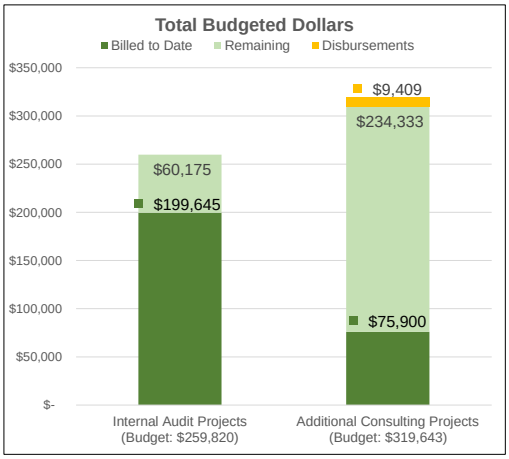


Notes: 29% of additional consulting project dollars have been allocated to specific consulting projects and disbursements to date.

Overall Internal Audit Program



Notes: A total of 1,330.0 hours of internal audit work and 410.0 hours of additional consulting work have been billed to December 31, 2018.



Notes: A total of $284,954.42 has been billed to December 31, 2018 for internal audit services, consulting services and disbursements. This represents 49% of the total available funding for 2018.

January 8, 2019

City of Saskatoon Standing Policy Committee on Finance ("SPC on Finance")
222 Third Avenue North
Saskatoon, SK
S7K 0J5

Calendar 2018 Final Internal Audit Status Report

As of January 2019 there are currently 2 remaining projects from the 2018 internal audit plan to be completed. During calendar 2018 we achieved 79% of the total hours available in the internal audit plan. In addition, we were approximately 3% under-budget on projects that were completed during the year. As a result, when factoring in the under-budget hours, we've completed 82% of the hours in the internal audit plan for 2018.

The remaining hours in the 2018 internal audit plan will carry over into early 2019 and we expect to have our reporting on both remaining projects occur in early 2019. Our Privacy Assessment project is near completion and we plan to report on it in March 2019. Our Infrastructure Evaluation project is in-progress and we expect to complete the project in Q1 and to report on it early in Q2 of 2019.

If there are any questions regarding this status report we would be happy to answer them at the January 14, 2019 meeting of the SPC on Finance.

Yours truly,
PricewaterhouseCoopers LLP

Jesse Radu, CPA, CA
Partner

PricewaterhouseCoopers LLP
128 4th Avenue South, Suite 600, Saskatoon, Saskatchewan, Canada S7K 1M8
T: +1 306 668 5900, F: +1 306 652 1315, www.pwc.com/ca

"PwC" refers to PricewaterhouseCoopers LLP, an Ontario limited liability.

STANDING POLICY COMMITTEE ON FINANCE

Property Realized Reserve Withdrawal

Recommendation of the Committee
That a withdrawal of $689,687.95 from the Property Realized Reserve be approved to fund miscellaneous land development and related sales costs incurred during the period December 1, 2017 to November 30, 2018.

History
At the January 14, 2019 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Corporate Financial Services dated January 14, 2019 was considered.

Attachment
January 14, 2019 report of the CFO/General Manager, Corporate Financial Services

Property Realized Reserve Withdrawal

Recommendation
That the Standing Policy Committee on Finance recommend to City Council that a withdrawal of $689,687.95 from the Property Realized Reserve be approved to fund miscellaneous land development and related sales costs incurred during the period December 1, 2017 to November 30, 2018.

Topic and Purpose
The purpose of this report is to obtain City Council approval for the withdrawal of funds from the Property Realized Reserve (PRR), as required by Bylaw No. 6774, The Capital Reserve Bylaw, to fund expenditures from land purchases by the City of Saskatoon (City) and other miscellaneous land development costs for preparing land for resale.

Report Highlights
1. Expenditures totalling $689,687.95 require City Council approval to use funds from the PRR.

Strategic Goal
This report supports the Strategic Goal of Asset and Financial Sustainability by being open, accountable and transparent, particularly when it comes to the resource allocation and collection decisions the City makes.

Background
The Director of Saskatoon Land, Corporate Financial Services Department, is authorized to make certain expenditures pertaining to lands held by the City for resale. However, part of the authorization process requires that the Finance Division submit a summarized listing of expenditures incurred during the year from PRR for City Council approval. This period has been identified from December 1 of the previous fiscal year to the end of November of the current fiscal year.

Report
The expenditures for the period December 1, 2017 to November 30, 2018 requiring City Council approval to withdraw from PRR are as follows:

Item	Amount
Real Estate Commissions	$687,131.05
Survey Costs	575.00
Land Title Registration/Search Costs	1,981.90
Total	**$689,687.95**

The real estate commissions mentioned above were part of the costs required to help generate $15.1 million in Industrial land sales.

Options to the Recommendation

City Council could choose not to approve the withdrawal of funds from PRR which would result in determining another source of funding for the costs identified in this report. The Administration does not recommended this option as the purpose of the PRR is to fund expenditures such as the ones identified in this report

Financial Implications

The financial implications are addressed in the body of this report.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations. Neither public and/or stakeholder involvement nor a communication plan is required.

Due Date for Follow-up and/or Project Completion

There is no follow-up required.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Kari Smith, Manager of Financial Planning
Reviewed by:	Clae Hack, Director of Finance
Approved by:	Kerry Tarasoff, CFO/General Manager, Corporate Financial Services Department

PRR Withdrawal 2018.docx

STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Proposed Decorative Lighting Rate Bylaw Change

Recommendation of the Committee

1. That the Decorative Lighting rate category in Bylaw No. 2685, The Electric Light and Power Bylaw be amended as outlined in this report to allow dusk-to-dawn lighting and the seasonal restrictions be removed;
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 2685, The Electric Light and Power Bylaw; and
3. That the remainder of seasonal décor be removed after Orthodox New Year's Day has ended.

History

At the January 7, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the A/General Manager, Utilities & Environment dated January 7, 2019 was considered.

Your Committee received a presentation from Mr. Randy Pshebylo, Executive Director, Riversdale Business Improvement District in support of the amendments to Bylaw No. 2685.

In addition to the recommendations outlined in the Administration's report, your Committee is also recommending that the remainder of seasonal décor be removed after Orthodox New Year's Day has ended.

Your Committee also requested that Administration report back by June 2019 on a strategy for winter lighting through consultation with the Business Improvement Districts.

Attachment

January 7, 2019 report of the A/General Manager, Utilities & Environment.

Proposed Decorative Lighting Rate Bylaw Change

Recommendation
That the Standing Policy Committee on Environment, Utilities & Corporate Services recommend to City Council:
1. That the Decorative Lighting rate category in Bylaw No. 2685, The Electric Light and Power Bylaw be amended as outlined in this report to allow dusk-to-dawn lighting and the seasonal restrictions be removed; and
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 2685, The Electric Light and Power Bylaw.

Topic and Purpose
This report is to request approval to amend the Decorative Lighting rate category in Bylaw No. 2685, The Electric Light and Power Bylaw to permit dusk-to-dawn lighting throughout the entire year.

Report Highlights
1. The Administration has received requests to allow decorative lighting installations outside the existing bylaw hours.
2. The increase in energy consumption costs will be offset by savings on simpler lighting controls.
3. Decorative lighting installations will continue to be administered as per current practice.

Strategic Goal
This report supports the Strategic Goal of Quality of Life by providing a welcoming place, and supporting the Winter City Strategy by providing more lighting to make the darker winter season more inviting and beautiful.

Background
The Decorative Lighting rate in Bylaw No. 2685, The Electric Light and Power Bylaw has historically been applied to Christmas lights and decorations owned by the City of Saskatoon (City). Bylaw No. 2685, The Electric Light and Power Bylaw currently defines the dates and times when seasonal decorative lighting will be in operation. These lights are turned on beginning the first Monday in December through to and including the 14th day of January. Each day the lights operate on a timer control between the hours of 07:00 to 09:00 and 18:00 to 24:00.

City Council, at its meeting held on January 26, 2015, considered the Inquiry – Former Councillor C. Clark (January 20, 2014) – Decorative Street Lighting – Change to "Winter-based" Schedule and resolved that the dates for decorative Christmas lighting installed on 3rd Avenue, Broadway Avenue and the Broadway Bridge be extended to a winter-based schedule.

During consideration of the aforementioned report, City Council also resolved, in part:

> "2. That the Administration, in consultation with the Business Improvement Districts, explore options for decorative lighting and financial implications and report back to the Committee."

The Standing Policy Committee on Environment, Utilities and Corporate Services at its meeting held on April 4, 2017, considered a letter from Brent Penner, Executive Director, Downtown Saskatoon, dated March 8, 2017 and resolved:

> "That the matter be referred to the Administration for a report on how this could tie in with the Winter Cities Strategy and similar lighting in the Central Business Districts."

Report

Interest has been expressed by a variety of community groups including the Business Improvement Districts and Community Associations that would like to extend the season and daily hours that decorative lights are illuminated. Many of these groups would also like to pursue options to add more decorative lighting in the city.

To facilitate operating the existing decorative lighting, timers and timer circuits have been installed to control the illumination of decorations based on the current bylaw requirements. If dusk-to-dawn illumination were permitted, the timers and their associated circuits would be eliminated and the existing photoelectric controls from the street lighting systems would be utilized. This would eliminate the need for maintenance of the timers, reduce the number of circuits, and lower the capital costs of installing new decorative lighting. It would also better follow the daylight patterns for turning the lights on and off. It is estimated that removing the timers and their circuits would reduce operational costs in proportion to the increased energy costs from the longer illumination cycle and seasonal timeframe.

A change to Bylaw No. 2685, The Electric Light and Power Bylaw is requested to permit more flexible timeframes for decorative lighting installations and their illumination. Aside from the timeframes, the installation, operation, and administration of the decorative lights would continue as usual.

Based on direction previously received from City Council, seasonal decorations will continue to be operational as follows:

- 3rd Avenue, Broadway Bridge and Broadway Avenue – from the first Monday in December until March 21 (these decorations are "winter-based" themed and not specifically designed for Christmas);
- 20th Street – from the first Monday in December until Chinese New Year (which is February 5 in 2019 – this date varies from year-to-year); and
- All other seasonal decorations – from the first Monday in December until January 14.

Public and/or Stakeholder Involvement

Interest has been expressed by the Business Improvement Districts and some Community Associations to extend both the season and daily hours that decorative lighting is installed and illuminated. A formal request was received from the Downtown Saskatoon Business Improvement District on March 8, 2017, to amend the bylaw as outlined in this report.

Communication Plan

Upon approval of the bylaw amendment, the City will communicate the change via a News Release and social media messages. Community feedback on the change will be welcome via the City's Shaping Saskatoon engagement site. A news conference, advertising, and a direct mail-out to areas being impacted by the change may be considered. The City will also work with the Business Improvement Districts and Community Associations to utilize their channels for communicating the change.

Financial Implications

It is anticipated that there would be no net cost to the City since any potential increase in energy costs for the longer operational period for City-owned decorative lighting would be offset by the operational savings from the removal of timers and the timer controlled circuits.

New installations of decorative lights would cost less since no timers or special timer controlled circuits would be needed. It might also be possible to use existing dusk-to-dawn lighting circuits and controls for further savings.

Environmental Implications

The increased operational time periods mean an increase in energy consumption and the corresponding increase in Greenhouse Gas (GHG) emissions. Virtually all decorative lighting installations utilize high-efficiency LED technology and consume substantially less energy than previous lighting technologies. For City-owned decorative lighting, the extended operational time could mean as much as 40MWh additional annual energy consumption if all lights were operated dusk-to-dawn all winter. This corresponds to an increase in Greenhouse Gas (GHG) emissions by 26 tonnes CO_2e, the equivalent of adding five cars to the road each year.

Other Considerations/Implications

There are no policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

With the new bylaw, options for additional decorative lighting and their financial impact can be explored with Business Improvement Districts. A future report will be provided to the Standing Policy Committee on Environment, Utilities and Corporate Services.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Brendan Lemke, Acting Director of Saskatoon Light & Power
Approved by:	Trevor Bell, Acting General Manager, Utilities & Environment Department

Admin Report - Proposed Decorative Lighting Rate Bylaw Change.docx

1905-3

X 6300-1

From: City Council
Sent: Friday, January 04, 2019 11:06 AM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: letter_to_city_council_re_decorative_lighting_and_proposed_change_to_bylaw_2685_19jan04.pdf

RECEIVED
JAN 04 2019
CITY CLERK'S OFFICE
SASKATOON

Submitted on Friday, January 4, 2019 - 11:05
Submitted by anonymous user: 67.225.127.127
Submitted values are:

Date: Friday, January 04, 2019
To: His Worship the Mayor and Members of City Council
First Name: Brent
Last Name: Penner
Email: brent.penner@dtnyxe.ca
Address: 242 3rd Avenue South
City: Saskatoon
Province: Saskatchewan
Postal Code: S7K 1L9
Name of the organization or agency you are representing (if applicable): Downtown Saskatoon
Subject: Proposed Decorative Lighting Rate Change
Meeting (if known): SPC on Environment, Utilities & Corporate Services
Comments:
Please see the attached letter and distribute to Councillors on the committee in advance of Monday's meeting.

Thank you,
Brent
Attachments:
letter_to_city_council_re_decorative_lighting_and_proposed_change_to_bylaw_2685_19jan04.pdf:
https://www.saskatoon.ca/sites/default/files/webform/letter_to_city_council_re_decorative_lighting_and_proposed_change_to_bylaw_2685_19jan04.pdf

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273271

DOWNTOWN SASKATOON

January 4, 2019

His Worship Mayor Clark and City Councillors
City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5

Re: Standing Policy Committee on Environment, Utilities and Corporate Services
January 7, 2019, Item 8.2.1-Proposed Decorative Lighting Rate Change, Bylaw 2685

Downtown Saskatoon is pleased to see this report in front of the Standing Policy Committee on Environment, Utilities, and Corporate Services. We requested changes to Bylaw 2685 a few years ago and are supportive of the plan to lengthen the hours in which decorative lighting will be visible and able to be enjoyed by people in our district.

In future, we would like to see more opportunities for lighting installations in our key commercial districts such as Downtown. There are numerous opportunities to improve decorative lighting after seeing what many other communities have been able to achieve. When done correctly, decorative lighting enhances the experience for people in an area and is integral to creating a vibrant nighttime atmosphere.

Sincerely,

Brent Penner
Executive Director

DOWNTOWN SASKATOON 242 Third Avenue South Saskatoon, SK S7K 1L9 T: 306.665.2001 F: 306.664.2245
DTNYXE.CA

1905-3
x 6300-1

RECEIVED
JAN 04 2019
CITY CLERK'S OFFICE
SASKATOON

From: City Council
Sent: Friday, January 04, 2019 11:36 AM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: lighting_extension_objection.pdf

Submitted on Friday, January 4, 2019 - 11:36
Submitted by anonymous user: 204.83.154.189
Submitted values are:

Date: Friday, January 04, 2019
To: His Worship the Mayor and Members of City Council
First Name: Richard
Last Name: Huziak
Email: [redacted]
Address: [redacted]
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable): Sask LPA Committee
Subject: Objection to recommendation 8.2.1 Proposed Decorative Lighting Rate Bylaw Change [CK. 1905-3 x 6300-1]
Meeting (if known): STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES AND CORPORATE SERVICES
Comments: We have an objection to agenda item 8.2.1. Please provide the attached letter to the Committee. I *do not* request to speak at the meeting.
Attachments:
lighting_extension_objection.pdf:
https://www.saskatoon.ca/sites/default/files/webform/lighting_extension_objection.pdf

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273280

January 4, 2019

Saskatchewan Light Pollution Abatement Committee
c/o 127 Maple Street
Saskatoon, SK S7J 0A2

RE: January 7, 2019 meeting of Environment, Utilities, and Corporate Services Agenda item 8.2.1 Proposed Decorative Lighting Rate Bylaw Change (CK. 1905-3 x 6300-1) pp. 22 - 25 – **OPPOSITION to the recommendation.**

Dear Committee:

Our organization strongly objects to the proposed change to Bylaw 2685 to extent decorative lighting to dusk-to-dawn from a controlled time of 07:00 – 09.00 and 18:00 – 24:00. Justification has not been presented by the report.

Unfortunately, with the time available to respond, we cannot provide extensive reasoning as to why the recommendation is a bad idea, but we will summarize below.

1. The *Winter City Strategy* is meant to provide decorative and inviting lighting FOR PEOPLE, and people are generally not around between midnight and 7 am in the business districts since nothing is open except for a few bars. It might make some sense to extend controlled lighting hours to 1:30 am until bars close, but extending the lights-on period to all-night lighting serves absolutely no purpose from a people-centric, festive point of view. Thinking that all-night lighting somehow makes people more festive, who are generally sleeping during this time, is a gross misinterpretation of the *Winter City Strategy*. (Note also that the *Winter City Strategy* has not set any baseline/guideline rules for lighting use/time-of-use at this point. *Winter City Strategy* needs to include light-off periods. This is just common sense.) The original bylaw hours were there to address the issue of nuisance that that over-night lighting potentially causes. This really needs to be kept in mind.
2. From the power usage point, extending to all night usage (an approximate 100% increase in time and power) is waste. Under the *Environmental Implications* section of the report to Committee, the change to simple sensors states that power usage will *increase,* but the City's GHG goals are for REDUCTION of power usage. In paragraph 2 of the report, it is stated, *"It is **estimated** that removing the timers and their circuits would reduce operational costs in proportion to the increased energy costs from the longer illumination cycle and seasonal timeframe."* We'd like to see the actual calculation. *"Estimated"* seems to be wishy-washy in terms of whether or not this

actually saves power, so how much power is saved, and is this change truly viable? If the difference is simply a wash with no large benefit in changing to sensors from controllers, then the large capital cost of conversion cannot be justified. But the all-night lighting (human environmental) aspect also has to be weighed with the issues below in mind.

3. Under *Other Considerations/Implications*, it is stated that there are no CPTED implications or considerations. Indeed there *ARE* CPTED implications. Light is used to invite activity, and lit areas at night are more prone to abuse by crime, nuisance and graffiti. In point 1 above, lights-off at 1:30 should tell bar patrons that "it's time to go home."
4. The Business Improvement Districts, where the lights are located, also have upper floor residential apartments that are already affected in the later evening hours by the high-up decorative lighting positioned to shine directly into their windows. Having this lighting on all night provides the residents with zero relief from the lighting. BIDs CEOs and staff do not live in these areas, and likely even don't visit the areas overnight, to see the negative effect. *Unless sometime is happening between midnight and 7 am, there is no reason for these lights to be on.* If BIDs want this option, they need to clearly demonstrate what benefit if gained by extended lighting hours and also how this reduces GHG emissions.
5. We also do not see any concurrence or recommendations by *Urban Planning* in the report, particularly from the Planning Section that is looking a decorative lighting projects in the City and how BIDs areas would integrate with an overall lighting strategy.
6. Arguments that the lighting is LED technology, thus "energy-efficient", is not a good argument, since the efficiency aspect of the lights has resulted in a huge increase in usage *everywhere* for decorative purposes. A NASA SUOMI satellite study[1] of lighting shows a ***world increase*** in power usage of 2.2% per year over the last 5 years due to the changeover to LEDs and their subsequent over-usage, where LED changeover was originally justified to reduce power. *The study states that much of the overuse is a result of increased decorating in holiday period and extension of time-of-use justified by lower-energy consumption.* (**You really need to look at the link in the footnote.**) This can be seen city-wide in Saskatoon by the marked increase in commercial and residential Christmas lighting and now the extension to night-lighting throughout the year. The City should be leading by example by not wasting power, by not lighting during times where no one is around, and by not using the *Winter City Strategy* to justify poor decisions.

Richard Huziak

Chair, Saskatchewan Light Pollution Abatement Committee

Tel: (day) 306-933-1676

Tel: (eve) [redacted]

E-mail: rickhuziak@shaw.ca

[1] https://www.space.com/38872-light-pollution-increasing-globally.html

From: City Council
Sent: Friday, January 04, 2019 5:17 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, January 4, 2019 - 17:16
Submitted by anonymous user: 142.165.218.49
Submitted values are:

Date: Friday, January 04, 2019
To: His Worship the Mayor and Members of City Council
First Name: Clayton
Last Name: Symynuk
Email: [redacted]
Address: [redacted]
City: saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Power
Meeting (if known):
Comments:
There is no need to waste electricity by leaving xmas lites on.
I am a tax payer.
Stop waste at city hall.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273335

Bryant, Shellie

From: City Council
Sent: January 28, 2019 9:47 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Monday, January 28, 2019 - 09:46
Submitted by anonymous user: 71.17.193.237
Submitted values are:

Date: Monday, January 28, 2019
To: His Worship the Mayor and Members of City Council
First Name: Randy
Last Name: Pshebylo
Email: randy@riversdale.ca
Address: 344 20th Street West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7M 0X2
Name of the organization or agency you are representing (if applicable): Riversdale Business Improvement District
Subject: Decorative Street Lighthing
Meeting (if known): City Council Meeting January 28, 2019
Comments: The Executive Director of the Riversdale Business Improvement District respectfully requests to speak to item 8.3.1 Proposed Decorative Lighting Rate Bylaw Change [CK. 1905-3 x 6300-1] at the City Council Meeting at 1:00 p.m. Monday, January 28, 2019.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/278034

STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Engine Generator Air/Fuel Ratio Controller – Award of Contract

Recommendation of the Committee

1. That the proposal submitted by Advantage Governor & Controls Inc. for the supply of two Engine Generator Air/Fuel Ratio Controllers for a total estimated cost of $119,868.90 (including GST and PST) be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the January 7, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the, A/General Manager, Utilities & Environment dated January 7, 2019 was considered.

Attachment

January 7, 2019 report of the A/General Manager, Utilities & Environment.

Engine Generator Air/Fuel Ratio Controller – Award of Contract

Recommendation
That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:
1. That the proposal submitted by Advantage Governor & Controls Inc. for the supply of two Engine Generator Air/Fuel Ratio Controllers for a total estimated cost of $119,868.90 (including GST and PST) be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose
The purpose of this report is to request City Council approval for the award of a contract with Advantage Governor & Controls Inc. for the purchase of two Engine Generator Air/Fuel Ratio Controllers.

Report Highlights
1. In October 2018, the City of Saskatoon (City) issued a Request for Proposal (RFP) for the supply of two Engine Generator Air/Fuel Ratio Controllers.
2. Four proposals were received from two vendors and the Administration recommends awarding the contract for the Engine Generator Air/Fuel Ratio Controllers to Advantage Governor & Controls Inc.

Strategic Goals
This report supports the Strategic Goals of Continuous Improvement, Asset and Financial Stability, and Environmental Leadership by ensuring that the Landfill Gas Generator is running at peak output power for longer periods of time, and reducing emissions by having optimal combustion of gases.

Background
Proper combustion of the landfill gas is sensitive to the concentration of methane in the fuel gas. As the concentration of methane changes, combustion of the fuel either becomes rich or lean, which leads to stress on the engines, poor emissions results, and increased nuisance tripping of the engines.

The engine's air/fuel ratio is set manually at each engine service according to the present methane concentration at that specific time. Between engine services, the methane concentration fluctuates, typically from 52% to 62% methane to carbon dioxide.

Running a fuel mix that is rich causes stress on the engines and becomes difficult for the engines to maintain full power output. A software-based work-around has been implemented to reduce the power output of the engines when the gas concentration is rich or lean to reduce the stress on the engines. In 2015, power output was 96.6% of its potential output.

An Air/Fuel Ratio Controller would create the appropriate air/fuel mixture over the range of methane concentrations in the fuel, allowing the engines to run at peak power output.

Report

On October 16, 2018, the City issued an RFP for the supply of two Engine Generator Air/Fuel Ratio Controllers. The RFP closed on November 7, 2018, and four proposals were received from two vendors. The following table summarizes the list of proposals that were submitted:

Company Name	Location
Advantage Governor & Controls Inc.	Wainwright, AB
Alberta Governor Service Inc. 1	Edmonton, AB
Alberta Governor Service Inc. 2	Edmonton, AB
Alberta Governor Service Inc. 3	Edmonton, AB

Proposals 2 and 3 from Alberta Governor Service Inc. were beyond the scope of the RFP. These proposals offered components to improve other engine functions and maintenance costs, not strictly improving the air/fuel ratio as requested. Therefore, they were not evaluated and scored.

The Evaluation Committee was comprised of four Saskatoon Light & Power Administration staff and was based on the following matrix, outlined in the RFP.

Rated Criteria Evaluation	Maximum Available Points
1. Warranty, standards, service, and technical support	35
2. Price (Life Cycle Cost)	20
3. References	25
4. Project schedule (availability and duration)	10
5. General quality of proposal, including completeness, readability and layout	10
Total Maximum Available Points	100

The results of the evaluation determined that the proposal submitted by Advantage Governor & Controls Inc. best met the requirements of the RFP and achieved the highest score.

Options to the Recommendation

The option is to not proceed with the purchase. This is not recommended due to the short financial payback associated with this system.

Financial Implications

The net cost to the City for the Air/Fuel Ratio Controllers as submitted by Advantage Governor & Controls Inc. would be as follows:

Base Bid	$107,990.00
GST (5%)	5,399.50
PST (6%)	6,479.40
Total Bid	$119,868.90
GST Rebate (5%)	(5,399.50)
Net Cost to the City	$114,469.40

The total estimated cost of the two Air/Fuel Controllers is $119,868.90 (including GST and PST). The simple payback for these systems is 2.04 years, after which the generators will produce an additional $58,805 of electricity sales until the generators reach end-of-life. There is sufficient funding in Capital Project #1281-05 – Sustain Power Generation Options.

The Air/Fuel Ratio Controllers will be installed on the two Saskatoon Light & Power Landfill Gas Generators. The components that make up the system are low maintenance and will require no additional funding.

Environmental Implications

By fine-tuning the combustion based on the incoming methane concentration, more complete combustion occurs and consequently less emissions are generated.

Other Considerations/Implications

There are no policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The systems will be installed in the first quarter of 2019, when available from the vendor.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Derek Button, Maintenance Engineer, Saskatoon Light & Power
Reviewed by:	Brendan Lemke, Acting Director of Saskatoon Light & Power
Approved by:	Trevor Bell, Acting General Manager, Utilities & Environment Department

Admin Report - Engine Generator Air/Fuel Ratio Controller – Award of Contract.docx

STANDING POLICY COMMITTEE ON TRANSPORTATION

Extension of Seasonal Taxi Licences

Recommendation of the Committee

1. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to extend the term of Seasonal Taxi Licences, beginning March 1, 2019 until June 28, 2019; and
2. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to amend the hourly taxi fare from $1.77 to $1.92 for each additional kilometre in excess of 16 kilometres.

History

At the January 7, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Community Services dated January 7, 2019 was considered.

Your Committee also received presentations from Mr. Pruthvi Lakdawala and Mr. Malik Draz, President, USW Local 2014 with regard to the matter.

Attachment

January 7, 2019 report of the A/General Manager, Community Services

Extension of Seasonal Taxi Licences

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to extend the term of Seasonal Taxi Licences, beginning March 1, 2019 until June 28, 2019; and
2. That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to amend the hourly taxi fare from $1.77 to $1.92 for each additional kilometre in excess of 16 kilometres.

Topic and Purpose

The report outlines proposed amendments to Bylaw No. 9070, The Taxi Bylaw, 2014, to extend operation of Seasonal Taxi Licences by starting a new licensing term effective March 1, 2019 to June 28, 2019. This report also addresses an increase to the hourly taxi rate in order to remain proportionate to the general fare, which was increased in June 2016.

Report Highlights

1. A new seasonal taxi licensing term, beginning March 1, 2019 until June 28, 2019, or a replacement program start date, whichever comes first, is required in order for seasonal taxis to continue to operate while the Administration consults with the taxi industry on a replacement program.
2. In June 2016, the general taxi rate was increased from $0.25 per 142 metres to $0.25 per 130 metres. This increase was not applied to the hourly taxi rate. In order to maintain the proportions between these rates, the Administration is recommending increasing the hourly taxi rate from $1.77 to $1.92 per additional kilometre in excess of 16 kilometres.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Moving Around by optimizing the flow of people and goods in and around the city.

Background

On July 21, 2016, City Council resolved to amend Bylaw No. 9070, The Taxi Bylaw, 2014, (Taxi Bylaw) to implement a 6% increase in meter rates effective August 1, 2016.

At its July 23, 2018 meeting, City Council resolved:

> "That the City Solicitor be instructed to prepare the necessary Bylaw amendment to provide for seasonal licenses from September 1, 2018 to February 28, 2019 to be granted to the current holders."

At its August 27, 2018 meeting, City Council adopted amendments to the Taxi Bylaw, extending the existing term of Seasonal Taxi Licences from September 1, 2018 until February 28, 2019.

Report

Seasonal Taxi Licences

There are currently 210 taxi licences, of which 160 are permanent, 5 are permanent wheelchair accessible, 21 are temporary wheelchair accessible, and 24 are seasonal.

Seasonal Taxi Licences are licensed to operate from September 1 to June 30. Unlike permanent taxi licences, Seasonal Taxi Licences are owned by the City. Through a lottery system, Seasonal Taxi Licences were issued directly to drivers on a three-year term from September 1, 2015 to June 30, 2018. This term was extended until February 28, 2019, to accommodate a taxi industry consultation to identify a joint proposal to replace Seasonal Taxi Licences. As of the writing of this report, a joint proposal from the Taxi industry has not been received by the Administration.

In the absence of a joint proposal, the Administration will be developing a recommendation for a program to replace Seasonal Taxi Licenses. A further report outlining a recommended program, including logistical and operating details such as the term length and eligibility for a lottery draw, will be provided in the coming months. This will be undertaken in further consultation with the taxi industry.

Seasonal Taxi Licences are due to expire on February 28, 2019. To accommodate the development of a replacement program, the Administration recommends that the existing licensing term be extended to June 28, 2019, and that the licences remain with the current licence holders.

As with the previous extension, granting this as an extension of the existing licensing term rather than the start of a new licensing term will not trigger additional licensing fees for the Seasonal Taxi Licence holders. A taxi licence provides a driver with certainty that they can operate during the licensing period. The proposed extension, combined with the previously approved extension, will result in an extra ten months within the 2018 Seasonal Taxi Licensing term.

Taxi Bylaw Amendment to Hourly Rates

On June 21, 2016, City Council received a report and resolved to amend the Taxi Bylaw to increase the general taxi fare from $0.25 for each additional 142 metres or portion thereof, to $0.25 for each additional 130 metres or portion thereof. A base fee of $3.75 covers the first 130 metres of travel.

This increase was requested by the taxi industry, who at that point had not had a rate increase since 2011. The 6% rate increase was aligned with the Taxi Cost Index, which indicated that over the previous 24 months, there had been an increase of 6.3% in the cost of operating a taxi. The taxi industry has advised the Administration that the request was intended to address an increase to both the general fare and the hourly fare.

The June 21, 2016 report did not address the hourly taxi rate; as a result, the hourly taxi fare of $1.77 for each additional kilometre in excess of 16 kilometres has not increased since 2011. The Administration recommends that the hourly taxi fare be increased from $1.77 to $1.92 in order to remain proportional to the general taxi fare.

Options to the Recommendation

City Council may choose to not extend the term of Seasonal Taxi Licences. This option will result in a reduction of 24 taxi licences or an 11% reduction in the total number of taxis until such time as the replacement program will be in place in later June.

City Council may choose to not increase the hourly taxi rate. This option results in the hourly taxi rate continuing to be misaligned with the Taxi Cost Index and disproportionate to the general taxi fare.

Public and/or Stakeholder Involvement

Representatives of the Saskatchewan Taxi Cab Association and the United Steel Workers were consulted and confirmed their support of these recommendations.

Financial Implications

As the Seasonal Taxi Licence is an extension of the 2018 licence, a 2019 licence will not be issued, nor will licensing fees be collected.

There are no financial implications to increasing the hourly taxi rate.

Other Implications

There are no policy, environmental, privacy, or CPTED implications; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

Taxi Bylaw provisions for 24 Seasonal Taxi Licences are due to expire on February 28, 2019. To ensure no reduction in taxi service, an amendment to the current Taxi Bylaw will require City Council approval prior to February 28, 2019.

Public Notice

Public notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by: Mark Wilson, Acting Licensing and Permitting Manager
Reviewed by: Jo-Anne Richter, Acting Director of Community Standards
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

SP/2019/CS/Trans – Extension of Seasonal Taxi Licences/ks/df

STANDING POLICY COMMITTEE ON TRANSPORTATION

Intelligent Transportation Systems Strategic Plan

Recommendation of the Committee
That the vision, goals, and key directions of the Intelligent Transportation Systems Strategic Plan be approved.

History
At the January 7, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated January 7, 2019 was considered.

Your Committee also received a PowerPoint presentation from Mr. Bruno Peters, IBI Group with regard to the matter.

Attachment
1. January 7, 2019 report of the A/General Manager, Transportation & Construction
2. January 7, 2019 presentation from Bruno Peters, IBI Group

Intelligent Transportation Systems Strategic Plan

Recommendation
That the Standing Policy Committee on Transportation recommend to City Council:
That the vision, goals, and key directions of the Intelligent Transportation Systems Strategic Plan be approved.

Topic and Purpose
This report is to request City Council approval for the Intelligent Transportation Systems (ITS) Strategic Plan as part of the Growth Plan to Half a Million (Growth Plan).

Report Highlights
1. The ITS Strategic Plan consists of a vision statement, goals, potential key performance indicators (KPIs), and projects that have been developed to provide a comprehensive integrated strategy for the City of Saskatoon's (City) transportation network.
2. The ITS Strategic Plan identifies ten projects that support Saskatoon's needs and goals of today and over the next fifteen years. Projects have been prioritized as either short or long-term, and quick wins (projects that can be implemented within two years) have been identified.

Strategic Goal
This report supports the Strategic Goal of Moving Around by improving safety for all road users (pedestrians, cyclists, and drivers), and optimizing the flow of people and goods in and around the city.

Background
Many jurisdictions consider ITS technologies critical transportation system components as these technologies assist with maximizing the efficiency of the transportation network. ITS can defer the need for infrastructure investment for increased capacity to maintain an acceptable level of service by using roadway infrastructure already in place.

A Needs and Gap Assessment was the first step in the development of a comprehensive ITS Strategic Plan. The Needs and Gap Assessment consisted of a review of the current state of the existing and future ITS needs using the following approach:
- Review of background information from the City that included the Growth Plan and planned transportation projects.
- Development of an ITS Questionnaire to request information from City departments that are considered key ITS stakeholders.
- Facilitation of an ITS Workshop in February 2017 to discuss the elements of ITS and results of the questionnaire. The workshop attendees included Construction & Design, Facilities & Fleet Management, Information Technology (IT), Major

Projects & Preservation, Planning & Development, Roadways & Operations, Saskatoon Fire Department, Saskatoon Transit, Strategic & Business Planning, and Transportation. Saskatoon Police Service was unable to attend the workshop but has expressed interest in and support for ITS.

- Review of existing and planned ITS infrastructure.

Based on internal stakeholder feedback, the areas of interest and concern that would be addressed with the ITS Strategic Plan include:

- Traffic signal coordination;
- Incident management;
- Wireless and communication networks;
- Congestion issues on corridors and at key locations;
- Commercial goods movement;
- Congestion related to trains blocking railway crossings;
- Public transportation;
- Traveler information system;
- Data management including telecommunications; and
- Institutional issues including organizational structure, coordination between departments, and common standards.

Report

ITS Strategic Plan Components

Background information, best practices and emerging trends were reviewed to develop the vision statement, goals, potential KPIs, and projects in the ITS Strategic Plan.

The following vision statement was developed with input from internal stakeholders and aligns with the transportation requirements of other City strategies:

> "Invest strategically in innovations that maximize public safety and efficiency, encourage all modes of transportation, and support our region's growth through improved information access and network adaptability."

Based on the needs of the internal stakeholders, existing conditions and vision statement, the following eight specific goals were developed:

1. Improve transportation flexibility (improving the mode split);
2. Reduce travel times along major corridors;
3. Improve emergency response efficiency;
4. Improve transit schedule adherence;
5. Manage commercial vehicle movements to preserve road infrastructure;
6. Mitigate impacts of train-road crossing disruptions;
7. Improve access to traveller information; and
8. Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes.

The detailed ITS Strategic Plan is provided as Attachment 1 and includes potential KPIs that can be utilized to measure progress.

Projects

Ten ITS projects have been identified that support the goals in the short and long-term and are as follows:

1. Rail Crossing Information System
2. Data Warehouse
3. Traffic Management
4. Traveller Information
5. Emergency Traffic Management
6. Transit Priority
7. Expanded Data Collection
8. Support Integrated Multi-Modal Trip Planning
9. Mobility as a Service
10. Integrated Corridor Management

Section 6 of the attached Final Report – Development of an ITS Strategic Plan (Final Report) provides a project sheet with more details for each of the ten projects.

Options to the Recommendation

City Council could choose to not approve the ITS Strategic Plan at this time. The Administration does not recommend this as this plan is a critical component of an integrated approach to planning for a successful city of 500,000 people.

Public and/or Stakeholder Involvement

Key internal stakeholder groups were consulted throughout the development of the ITS Strategic Plan to ensure broad and balanced input was collected and integrated.

To implement the projects identified in the ITS Strategic Plan successfully, all key stakeholders will need to continue to be involved. Section 9 of the attached Final Report outlines the close coordination that is required with IT since many of the ITS projects have a strong relation to IT initiatives.

Communication Plan

Following consideration of this report, City Council's decision will be communicated to the media via public service announcements and to stakeholders via email.

Financial Implications

The ten projects outlined in the ITS Strategic Plan are estimated to cost $3.5 to $8.1 million in capital and $800,000 to $1.9 million in operations and maintenance over the next five years. A high-level analysis of the short-term budget is presented in Section 10 of the attached Final Report. This estimate does not include additional investments in staff that will be required.

For 2019, City Council recently approved funding of $200,000 for Capital Project #2448 – Intelligent Transportation System. The specific projects to be completed in 2019 with this funding include a CCTV module for the Automated Traffic Management System, two traffic monitoring cameras, and two data collection stations. These initiatives for

2019 align with the ITS Strategic Plan, specifically Project 3 – Traffic Management and Project 7 – Expanded Data Collection.

The advantage of having the ITS Strategic Plan in place is to best position the City to apply for funding through various programs provided by other levels of government. Recent examples of potential funding programs include: Public Transit Infrastructure Fund; Program for Advance Connectivity and Automation in the Transportation System; and funding programs that promote Active Transportation and Green Infrastructure may be applicable as well.

Other Considerations/Implications
There are no policy, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion
Following City Council approval, the Administration will prepare a funding plan for consideration during the 2020 Business Plan and Budget deliberations. The funding plan will identify: detailed capital and operating costs; staffing required for program delivery; new and existing infrastructure; operations and maintenance; and monitoring and evaluation.

Public Notice
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment
1. Final Report – Development of an Intelligent Transportation Systems (ITS) Strategic Plan

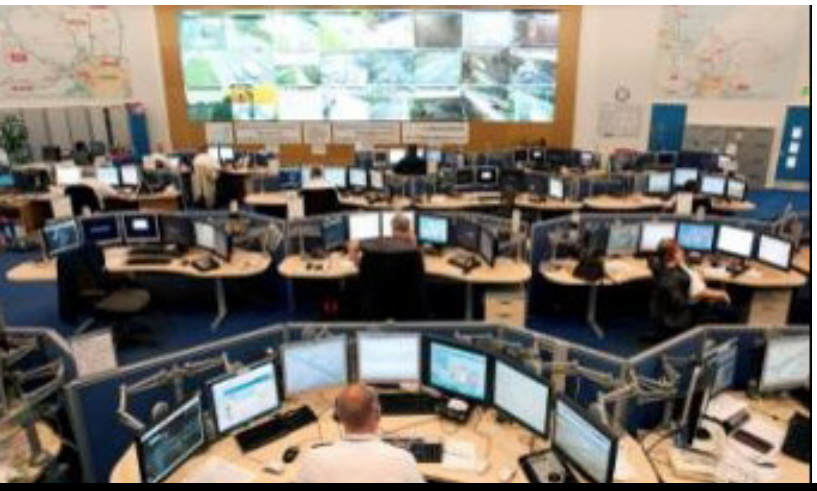
Report Approval

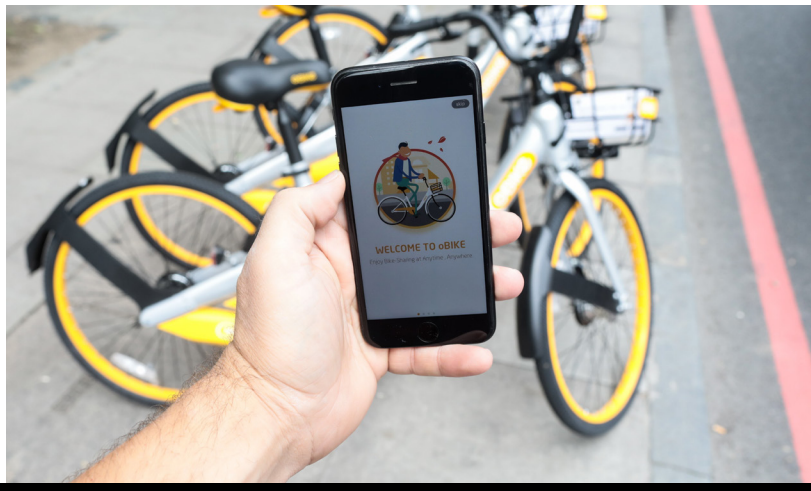
Written by:	Mariniel Flores, Transportation Engineer, Transportation
Reviewed by:	David LeBoutillier, Acting Engineering Manager, Transportation Jay Magus, Acting Director of Transportation
Approved by:	Angela Gardiner, Acting General Manager, Transportation & Construction Department

Admin Report - Intelligent Transportation Systems Strategic Plan.docx

Attachment 1

City of Saskatoon





FINAL REPORT | #114098

Development of an Intelligent Transportation Systems (ITS) Strategic Plan

Submitted to City of Saskatoon
by IBI Group
November 2018

Executive Summary

[BRUNO TO PROVIDE TEXT]

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Appendix A: Key Performance Indicators (KPIs)

Appendix B: Sample Service Package

Appendix C: Existing Systems

Abbreviations and Acronyms

The table below lists the abbreviations and acronyms found in this document.

ABBREVIATION/ ACRONYM	DESCRIPTION
ACTIVE	Alberta Cooperative Transportation Infrastructure and Vehicle Environment
AI	Artificial Intelligence
API	Application Program Interface
ATMS	Advanced Traffic Management System
AURORA	Automotive test bed for Reconfigurable and Optimized Radio Access
AVL	Automatic Vehicle Locator
BIFA	Border Information Flow Architecture
BOC	Bristol Operations Centre
BRT	Bus Rapid Transit
C/AV	Connected and Autonomous Vehicles
CCTV	Closed Circuit Television
CV	Connected Vehicle
DMS	Dynamic Message Sign
DOT	Department of Transportation
DSRC	Dedicated Short Range Communication
EMO	Emergency Management Organization
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
ICM	Integrated Corridor Management
IoT	Internet of Things
ITS	Intelligent Transportation Systems
ISP	Internet Service Provider
IT	Information Technology
KPI	Key Performance Indicators
LTE	Long Term Evolution

ABBREVIATION/ ACRONYM	DESCRIPTION
MaaS	Mobility as a Service
NITTEC	Niagara International Transportation Technology Coalition
NTCIP	National Transportation Communications for ITS Protocol
RCIS	Rail Crossing Information System
O&M	Operations and Maintenance
PTZ	Pan-Tilt-Zoom
TIS	Traveller Information System
TMC	Traffic Management Centre
TSMO	Transportation System Management and Operations
USDOT	United States Department of Transportation
V2I	Vehicle to Infrastructure Communications
V2V	Vehicle to Vehicle Communications
VII	Vehicle Infrastructure Integration
VSLS	Variable Speed Limit System

1 Introduction

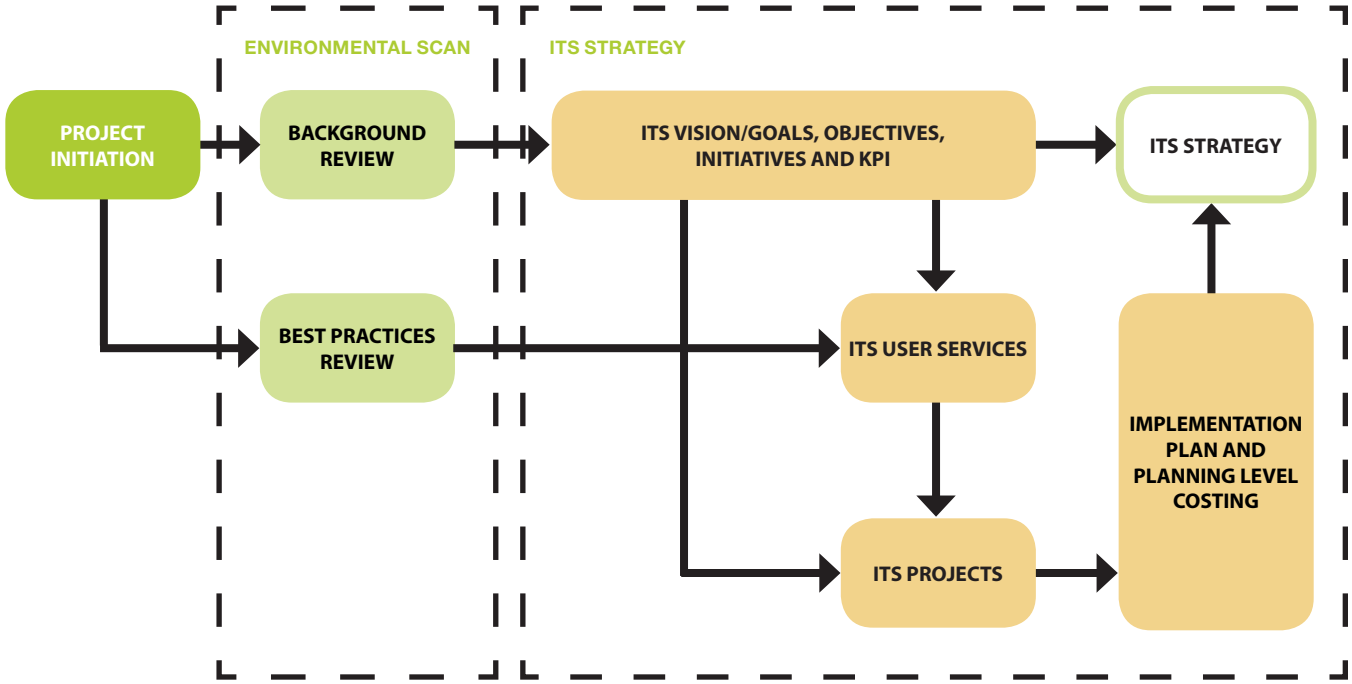
The City of Saskatoon is investing in the development of an Intelligent Transportation System (ITS) Strategic Plan. IBI Group has been engaged to work with the City to discover the most effective projects that will help shape the transportation network in Saskatoon as the City continues to grow. This project and resulting report builds on the preceding work to meet with the larger transportation community and complete a needs assessment for ITS in the City of Saskatoon including supporting the longer growth plan. The goal was to develop a strategy that can support the growth plan for an urban area expected to double in population in 30 years.

The project undertook a step-wise approach to developing the strategy culminating in the development of projects and budget to consider in the coming years. The steps as illustrated in **Exhibit 1.1** included:

- Background review;
- Best Practices and emerging trends;
- ITS vision, goals & KPIs;
- ITS user services;
- ITS projects; and
- Planning level costs and implementation plan.

The following sections will describe the results of the efforts undertaken for each element of the project contributing to this final report.

Exhibit 1.1 - Project Approach



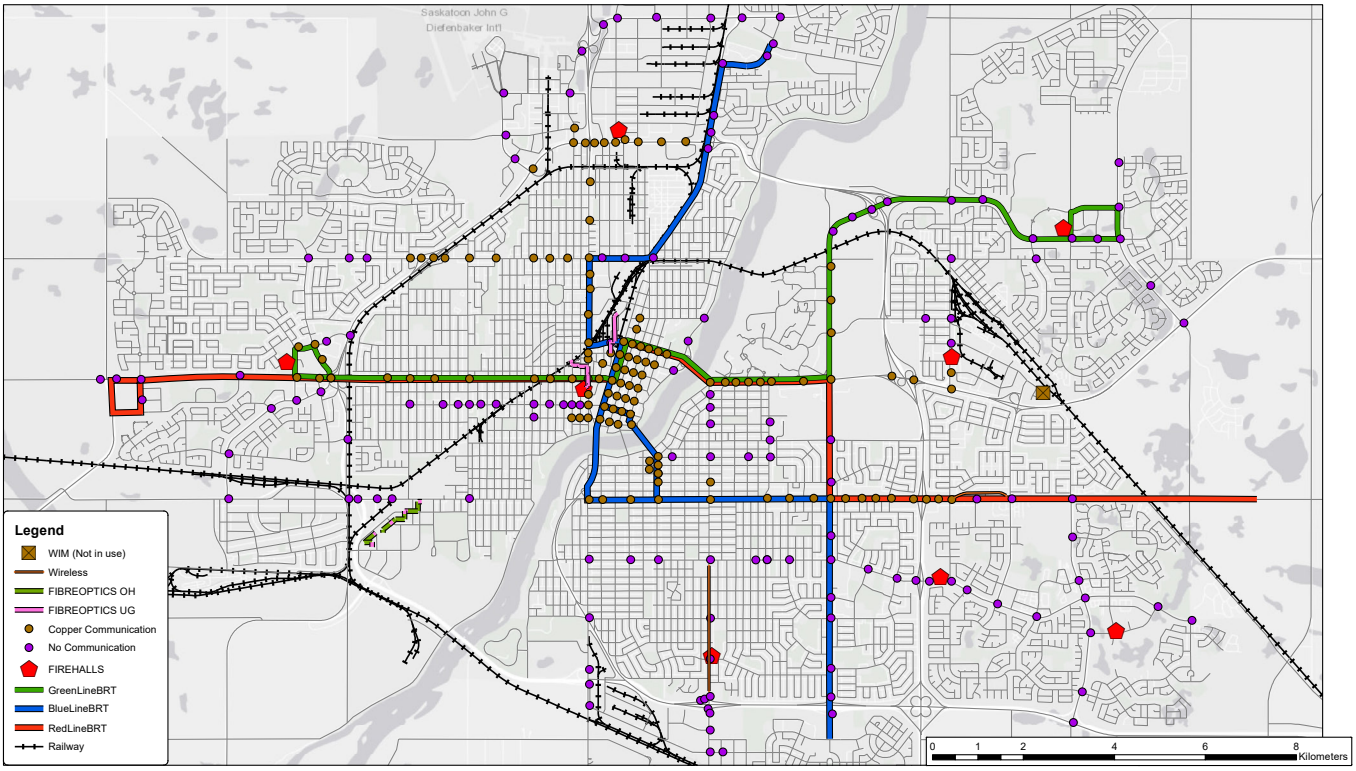
2 Background Review

The first stage of the ITS Strategic Plan was to collect, analyse, understand, and summarize the background information provided by the City of Saskatoon that was considered pertinent to ITS. The documents provided included a recent Needs and Gap Assessment Report, the City of Saskatoon Growth Plan, and various transit, infrastructure, and regional plans. Some of this material is summarized below.

2.1 Current State Map

The map below is a composite of existing copper and fibre networks, firehalls, railway, and signalized intersections, as well as the three planned BRT routes. This provided an overview of the current investment in technologies that support ITS.

Exhibit 2.1 - Current State ITS Map of Saskatoon



2.2 Document Summaries

The Saskatoon Bus Rapid Transit – Preferred Configuration plans from October 2017 include Transit Signal Priority intersections, real-time next bus information, wayfinding, and dynamic message signs.

The Saskatoon ITS Needs & Gap Assessment Final Report from May 2017 provided the following list of needs:

1. Traffic signal coordination
2. Incident management
3. Wireless and communication networks
4. Congestion issues on corridors and at key locations
5. Commercial goods movement
6. Congestion related to trains blocking railway crossings
7. Public transportation
8. Traveller information systems
9. Data management including telecommunications
10. Institutional issues including organizational structure, coordination between departments, common standards

The objectives from the *City of Saskatoon Official Community Plan Bylaw No. 8769* match the ITS Goals identified in Task 5:

21.2.b To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options.

2.3 Existing Systems

An inventory of existing systems includes:

- Advanced Traffic Management Software (TransSuite/TransCore);
- Pedestrian controlled signals;
- Electronic Parking Payment system;
- Econolite and Naztec Traffic Controllers; and
- Transit Fleet Location GPS.

Planned ITS systems include:

- Highway-Rail Intersection Management System;
- Emergency Vehicle Signal Priority;
- Dynamic Message Signs;
- CCTV PTZ Traffic Cameras; and
- Intelight X3 Controllers.

A comprehensive inventory is in **Appendix C**.

2.4 Stakeholders

Through the engagement phase and development of projects as part of this report a core group of stakeholders were identified to be included as important to lead or be engaged through the development and implementation of the various projects. These stakeholders include:

- Construction and Design;
- Corporate Performance - IT;
- Facilities & Fleet;
- Saskatoon Fire;
- Long Range Planning;
- Major Projects and Preservation;
- Roadways and Operations;
- Saskatoon Police Service;
- Saskatoon Transit;
- Transportation;
- Transportation Customer Service;
- Saskatchewan Ministry of Highways & Infrastructure;
- Emergency Management Organization (EMO);
- Parking Services; and
- Service Saskatoon.

3 Best Practice and Emerging Trends

The following reference documents were reviewed as part of this project to identify industry trends and lessons learned that informed this strategy.

- Region of Niagara Intelligent Transportation Systems (ITS) Strategic Plan,unpublished draft, 2017;
- USDOT Intelligent Transportation Systems Benefits, Costs and Lessons Learned, 2017 Update Report;
- Southwest Washington Regional Transportation Council TSMO Plan Update and Implementation Plan, 2016;
- USDOT ITS Strategic Plan 2015-2019;
- Grand Forks-East Grand Forks Regional ITS Architecture Update, 2014;
- Alberta Transportation Intelligent Transportation Systems Strategy, 2014; and
- Saskatchewan Ministry of Highways and Infrastructure, Intelligent Transportation Systems Technical Strategy, April 2015.

Other inputs to this review include ongoing project work underway by IBI Group locally and internationally including ITS strategy and implementation that provide a strong basis for understanding of trends as well as a real-world assessment of what is being seen from other studies.

3.1 Canadian Architecture for ITS as a Best Practice

3.1.1 Overview of the Canadian Architecture

In context of Intelligent Transportation Systems, the term “architecture” refers to the relationship between transportation-related systems and institutions. An ITS architecture covers how systems interface and interact, as well as the institutional relationships that are required to support these interfaces. An ITS architecture, therefore, describes how a set of departments or agencies will share responsibility and information for the vast array of technologies and systems deployed in a region.

On behalf of Transport Canada, IBI Group developed the Intelligent Transportation Systems (ITS) Architecture for Canada in 2001, which was subsequently updated in 2011. This undertaking benefited from, and leveraged, the large body of material from the ITS architecture program in the United States (US), while accommodating a number of areas of unique needs as expressed by Canadian stakeholders. Since its introduction, the Architecture has served as a key component of the ITS Plan for Canada. The Architecture has lent direction to ITS projects in jurisdictions from coast to coast. It has been applied to produce Regional ITS Architectures in various jurisdictions in British Columbia, Alberta, Ontario, Manitoba and Quebec. This uniformity of approach in planning and deploying ITS in Canada will continue to take on increasing importance as the installed base of ITS applications continues to grow and the emphasis shifts to system interfaces and interoperability.

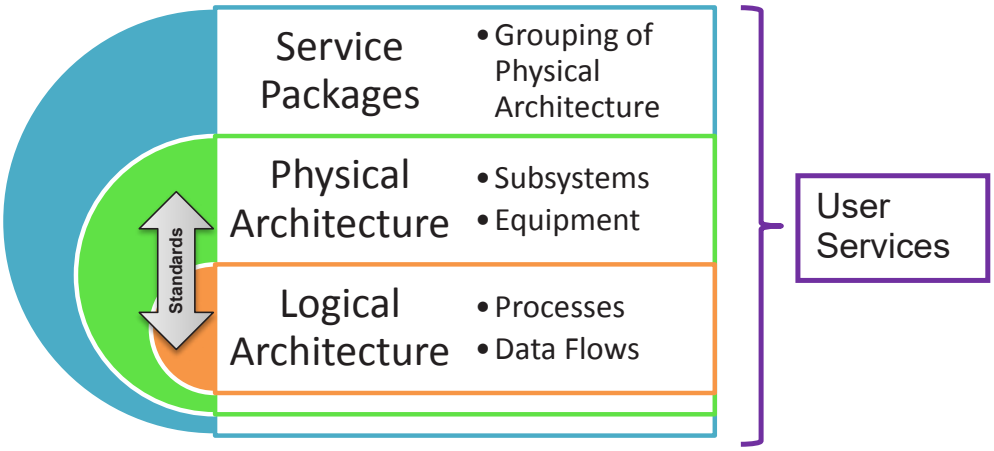
The ITS Architecture for Canada also assumes an important role in enabling Canadian transportation stakeholders to coordinate their ITS applications with their counterparts in the U.S. For example, Transport Canada has cooperated with the U.S. Federal Highway Administration (FHWA) in the development of the Border Information Flow Architecture (BIFA) and cross-border regional architectures, such as what is in place for the Niagara International Transportation Technology Coalition (NITTEC) on the Niagara Frontier.

For these reasons, the Canadian ITS Architecture provides an important framework for describing how ITS can contribute to addressing key transportation challenges in Saskatoon, especially as it pertains to the needs of transit, traveler information systems, and Highway-Rail Intersection (HRI) systems.

3.1.2 Key Elements of the Canadian ITS Architecture

The Canadian ITS Architecture can be referenced and used using a number of different approaches (or “entry points”). **Exhibit 3.1** graphically illustrates these key elements of the architecture, followed by a description of each, and a recommendation on how it can be used as a reference for the City of Saskatoon ITS Strategic Plan.

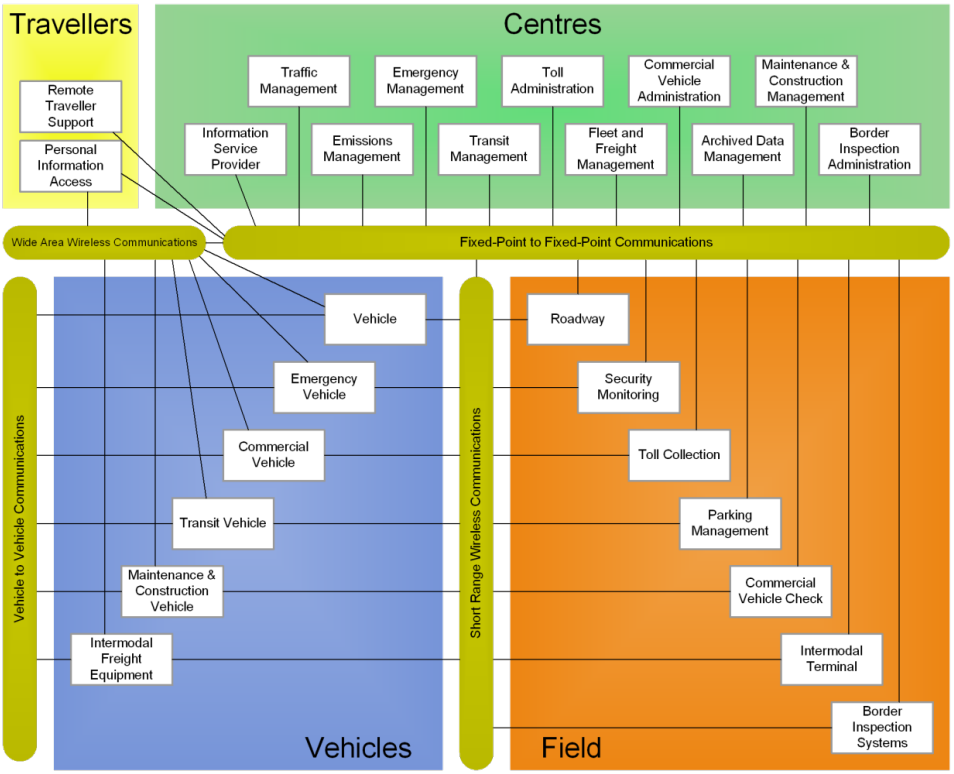
Exhibit 3.1: Key Elements of the Canadian ITS Architecture



- **User Services** describe what the system will do from the user's perspective. To date, thirty-seven User Services have been developed. A set of requirements covering each of these User Services are the basis for the ITS Architecture for Canada. The User Services entry point leads to the full set of user service requirements and allows easy traversal between the user service requirements and the components of the architecture that satisfy these requirements.
- **Logical Architecture** defines the Processes (the activities or functions) that are required to satisfy the User Services. Many different Processes must work together and share information to provide a User Service. Data Flows identify the information that is shared by the Processes. These Logical Architecture entry points lead to ordered lists of processes and data flows and also allow access to data flow diagrams that provide a graphical view of how the processes and data flows fit together.
- **Physical Architecture** forms a high-level structure around the processes and data flows in the Logical Architecture. The physical architecture defines the Physical Entities (Subsystems and users/endpoints) that make up an intelligent transportation system. Exhibit 3.2 provides a top-layer illustration of the physical architecture that encompasses the Canadian ITS Architecture. Subsequent layers define the Architecture Flows that connect the various Subsystems into an integrated system. The subsystems generally provide a rich set of capabilities,more than would be implemented at any one place or time. Equipment Packages break up the subsystems into deployment-sized pieces.
- **Service Packages** represent slices of the Physical Architecture that address specific services like surface-street control. A service package collects together several different subsystems, equipment packages, terminators, and architecture flows that provide the desired service. The Service Packages entry point leads to a menu of service packages with underlying graphics and definitions. Appendix B presents the graphical illustration of a sample Service Package within the Canadian ITS Architecture,
- **Standards:** The ITS Architecture for Canada and the U.S. National ITS Architecture are reference frameworks for the development of Standards. The Logical and Physical Architecture provide a starting point for ITS standards development activities by identifying the applicable architecture flows and data flows to be standardized and the way in which the information is exchanged across those interfaces. The Standards entry point leads to an overview of the ITS standards activities and their relationship to the ITS Architecture for Canada. Application Areas represent deployment-oriented categories of ITS Standards and are useful to deployers who wish to select only those ITS standards relevant to the services or systems they plan to deploy.

A best practice for ITS planning is to use the "Service Packages" as the mechanism to map needs to ITS solutions. This approach provides a traceability between the needs and a "deployment oriented" view of the architecture without the details of the logical or physical architecture.

Exhibit 3.2: Canadian ITS Architecture Diagram



3.1.3 Service Packages in the Canadian ITS Architecture

The Canadian ITS Architecture identifies a total of 98 service packages that reflect the current suite and evolving implementations of ITS. **Appendix B** contains a complete listing of all service packages grouped by major application area.

When referencing service packages it is important to be cognizant of the following:

- A given service package may only provide part of the functionality of a need, but generally serves as a building block by allowing more advanced packages to use its components.
- Service packages also allow early deployments to be separated from higher risk services and can specifically address varied regional needs.
- Service packages are not intended to be tied to specific technologies, but are based on the current technology and product market in order to actually be implementable. Accordingly, as transportation needs evolve, technology advances, and new devices are developed, service packages may change and new service packages may be defined.

In short, service packages provide a key method for entering into the Canadian ITS Architecture and can be used as a foundation for the development of regional ITS architectures. The important point to remember is that they provide a set of manageable, service-oriented views which allow the user to jump right into the physical architecture definition.

A subset of these Service Packages will need to be selected in implementing the suite of ITS projects that are recommended for the City of Saskatoon.

The full list of service packages available as well as a sample service package developed for Advanced Railroad Crossings can be found in **Appendix B**.

3.2 Future Enabling Technologies

In addition to the ITS trends identified above there are a number of future enabling smart city technologies that will have an impact on the deployment or approach to ITS in the future. These include:

- The Internet of Things (IoT);
- Artificial Intelligence (AI);
- Connected and Automated Vehicles (C/AV as referenced in the trends as well);
- Blockchain; and
- 5G dedicated short range wireless communications.

These technologies are summarized in **Exhibit 3.3** below and their potential impacts are referenced in the specific projects identified later in this report.

Exhibit 3.3: Technology Summaries

IoT	The Internet of Things is the network of physical devices, vehicles, home appliances and other items embedded with electronics, software, sensors, actuators, and network connectivity which enables these objects to connect and exchange data. Each thing is uniquely identifiable through its embedded computing system but is able to interoperate within the existing internet infrastructure.
AI	Artificial Intelligence is the simulation of human intelligence processes by machines, especially computer systems. These processes include learning (the acquisition of information and rules for using the information), reasoning (using the rules to reach approximate or definite conclusions), and self-correction. Particular applications of AI include machine learning, speech recognition, and machine vision.
C/AV	Connected Vehicles (CVs) are vehicles that are connected to infrastructure, mobile devices, and other CVs and are capable of sharing information with each other to optimize their function and performance. Autonomous Vehicles (AVs) interpret the world around them and navigate roads without human intervention. Driverless cars are fully autonomous vehicles. Connected and Autonomous Vehicles (CAVs) are capable of synergizing the abilities of both the autonomous and connected components and will be the vehicles of the future.
Blockchain	A blockchain is a continuously growing list of records, called blocks, which are linked and secured using cryptography. Each block typically contains a hash pointer as a link to a previous block, a timestamp and transaction data. By design, blockchains are inherently resistant to modification of the data. It is "an open, distributed ledger that can record transactions between two parties in a verifiable and permanent way." For use as a distributed ledger, a blockchain is typically managed by a peer-to-peer network collectively adhering to a protocol for validating new blocks. Blockchain technologies may become a significant enabler for implementation of the longer term projects including mobility as a Service.
5G / DSRC	5G is a wireless cellular standard that increases internet download speeds to 10 Gb/second. 5G is essentially the next generation of mobile data services for which radio spectrum will be auctioned and presumably services delivered by SaskTel and others. 5G will be particularly effective for widely distributed systems with limited amounts of data. An alternative to 5G is Dedicated Short Range Communication (DSRC) which would be built into the infrastructure to support C/AV and IoT. DSRC designed to specifically to support the communication from vehicle to vehicle (V2V) and from vehicle to the infrastructure (V2I).

3.3 Emerging Trends

Based on the documents reviewed for this task and the IBI team's recent ITS experience, a number of ITS trends were identified as relevant to the City of Saskatoon. These trends are provided for information as they may impact how the projects identified are delivered. They will need to be assessed further as the project business cases and plan are created. The trends include:

- Connected / Automated Vehicles;
- Open Data;
- Data Warehousing, Business Intelligence, Analytics;
- Telecommunications Infrastructure and Services;
- Private Sector Delivery & Hosted Solutions; and
- Smart City Operations Centres.

3.3.1 Connected / Automated Vehicles

State of the art signalized intersections could broadcast traffic control information to approaching and waiting vehicles to notify of upcoming red lights, pending green lights, traffic queues, and pedestrians in crosswalks. USDOT research has so far estimated that only a 10% market penetration of C/AV into a city will result in fewer accidents, less congestion, and millions saved.

The US National Highway Traffic Safety Administration proposes rules that would require automakers to install V2V communications in their vehicles by 2020. The Southwest Washington Regional Transportation Council aims to future proof infrastructure to accommodate C/AVs by installing the highest bandwidth and capability signal controllers available.

The US National Operations Center of Excellence recently launched a Signal Phase and Timing (SPaT) Challenge for cities to deploy V2I corridors by 2020. Eight cities are SPaT operational and 20 more have deployments underway. Small scale tests demonstrated reduced magnitudes of speed drops between vehicles as evidence of queue warning safety improvements.

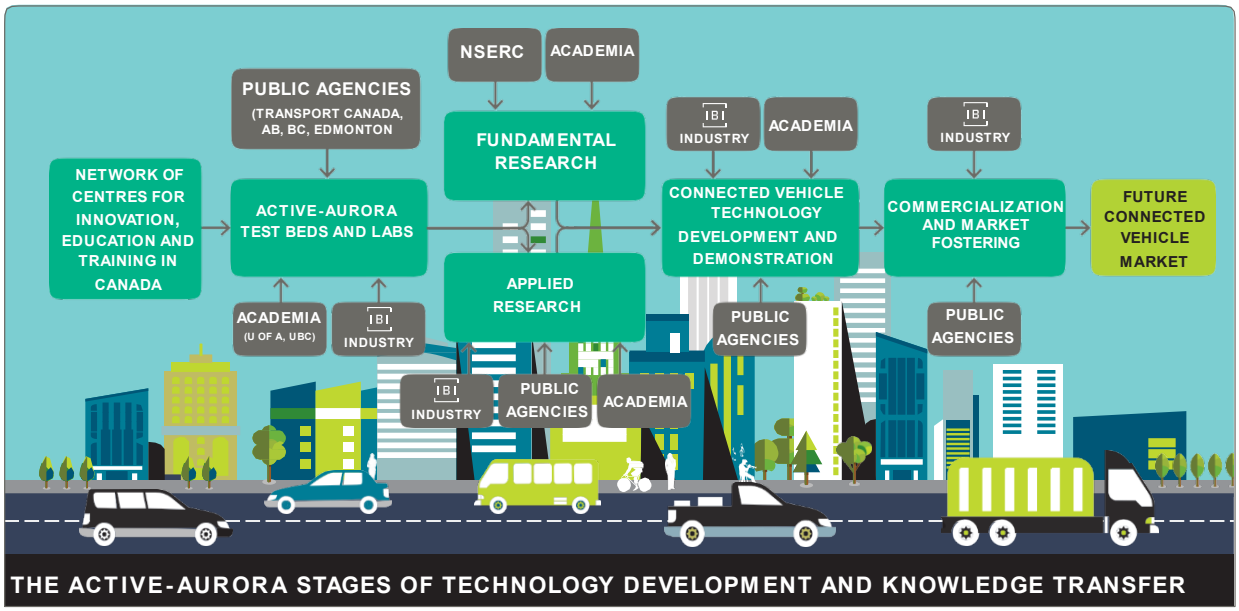
The University of Alberta Centre for Smart Transportation, in collaboration the University of British Columbia and public and private industry partners, are developing Canada's first Connected Vehicle test bed: ACTIVE-AURORA. The test bed is a research circuit, which is a network of six on-road and in-lab test beds equipped with CV technology. The test beds focus on the testing and evaluation of new and emerging connected vehicle systems, applications and services for both active traffic management and freight security and efficiency. The ACTIVE-AURORA test bed infrastructure provides UofA and UBC with the ability to actively collaborate with other industrial and research organizations from across Canada and around the world.

In Alberta, three on-road ACTIVE (Alberta Cooperative Transportation Infrastructure and Vehicle Environment) test bed sites are located in the greater Edmonton area. The test beds enhance the ability to develop, test, demonstrate and commercialize innovations for active traffic management. In British Columbia, the on-road AURORA (Automotive test bed for Reconfigurable and Optimized Radio Access) test bed will cover up to 10km along both two and four-lane roadway within and adjacent to the UBC campus. AURORA will incorporate a range of new and emerging wireless technologies such as Long Term Evolution (LTE), and 5.9 GHz Dedicated Short Range Communication (DSRC), and permit a variety of radio and network configurations.

Takeaways:

- A rising level of government and corporate investment;
- Agencies are establishing C/AV working groups in an attempt to better understand and prepare for infrastructure investments, and test bed initiatives; and
- Potential for high ROI when comparing infrastructure investment to reduced congestion costs.

Exhibit 3.4: The ACTIVE-AURORA Stages of Technology Development & Knowledge Transfer



3.3.2 Open Data

Governments are increasingly making the data and information that is collected as part of City operations open to citizens and businesses. This approach allows for better reporting on operational performance and also allows for the private sector to utilize this information for their own planning purposes as well as for the development of applications that add additional value to the services that the City provides. Enabling the private sector to innovate, developing new services and solutions (such as mobile apps) is a basis for many broader Smart City strategies as well as ITS strategies.

As an example, future implementation of Mobility as a Service concepts will require data sharing between transit, ridesharing, bike sharing, ticketing, parking, real-time traffic, map data, and any future transportation services to route a traveler to their destination on a variety of modalities. Open data allows rapid entrepreneurial innovation and complimentary mobile app development.

The Government of Alberta aims for open access to the data it collects, where this is cost-effective and consistent with privacy concerns, including data collected by Alberta Transportation.

V2V and V2I rely on open data formats that allow vehicle manufacturers and 3rd party developers to send and receive information. Open data sharing between vehicles, authorities, and private businesses will increase transparency and reliability of transportation data, resulting in faster routes for commercial deliveries, fewer accidents, and less congestion.

Takeaways:

- Governments are encouraging open standards where possible; and
- Open data allows for private sector value to be added to the investment already made by Cities.

3.3.3 Data Warehousing, Business Intelligence, Analytics

Data warehousing is more than a repository of raw data from users and devices. It also includes third party data (as allowed) and other civic/public data that together might provide useful data insights. The stakeholders who are running reports or generating analytics should clarify what sources and granularity of data they require now and in the future, so data fields can be aggregated and stored in 5-minute, hourly, or daily increments as needed. It is appropriate to understand data visualization requirements and ensure all data sources are captured at similar frequencies to enable insightful transportation research, management, and performance measurement. For example, the BC Ministry of Transportation and Infrastructure traffic engineers review traffic congestion information stored per detector in 5 minute aggregate intervals.

With the broader more affordable deployment of internet and private network sensors, known as Internet of Things (IoT) sensors, as well as third party and crowd-sourced data being collected, there is significantly more information available to operators and planners than there ever was before. In addition to this, there is significant investment being made in business intelligence and analytics tools that allows for ingestion and analysis of large amounts of data to assist in real-time decision making.

Private sectors companies driven by a need for more efficient and safe operations are turning to business intelligence technologies to ingest data from multiple sources including both private and public sector sources such as Waze, public open data, and social media to better predict service needs, disruptions and transportation modes/routes. Ride hailing companies such as Uber are able to use real-time traffic data, crowd source data, transit disruptions, major event schedules and social media feeds to better predict the needs of their customers and where additional services may be required.

Data warehousing can help provide key inputs to both private sector and public sector Business intelligence and analytics tools. The data warehouse should support the business strategies of the stakeholders.

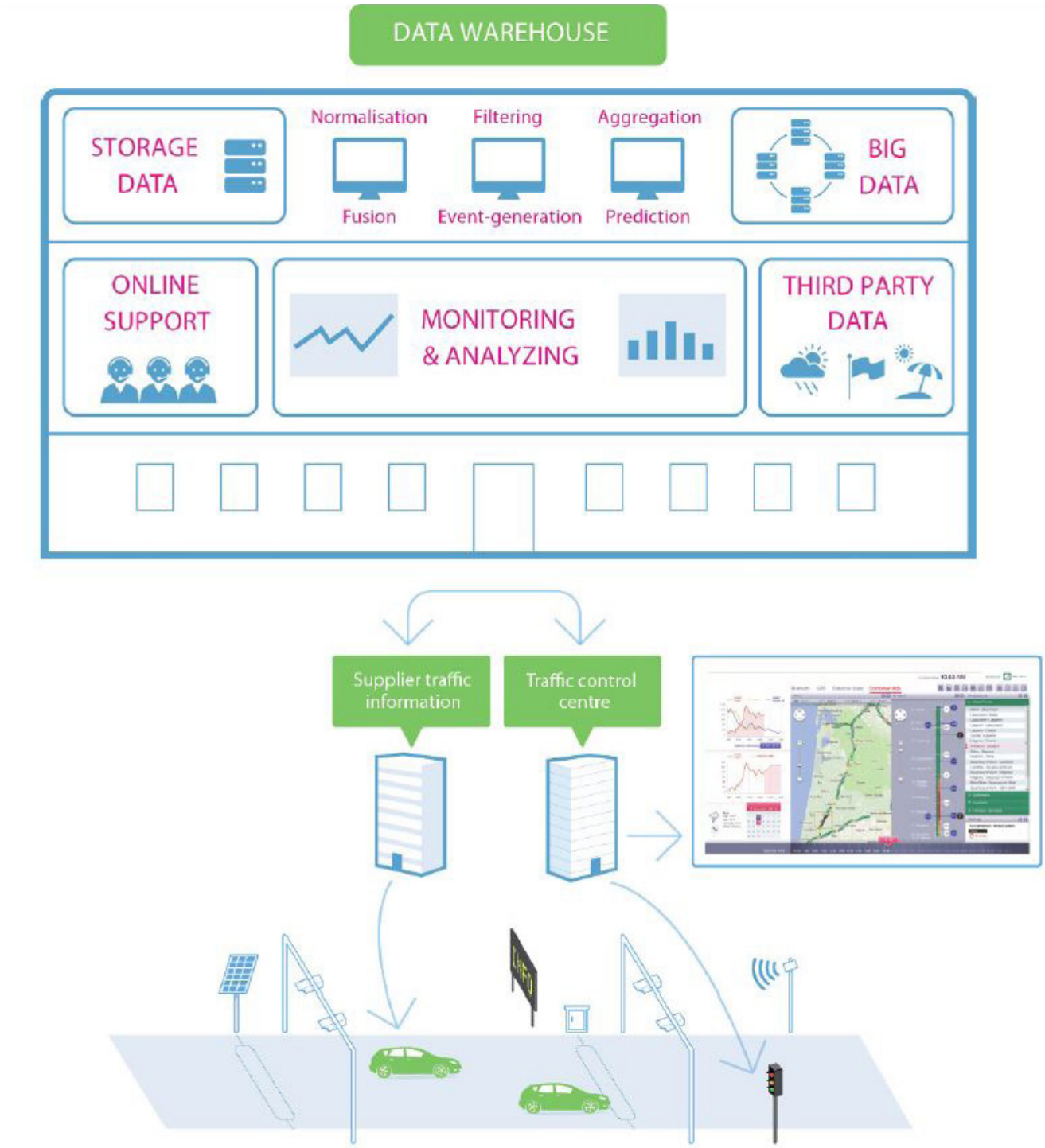
Minnesota DOT ITS planners identified seven key principles for managing data and information system investments:

1. Data will be managed as state assets;
2. Data quality will fit its purpose;
3. Data will be accessible and shared as permitted;
4. Data will include standard meta data;
5. Data definitions will be consistently used;
6. Data management is everybody's responsibility; and
7. Data shall not be duplicated.

Takeaways:

- Open data can support the business strategies of the stakeholders;
- Public and private data together with powerful business intelligence and analytics can add significant value to mobility services; and
- Business intelligence and analytics are tools of the future that can drive more value from major mobility infrastructure investments.

Exhibit 3.5: Benefits of a Data Warehouse



3.3.4 Telecommunications Infrastructure and Services

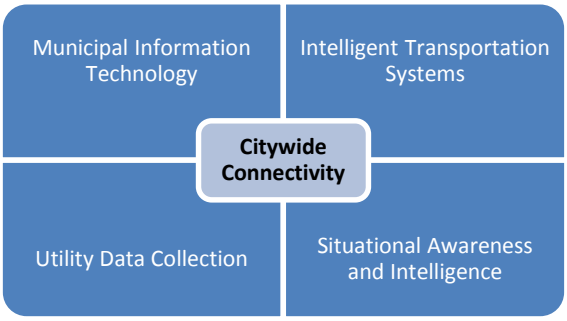
The increase in the deployment of connected sensor and control technologies throughout a city comes with an increased expectation on reliable telecommunications services. These services include both low speed telecommunications for simple control and monitoring to high speed required to support video based solutions.

One solution to support telecommunications needs is through the service providers that can deliver wireless services, largely through existing infrastructure (i.e. SaskTel, Bell, Rogers). In the future, there will be additional service offerings through what is known as 5G technology that will enable broadband services to a large number of low powered IoT devices. While the mobile technology service offering promises to be a good option for ITS in the future, the reality is still that for areas with a higher density of devices, fibre optic infrastructure is the best recommended future proofed strategy.

Another challenge that presents itself for many Cities is that the business case for private sectors to build the infrastructure to support the telecommunication needs for City departments simply is not viable. As a result, many cities and departments are resorting to build their own systems to support their needs. This includes both fibre optic and wireless technologies. The Cities that are more advanced and are taking a Smart City approach to telecommunications are building networks that support the needs of all departments and other agencies to build more cost effective and efficient solutions. This often takes the form of starting with a larger City telecommunications strategic plan and building out a hybrid fibre optic and wireless network solution that may have a tie in with the telecommunications providers. This often gets built out over time, sometimes in conjunction with other infrastructure projects.

Some cities have adopted a “Dig Once” policy, which requires any road, sidewalk, or utility work to include fibre optic cable conduits as an accessible utility corridor. This reduces broadband costs, expands the core fibre optic network, and reduces future traffic disruptions that might occur if this infrastructure is placed in a more ad hoc manner.

Telecommunications infrastructure investments and data can be shared across other City or regional departments when mutual goals converge, such as transit, utilities, security, and environment. All recent ITS Strategic Plans have fibre conduit expansion priorities. Fire, Ambulance, and Police vehicles often share coordination of traffic signal pre-emption communication strategies.



The City of St. Albert, Alberta, as part of the Smart Cities Master Plan, realized the need for and developed a Municipal Area Network Plan that supported Smart Cities, the department specific needs, as well as the needs of residents and businesses. The plan evaluated the current state of commercial network services in the City of St. Albert, provided guidance on network architecture and ownership options as well as provided reference examples of other municipalities through case studies. The plan identified and is now implementing a core fibre optic backbone that is supporting the short and longer term needs of ITS including future connected vehicle options as well as the needs of other departments. Because of the geographic spread of ITS, it has become the core driver of the infrastructure.

Takeaways:

- All stakeholders are interested in more telecommunications infrastructure;
- Private sector will play an increasing role however the city may need to invest in core infrastructure to meet their needs; and
- Significant coordination and planning is required.

3.3.5 Private Sector Delivery & Hosted Solutions

Because private sector business cases for new technology did not previously exist, Cities invested in and implemented many infrastructure based solutions. These included vehicle detection stations for counting and classifying traffic, weather monitoring, central traffic management system solutions, video image based monitoring systems as well as the central server and storage infrastructure and support services required for the technology. Based on new emerging business models, lower cost technology as well as social based platforms, companies are now offering hosted models where cities and consumers can purchase services on a monthly basis hosted by the vendors that utilizes data from multiple sources and provides real and historical data and can benefit the City operations with minimal infrastructure investment.

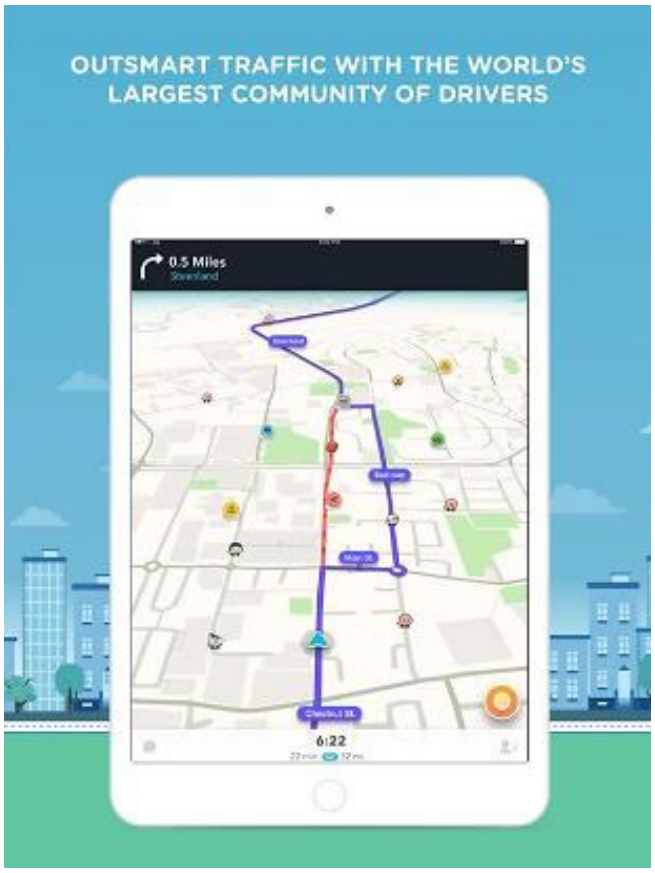
As an example, the City of Winnipeg has established a relationship with Waze to collect and share real-time traffic information with the City and the public leveraging the data collected by the drivers on the road who are impacted by the road and traffic conditions and by the City's own operational decisions. The intent is for the information sharing to lead to smoother flowing traffic as well as real-time traffic information for Winnipeg drivers so they can make better decisions on their commute. By using the Waze app, Winnipeg drivers can share and receive anonymous traffic information from the Winnipeg Traffic Management Centre to assist them with deciding which routes to take and which routes to avoid.

This model reduces the need for technical infrastructure, hosting and technical staff resourcing by the City while benefiting the private sector supplier. Alberta Transportation is moving towards a hosted service based model for the traveller information system that will leverage real-time data sets from multiple private sector resources that will require minimal infrastructure to implement and operate.

Municipalities should balance the benefits of in-house data management, traffic information systems management, transit information, and any other ITS User Service versus the cost of deployment, and ongoing O&M.

Takeaways:

- Monitor the availability of and consider leveraging existing privately available services; and
- Consider the benefits of an ITS public-private partnership.



3.3.6 Smart City Operations Centres

While coordination with other agencies and departments seems like an obvious goal, it is often more challenging in reality from the perspective of changing the past ways of operating, particularly in larger organizations.

Smart Cities Operations Centres are able to benefit from large amounts of information shared between traditionally separate institutions like Traffic, Fire, Police, Utilities, etc. A Smart Cities Operation Centre has the mandate and ability to share data and resources, improving overall situational awareness and response to changing operating conditions and events. This approach has proven to be cost-effective for municipalities. Small to medium sized organizations that have difficulty justifying operational centres for smaller individual departments are able to pool operational and capital funding resources to build and operate effective operational centres with higher level functionality and situational awareness compared to smaller separately operated units.

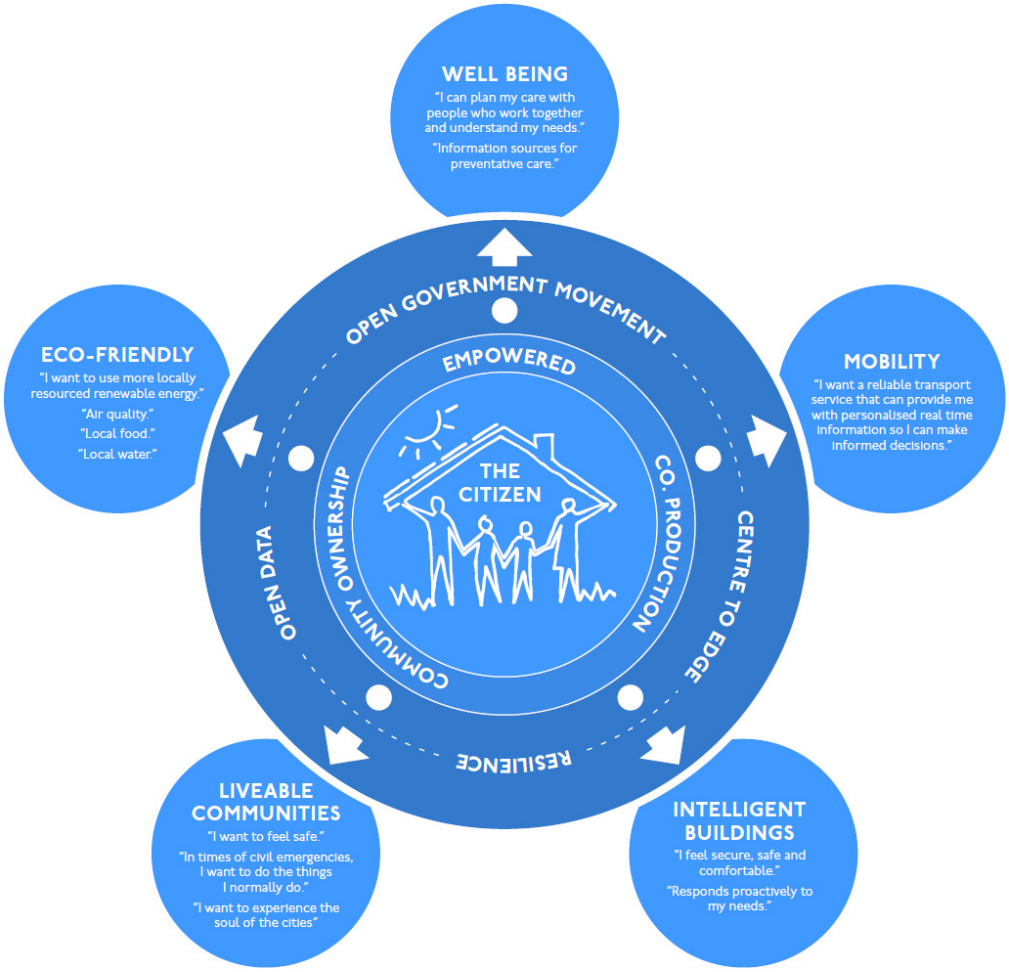
Supported by a Smart City strategy and now implementation, Bristol City, UK has implemented its new Bristol Operations Centre (BOC), within one of its landmark buildings in the heart of the city centre. The BOC includes an initial offering of co-location of services, including Wellbeing (assisted and integrated care delivery), Safety and Security (alarm monitoring and event management), Mobility (integrated network management in real-time and off-line), and Customer Services (out of hours call handling). The delivery of an open-architecture, integrated and centralized platform for delivering municipal services will foster innovation and collaboration between public service providers and departments as well as with the academic and business community. Based on the strategy and follow-up implementation, in the fall of 2017 Bristol surpassed London as UK's smartest city as determined by the second annual UK Smart Cities Index from Navigant Consulting.

Some Operational Centres also offset costs by generating additional revenue by providing collocated space or offering additional monitoring and response services such as after-hours phone support for 311, Parks, Utilities, or other departments. The City of Calgary Traffic Management Centre generates revenue from the province in exchange from monitoring a portion of the provincial highway network that passes through the City (Highway 2) and from other City departments that rely on infrequent 24/7 dispatch capacity. In Vancouver this includes monitoring bridge and tunnel security for vehicles and pedestrians, and in Medicine Hat this includes 911 dispatch for surrounding communities.

Takeaways:

- A municipal operation centre can serve multiple stakeholder groups, share data, reduce operational costs and improve situational awareness and response to incidents.

Exhibit 3.6: Bristol Smart Cities Open Government Movement



4 ITS Vision

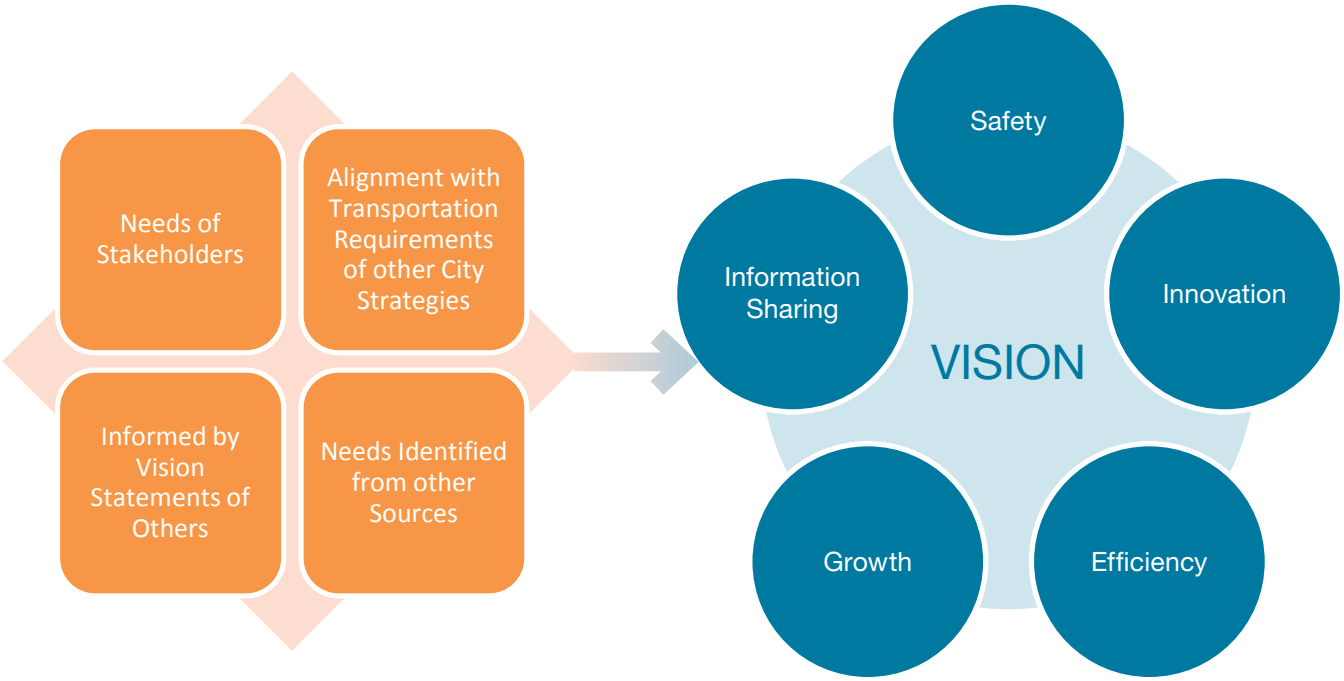
While the stakeholders' needs and the supplied documents were the main inputs used for creating the vision statements, Needs expressed from other local sources as well as the vision statements of other agencies were used to verify the direction.

The four main input strata for the ITS Vision Statement were:

- Needs of Stakeholders;
- Alignment with Transportation Requirements of other City Strategies;
- Informed by Vision Statements of Others; and
- Needs Identified from other Sources.

The five main themes that fueled the ITS Vision Statement were derived from the Background Review and Emerging Trends deliverables were:

- Safety;
- Innovation;
- Efficiency;
- Growth; and
- Information Sharing.



Draft vision statements were prepared and reviewed with the steering committee. The agreed upon vision statement was concluded to be:

"Invest strategically in innovations that maximize public safety and efficiency, encourage all modes of transportation, and support our region's growth through improved information access and network adaptability."

5 ITS Goals and Key Performance Indicators

Based on the needs, existing conditions and vision statement eight specific goals were developed to support the needs for the City of Saskatoon. The goals were established such that they were specific, measurable and clear.

The Goals for the City of Saskatoon ITS strategy are:

A. Improve transportation flexibility (improving the mode split).

B. Reduce travel times along major corridors.

C. Improve emergency response efficiency.

D. Improve transit schedule adherence.

E. Manage commercial vehicle movements to preserve road infrastructure.

F. Mitigate impacts of train-road crossing disruptions.

G. Improve access to traveler information.

H. Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes.

The following is a breakdown of the goals and how they support the needs' themes as well as the potential KPIs that can be utilized to measure progress. Note that baselining of KPIs early in the program will help to measure the success of the objectives and projects developed as part of the strategy.

KPIs can be derived from existing data sources, requested from third parties or municipal colleagues, or may require infrastructure built to measure these indicators. If the City of Saskatoon Planning Department conducts an annual opinion survey that contains many KPIs relevant to your goals, is this frequent enough or is there a benefit to conducting this monthly?

For example, average travel times is a KPI typically measured by installing a Bluetooth travel time system, which might have capital and O&M costs. On the other hand, it is easy to obtain the KPI for the Number of Train/Vehicle Collisions from the Saskatoon Police.

A preliminary table of KPIs is included in **Appendix A**.

5.1 Goal 1: Improve transportation flexibility

An important aspect of the Growth Plan for the City of Saskatoon is to provide infrastructure and land use regulation to promote many modes of travel. With increased access to information and shared everything,

KPIs related to this goal:

Mode Shift:

- Percentage of commuters using non-single-vehicle/single-driver modes;
- Transit ridership as volume per day;
- Bike route kms of travel (or other bicycle count strategies);
- Pedestrian kms of travel (or other pedestrian count strategies); and
- Ride share usage person - kms of travel.

Traveller Satisfaction:

- Customer satisfaction through survey instruments.

Needs' Themes	
Innovation	✓
Safety	
Efficiency	
Growth	✓
Information Sharing	✓

5.2 Goal 2: Reduce travel times along major corridors

Commute times are extended by congestion, incidents, and other obstacles, which lead to dissatisfaction, pollution, and even secondary incidents. Travel times can be reduced with route information being shared to travelers, more efficient transit, and reduced incidents.

KPIs related to this goal:

- Change in number and duration incidents per vehicle km;
- Average travel times for major routes at peak times;
- Transit route travel times for major routes at peak times; and
- Fuel and/or energy used weekly for fleet vehicles.

Needs' Themes	
Innovation	✓
Safety	✓
Efficiency	✓
Growth	
Information Sharing	

5.3 Goal 3: Improve emergency response efficiency

Intelligent Transportation Systems can greatly assist the response time for emergency vehicles by bringing traffic flow awareness to the dispatcher and by clearing the route ahead of the emergency vehicles.

KPIs related to this goal:

- Percentage of emergency services delivered within minimum threshold time (or variance from thresholds);
- Emergency route travel times for major routes;
- Fuel and/or energy used weekly for fleet vehicles; and
- Travel delay time introduced by train movements.

Needs' Themes	
Innovation	✓
Safety	✓
Efficiency	✓
Growth	
Information Sharing	

5.4 Goal 4: Improve transit schedule adherence

Intelligent Transportation Systems can assist the travel time and schedule adherence for transit vehicles by bringing traffic flow awareness to the dispatcher and by providing transit bypass lights at intersections.

KPIs related to this goal:

- Percentage of transit trips on schedule; and
- Transit route trip time reliability and variance from schedule.

Needs' Themes	
Innovation	✓
Safety	✓
Efficiency	
Growth	✓
Information Sharing	

5.5 Goal 5: Manage commercial vehicle movements to preserve road infrastructure

Commercial vehicles should be monitored and guided through the city on routes that minimize their travel time to reduce pollution costs and deliver goods in a timely manner. Commercial vehicles should also be directed to use roads that are configured and maintained to accommodate heavy, oversize or dangerous loads.

KPIs related to this goal:

- Average travel times for major routes at peak times; and
- Percentage of commercial traffic adhering to heavy load restrictions.

Needs' Themes	
Innovation	✓
Safety	
Efficiency	✓
Growth	
Information Sharing	

5. 6 Goal 6: Mitigate impacts of train-road crossing disruptions

Train crossings within the city are unpredictable and cause long delays. Intelligent Transportation Systems provide solutions to bring train awareness and information to travelers who can navigate this obstacle.

KPIs related to this goal:

- Travel delay time introduced by train movements;
- Secondary incidents or collisions due to train disruptions; and
- Number of train/vehicle collisions.

Needs' Themes	
Innovation	✓
Safety	✓
Efficiency	✓
Growth	
Information Sharing	

5.7 Goal 7: Improve access to traveler information

An informed traveler can change their route, their departure time, or their mode of travel based on their up-to-the-minute real-time needs. Route, incident, construction, and other relevant information can be delivered via many media through ITS.

KPIs related to this goal:

- Percentage of arterial and freeway road network covered by websites offering traffic and travel information;
- Number of uses of websites and apps that offer traveler information;
- Number of vehicles connected to the infrastructure providing real time data (i.e. connected vehicle); and
- Positive Traveler Opinion Surveys.

Needs' Themes	
Innovation	✓
Safety	✓
Efficiency	✓
Growth	
Information Sharing	✓

5.8 Goal 8: Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes

Cities benefit from sharing resources and information and not duplicating efforts.

KPIs related to this goal:

- Number of types of information sources that impact travel decisions available on all delivery channels (includes internal and 3rd party sources);
- Number of 3rd party applications that access the data through open data; and
- Positive Opinion Surveys.

Needs' Themes	
Innovation	✓
Safety	
Efficiency	
Growth	✓
Information Sharing	✓

6 Proposed ITS Projects

6.1 Technology that supports ITS

The projects identified in this section reference and include a number of unique technologies that support ITS. These technologies would be integrated into the projects and further refined through the project development. These technologies are provided here for reference and understanding as they are included in the proposed projects.

APIs	An accessible interface to a software environment that creates a secure custom handshake between data sources. APIs are usually packages of functionality that add many features to a project without having to write everything from scratch.
ATMS	An Advanced Traffic Management System is a software platform that combines traffic surveillance inputs from cameras and sensors with lane management and signal controls.
AV	Automated vehicles are capable of self-driving. The US Department of Transportation's National Highway Traffic Safety Administration has designated 5 levels of autonomy, from Level 0 meaning no AV control, to Level 2 which includes cruise control and lane centering, to Level 5 which is a fully autonomous vehicle driving in all circumstances.
Bike Share Technology	Publicly shared bicycles which can be rented for a short term and either returned to a dock or returned to the inventor of a dockless queue. Apps handle locating, unlocking, and fee processing of bikes.
CV	To enhance safety, vehicles can communicate with other vehicles, roadside infrastructure, the cloud, pedestrians, or anything. Information about road conditions ahead could be relayed to CV-equipped vehicles, in-dash displays (or audio system interrupts), or prompt with automated response.
CCTV	Roadside pan-tilt-zoom cameras are used by TMC operators to confirm incidents and clearance.
Data Warehousing	One of the key outputs of a Data Warehouse is business intelligence reporting. The data warehouse is the central repository for all traffic information that supports the operations and reporting needs of a TMC and stakeholders. An aggregated average of data might be the data of record for a source.
Environmental detection	Road and weather sensors can detect wind speed, visibility, traction, temperature, humidity, etc. to provide information for TMC operators or algorithms to recommend reduced speeds or initiate de-icing mitigation.
Lane control and management signals	On corridors or bridges where traffic flow has peak period volume, central lanes can reverse direction by means of overhead signs or gates.
Loop based detection	Inductive loops consist of wires embedded in the asphalt to detect traffic movements in a lane.
MaaS	Mobility as a Service is a technology platform that supports trip planning for travel on public or private shared transportation, including transit, Uber, shared bicycles, and any connected modality.
Open Data	Open Data refers to a freely accessible data repository which can be shared across departments and with the public.
Probe Data	City fleet vehicles equipped with GPS or electronic tags which passively and continuously measure travel time, speed and location.
Radar and microwave detection	Roadside sensors that capture traffic volume, speed, and vehicle type, usually per lane.
Telecommunications networks	Cellular, fibre, and wifi networks that are shared or bespoke and suitable for a high volume of traffic data.
Variable speed signs	Centrally controlled roadside (or suspended) speed signs that can be adjusted to control traffic speed based on travel conditions.

6.2 Proposed ITS Projects

The projects described in this section cover a wide range of needs that can be addressed with ITS investment by the City of Saskatoon. The benefits of this investment will be faster travel times along major routes, fewer freight train interruptions, more traveller information and support for diverse travel mode choices.

Each project is supported by one or more of the City's ITS Strategic Goals, and can be measured by discrete Key Performance Indicators (KPIs) that require technology investment. This section presents the projects proposed that the City should focus on in the short and long term. Additional details are provided in the following sections for each near term project in terms of the priority, sequencing, time frames and high level steps and budget to implement. Budget ranges are provided to indicate the level of capital and operational resources required. Each project is provided as a template which includes stakeholders, goals, KPIs, etc., and these are included below as a reference.

PROJECT 1 - TRAFFIC MANAGEMENT

DESCRIPTION	LOCATION
The purpose of this project will be to implement traffic management system technologies that support traffic flow monitoring, incident management, and traffic control. This will include probe based traffic flow monitoring for network-wide conditions, CCTV monitoring at hot-spots and congestion points, integration with NTCIP compliant traffic signal controllers for the implementation of response plans based on traffic monitoring information and incident/special events. The traffic management system will also include interfaces to the City's traveller information systems for information dissemination and conditions reporting.	• Probe based monitoring; network wide • CCTV monitoring at hotspots and congestion points • ATMS hardware/software/APIs at City's TMC

TIMELINE

2019 2020 2021 2022 2023 2024 2025 2026 2027

STAKEHOLDERS	GOALS SUPPORTED
• City of Saskatoon Traffic Operations • Saskatchewan Ministry of Highways and Infrastructure • Police and Emergency Services	✓ Reduce travel times along major corridors ✓ Improve emergency response efficiency ✓ Improve access to traveller information

KPIs	ENABLING SERVICE PACKAGES
• Change in number and duration incidents per vehicle km • Average travel times for major routes at peak times • Fuel and/or energy used weekly for fleet vehicles • Number of vehicles connected to the infrastructure	• ATMS01 Network Surveillance • ATMS08 Traffic Incident Management System • ATMS02 Traffic Probe Surveillance • ATMS03 Surface Street Control • ATMS08 Traffic Information Dissemination

IMPACT OF FUTURE TRENDS	TECHNOLOGY
AI: Low Impact | Longer Term **C/AV:** Medium Impact | Longer Term **5G:** High Impact | Medium Term	• Probe Data • CCTV • ATMS • APIs • Open Data • Lane Control • Radar and Microwaves

OVERALL INDICATORS	COSTS
Cost: Medium **Technological Barriers:** Low **Institutional Barriers:** Low	(Task 9)

PRIORITY	DEPENDENT PROJECTS
(Task 9)	(Task 9)

Ten ITS projects have been identified that support Saskatoon's needs and goals of today and the next 10 years. The projects include:

Project 1 - Rail Crossing Information System (RCIS)
Project 2 - Data Warehouse
Project 3 - Traffic Management
Project 4 - Traveller Information
Project 5 - Emergency Traffic Management
Project 6 - Transit Priority
Project 7 - Expanded Data Collection
Project 8 - Support Integrated Multi-Modal Trip Planning
Project 9 - Mobility as a Service
Project 10 - Integrated Corridor Management

The following pages include single sheet project descriptions of each project that include:

DESCRIPTION: Description of the project

LOCATION: Where in the City or what types of corridors may be applicable for the project?

TIMELINE: Estimated duration of the project (to be revised as part of the implementation planning in the next tasks).

STAKEHOLDERS: Specific stakeholders that would have an interest, input or lead the project.

GOALS SUPPORTED: What previously identified goals are supported by the project?

KPIs: Key performance indicators that will help to measure the success and value of the project.

ENABLING SERVICE PACKAGES: Relevant service packages from the ITS Architecture for Canada.

IMPACT OF FUTURE TRENDS: Relative potential impact the future technology and trends might have on how and what is implemented in the project.

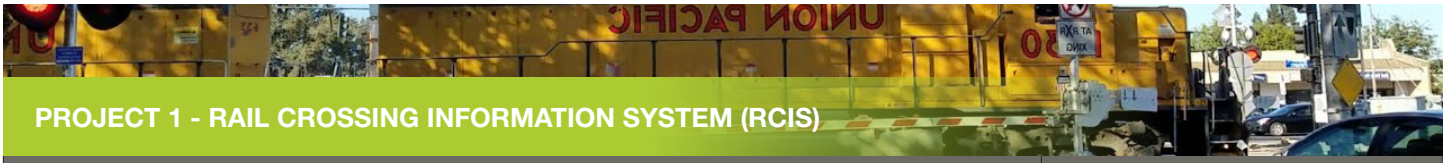
TECHNOLOGY: Type of technology expected to be implemented or leveraged.

OVERALL INDICATORS: How cost, technology and institutional barriers might influence the project.

COSTS: High level budgets for capital as well as operations and maintenance.

PRIORITY: Early win, short and long term.

DEPENDENT PROJECTS : What other projects is this project dependent upon for implementation and realizing the full benefit?



PROJECT 1 - RAIL CROSSING INFORMATION SYSTEM (RCIS)

DESCRIPTION	LOCATION
The purpose of this project will be to implement a Rail Crossing Information System (RCIS) that helps mitigate the impacts of at-grade rail crossings along busy corridors. The RCIS would use sensors to measure the speed and length of trains approaching intersections to estimate the arrival time and blockage duration at downstream intersections using a central software and algorithm. The information would then be disseminated using Roadside Dynamic Message signs (DMS) in advance of the intersections, and via web and mobile push notifications. Traffic signals would respond to the event by implementing queue clearing recovery sequences. Prerequisite to the design of the RCIS, a study would need to be undertaken to identify problem at-grade crossings, impacts and benefits of such a system. The study would also include functional requirements and a Concept of Operations outlining high-level requirements of the system in terms of sensors, number of DMS, etc.	• Critical transportation corridors with one or more at-grade rail crossings • Specific locations to be determined based on delays identified by travel time data

TIMELINE

2019 — 2020 — 2021 — 2022 — 2023 — 2024 — 2025 — 2026 — 2027

STAKEHOLDERS	GOALS SUPPORTED
• Transportation • Applicable Rail Authority • Transit / Bus Rapid Transit (BRT) Team • Corporate Performance - IT • EMO • Saskatoon Police • Saskatoon Fire	✓ Mitigate impacts of train-road crossing disruptions ✓ Reduce travel times along major corridors ✓ Improve access to traveller information
KPIs	**ENABLING SERVICE PACKAGES**
• Average delay at crossing	• ATMS13 Standard Railroad Grade Crossing • ATMS06 Traffic Information Dissemination • ATIS01 Broadcast Traveller Information • EM02 Emergency Routing
IMPACT OF FUTURE TRENDS	**TECHNOLOGY**
AI: High Impact | Medium Term **C/AV:** High Impact | Medium Term	• Sensor and algorithmic based systems for measuring train speed and length to predict crossing durations • DMS • Central hardware/software
OVERALL INDICATORS	**COSTS**
Cost: Medium **Technological Barriers:** Low **Institutional Barriers:** Medium	• Capital: $260,000 - $350,000 • O&M: $1500-$4000 / month
PRIORITY	**DEPENDENT PROJECTS**
• Early Win	• Partial Dependency: Data Warehouse

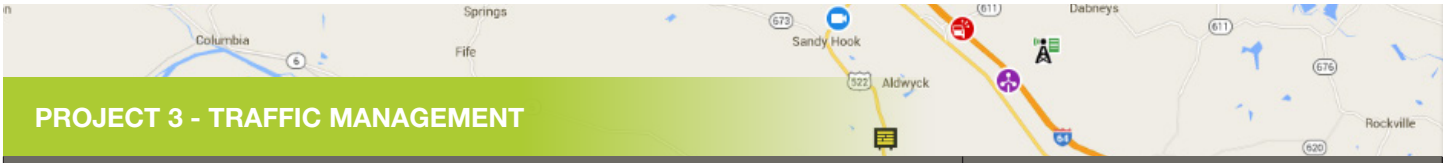
PROJECT 2 - DATA WAREHOUSE

DESCRIPTION	LOCATION
The purpose of this project will be to develop and deploy a system that will collect and manage the existing and future transportation data for Saskatoon. Having all data managed in a central location will help to ensure timely and accurate information is available for all operational and planning decision making in the City. As the City begins to deploy more systems and collect more information it will be important to ensure that the data is structured according to the data warehouse standards including data format, quality control and retention requirements. Data from the warehouse will assist the City in meeting the objectives of the other ITS projects and provide a solid framework for sharing of data with other agencies and private sector service providers. The warehouse will be able to leverage existing data sets from the City and be in alignment with other GIS and data collection initiatives. As the data sources grow the various stakeholders will be able to conduct data mining, analytics and be able to assist with the performance indicators monitored through the other projects. The starting point for the Data Warehouse project is to develop an overall system architecture and approach that integrates with the other city data strategies. The initial task will be to conduct a data audit that will identify the existing and near term data sources allowing for the development of the architecture, standards and policies enabling the specification and procurement of the necessary system or services.	• Hardware/ Software/APIs at City's TMC • Offsite Backup

TIMELINE

2019 — 2020 — 2021 — 2022 — 2023 — 2024 — 2025 — 2026 — 2027

STAKEHOLDERS	GOALS SUPPORTED
• Corporate Performance - IT	✓ Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes ✓ Improve access to traveller information
KPIs	**ENABLING SERVICE PACKAGES**
• Number of types of information sources that impact travel decisions available on all delivery channels (includes internal and 3rd party sources) • Number of 3rd party applications that access the data through open data	• AD1 ITS Data Mart • AD2 ITS Data Warehouse • AD3 ITS Virtual Data Warehouse • ATMS09 Traffic Forecast and Demand Management • MC03 Road Weather Data Collection • ATIS06 Transportation Operations Data Sharing
IMPACT OF FUTURE TRENDS	**TECHNOLOGY**
AI: Medium Impact | Longer Term	• APIs • Open Data • Data Warehousing
OVERALL INDICATORS	**COSTS**
Cost: Medium **Technological Barriers:** Medium **Institutional Barriers:** Medium	• Capital: $310,000 - $620,000 • O&M: $2000 - $5000 / month
PRIORITY	**DEPENDENT PROJECTS**
• Short Term	• Dependent Project: Traffic Management • Partially Dependent: Traveller Information



PROJECT 3 - TRAFFIC MANAGEMENT

DESCRIPTION

The purpose of this project will be to implement traffic management system technologies that support traffic flow monitoring, incident management, and traffic control. This will include probe-based traffic flow monitoring for network-wide conditions, CCTV monitoring at hot-spots and congestion points, integration with NTCIP compliant traffic signal controllers for the implementation of response plans based on traffic monitoring information and incident/special events. The traffic management system will also include interfaces to the City's traveller information systems for information dissemination and conditions reporting. This project will leverage the existing central systems ATMS upgrade that are underway as part of the traffic signal system improvements. The work will primarily focus on implementation of the field systems referenced above to enable improved traffic flow through the existing systems.

LOCATION

- ATMS hardware/software/APIs at City's TMC
- CCTV monitoring at hotspots and congestion points
- Probe-based monitoring; network wide

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS

- Transportation
- Corporate Performance - IT
- Saskatoon Police and Emergency Services
- Saskatoon Transit
- Saskatchewan Ministry of Highways and Infrastructure

GOALS SUPPORTED

- ✓ Reduce travel times along major corridors
- ✓ Improve emergency response efficiency
- ✓ Improve access to traveller information

KPIs

- Change in number and duration incidents per vehicle km
- Average travel times for major routes at peak times
- Fuel and/or energy used weekly for fleet vehicles
- Number of vehicles connected to the infrastructure

ENABLING SERVICE PACKAGES

- ATMS01 Network Surveillance
- ATMS08 Traffic Incident Management System
- ATMS02 Traffic Probe Surveillance
- ATMS03 Surface Street Control
- ATMS06 Traffic Information Dissemination

IMPACT OF FUTURE TRENDS

AI: Low Impact | Longer Term
C/AV: Medium Impact | Longer Term
5G: High Impact | Medium Term

TECHNOLOGY

- Probe Data
- CCTV
- ATMS
- APIs
- Open Data
- Lane Control
- Radar and Microwaves

OVERALL INDICATORS

Cost: Medium
Technological Barriers: Low
Institutional Barriers: Low

COSTS

- Capital: $1,350,000 - $3,050,000
- O&M: $3,000 - $10,000 / month

PRIORITY

- Short Term

DEPENDENT PROJECTS

- Partially Dependent: Data Warehouse, Expanded Data Collection

PROJECT 4 - TRAVELLER INFORMATION

DESCRIPTION	LOCATION
The purpose of this project is to provide more information to motorists to allow for better decision making about their travel both during their trip and as part of pre-trip planning. This project will make multi-modal data available for travellers through multiple methods including traditional websites, mobile friendly applications and through open data sets that allow for third party agencies and application developers to access and provide data to the public through their own products. Information collected for use will come from multiple sources including sensors, detectors and third party data subscription services making this project dependent on the other data collection projects and the data warehouse project. The starting point for this project will be to assess and review the data sources available and determine the most appropriate procurement and operational model for a City delivered mobile and web system. Based on the technologies and vendors available it is likely that a City-led outsourced and hosted model will be most appropriate.	• City-wide • Commuter freeway corridors seeing increased congestion and lower safety performance • BRT Corridors • Railroad crossing corridors

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

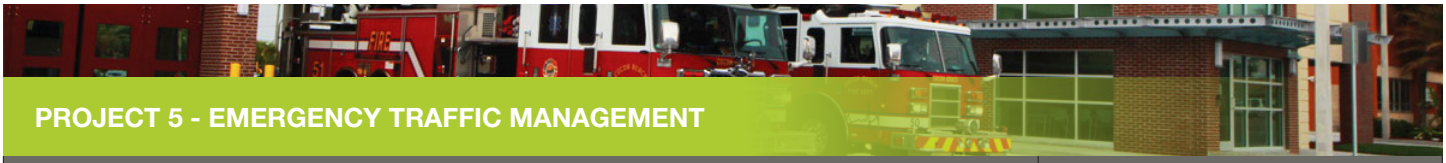
STAKEHOLDERS	GOALS SUPPORTED
• Corporate Performance - IT • Saskatoon Fire • Saskatoon Police Service • Saskatoon Transit • Service Saskatoon	✓ Improve access to traveller information

KPIs	ENABLING SERVICE PACKAGES
• Average travel times for major routes at peak times • Percentage of arterial and freeway road network covered by websites offering traffic and travel information • Number of uses of websites and apps that offer traveller information • Customer satisfaction through survey	• ATIS01 Broadcast Traveller Information • ATIS02 Interactive Traveller Information • ATIS05 ISP Based Trip Planning and Route Guidance • ATIS06 Transportation Operations Data Sharing • ATIS09 In Vehicle Signing • ATIS10 VII Traveller Information

IMPACT OF FUTURE TRENDS	TECHNOLOGY
IoT: High Impact | Medium Term **C/AV:** High Impact | Medium Term **AI:** High Impact | Medium Term	• Central Hardware & Software • APIs • Open Data • Variable Speed Signs

OVERALL INDICATORS	COSTS
Cost: Medium **Technological Barriers:** Low **Institutional Barriers:** Low	• Capital: $1,100,000 - $3,200,000 • O&M: $10,000 - $20,000 / month

PRIORITY	DEPENDENT PROJECTS
• Short Term	• Partially Dependent: Data Warehouse, Traffic Management



PROJECT 5 - EMERGENCY TRAFFIC MANAGEMENT

DESCRIPTION	LOCATION
The purpose of this project will be to follow an integrated approach for deploying emergency pre-emption capabilities along key corridors. Key intersections along emergency response routes will be equipped with detection equipment necessary to detect approaching emergency vehicles; upon detection an interface with the traffic signal control system will be used to pre-empt the traffic signal phase in order to provide priority for the approaching emergency vehicle.	• Key intersections along emergency response routes determined by travel time response data

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS	GOALS SUPPORTED
• Saskatoon Fire • Saskatoon Police • EMO • Transportation • Corporate Performance - IT	✓ Improve emergency response efficiency

KPIs	ENABLING SERVICE PACKAGES
• Emergency vehicle travel times	• EM02 Emergency Routing • ATMS08 Regional traffic Management

IMPACT OF FUTURE TRENDS	TECHNOLOGY
5G: Low - Medium Impact | Medium Term **AI:** Low Impact | Longer Term **C/AV:** Low Impact | Medium Term	• Emergency Vehicle Detection • Centralized Signal Pre-emption Systems • Connected Vehicle Technology • ATMS • CV • Telecommunication • VSLS

OVERALL INDICATORS	COSTS
Cost: Medium **Technological Barriers:** Low **Institutional Barriers:** Medium	• Capital: $160,000 - $300,000 • O&M: $2,000 - $4,000 / month

PRIORITY	DEPENDENT PROJECTS
• Short Term	• Partially Dependent: Data Warehouse, Traffic Management

PROJECT 6 - TRANSIT PRIORITY

DESCRIPTION	LOCATION
The purpose of this project will be to implement traffic signal priority technologies that enable buses to receive priority at signalized intersections, for the purpose of reducing time stopped at signals and improving overall trip time reliability. The primary focus of this project will be to support the BRT initiatives already underway and make sure that (from an ITS perspective) the design of the transit priority system considers integration with AVL/location monitoring, and with the city's new traffic signal controllers. Additional corridors and bus routes could be added to expand the transit priority beyond the BRT corridors in the future.	• BRT Corridors • Other frequent transit routes affected by traffic signals

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS	GOALS SUPPORTED
• Transit / BRT Team • Transportation • Corporate Performance - IT	✓ Improve transit schedule adherence ✓ Improve transportation flexibility (improving the mode split)
KPIs	**ENABLING SERVICE PACKAGES**
• Transit route trip time reliability and variance from schedule • Transit route travel times for major routes at peak times	• APTS01 Transit vehicle Tracking • APTS06 Transit Fleet management • APTS09 Transit Priority
IMPACT OF FUTURE TRENDS	**TECHNOLOGY**
AI: Medium Impact | Medium Term **IoT:** Medium Impact | Longer Term **C/AV:** High Impact | Longer Term	• AVL • ATMS • CV • Centralized Transit Signal Priority Systems • Connected Vehicle Traffic Signal Systems
OVERALL INDICATORS	**COSTS**
Cost: Medium **Technological Barriers:** Medium **Institutional Barriers:** Low - Medium	• Capital: $210,000 - $350,000 • O&M: $2,000 - $4,000 / month
PRIORITY	**DEPENDENT PROJECTS**
• Short Term	• Partially Dependent: Data Warehouse, Traffic Management

PROJECT 7 - EXPANDED DATA COLLECTION

DESCRIPTION

The Expanded data collection project will establish a program of transportation related data collection that will support other projects both from a planning and operations perspective. Some other projects will have specific data collection requirements that may be initiated in advance of this work but all data collection should be planned to support multiple projects and departments where possible. Technology will include in-road and above ground sensors for vehicle, pedestrian and cycling users of the City's infrastructure. The method of obtaining the data will include Saskatoon deployed sensors as well as data purchased from other data collectors such as probe-based services, commercial AVL systems or IoT data collection companies. The data collected and brought into a common data warehouse for sharing includes type of traffic, volume, occupancy, and incident related information. Commercial vehicle corridors may have further classification sensors added. The data collected will provide information and insights into locations and corridors that have opportunity for improvement and will also support regular update and optimization of the traffic signal timings and future traffic responsive implementations. The underlying need is that consistent and reliable data is required to support future decision making and real-time operations on key arterials.

LOCATION

- Areas of known congestion
- Planned pedestrian and cycling corridors
- Key river crossings and road weather "hot spots"
- Railroad crossing corridors

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS

- Corporate Performance - IT
- Facilities & Fleet
- Saskatoon Fire
- Major Projects and Preservation
- Saskatoon Transit
- Transportation

GOALS SUPPORTED

✓ This project is a fundamental component of the Saskatoon ITS program and as a result supports all 8 goals

KPIs

- Percentage of commuters using non-single-vehicle/single-driver modes
- Bike route kms of travel
- Pedestrian kms of travel
- Change in number and duration incidents per vehicle km
- Average travel times for major routes at peak times
- Percentage of commercial traffic adhering to heavy load restrictions
- Number of vehicles connected to the infrastructure providing real-time data

ENABLING SERVICE PACKAGES

- ATMS09 Traffic Forecast and Demand Management
- APTS06 Transit Fleet Management
- APTS07 Multi-Modal Coordination
- ATMS02 Traffic Probe Surveillance
- AD2 ITS Data Warehouse

IMPACT OF FUTURE TRENDS

IoT: High Impact | Near Term
AI: Medium Impact | Medium Term
C/AV: High Impact | Longer Term

TECHNOLOGY

- Connected Vehicle Infrastructure and Data Feeds
- Data Feeds from AVL Systems
- Loop Based Detection
- Radar and Microwave Detection
- Probe-Based Detection
- Environmental Detection
- Supporting Telecommunications Networks

OVERALL INDICATORS

Cost: Low
Technological Barriers: Low
Institutional Barriers: Low

COSTS

- Capital: $130,000 - $225,000
- O&M: $10,000 - $30,000 / month

PRIORITY

- Short Term

DEPENDENT PROJECTS

- Dependent: Data Warehouse
- Partially Dependent: Traffic Management

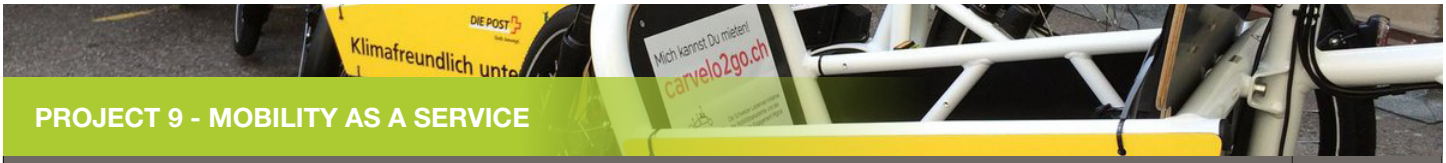
PROJECT 8 - SUPPORT INTEGRATED MULTI-MODAL TRIP PLANNING

DESCRIPTION	LOCATION
The purpose of this project is to develop a Traveller Information System (TIS) infrastructure capable of fully supporting a door to door trip planner that handles all modalities such as walking, driving, cycling, transit, and handles payment transactions for transit, parking, carsharing, bikesharing, and special events. The Multi-modal Trip Planner would also support dynamic ridesharing, up-to-the-minute AVL for all rentables, route recommendations, and parking inventory. The system will consolidate and make data available for third parties to develop and host trip planning applications.	• Supported City-Wide, including Provincial road network.

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS	GOALS SUPPORTED
• Parking Services • Service Saskatoon • Transportation • Unidentified Third Parties	✓ Improve access to traveller information ✓ Improve transportation flexibility
KPIs	**ENABLING SERVICE PACKAGES**
• Percentage of commuters using non-single-vehicle/single-driver modes • Transit ridership as volume per day • Bike route kms of travel (or other bicycle count strategies) • Pedestrian kms of travel (or other pedestrian count strategies) • Ride share usage person - kms of travel	• ATIS05 ISP Based Trip Planning and Route Guidance • ATIS07 Traveller Services Payment and Reservation • ATIS08 Dynamic Ridesharing • ATMS16 Parking Facility Management • ATMS17 Regional Parking Management • APTS01 Transit Vehicle Tracking • APTS03 Demand Response Transit Operations • APTS04 Transit Fare Collection Management • APTS101 Multi-Modal Connection Protection
IMPACT OF FUTURE TRENDS	**TECHNOLOGY**
AI: High Impact | Longer Term **C/AV:** Medium Impact | Longer Term	• APIs • Open Data • Bike share technology • MaaS platforms
OVERALL INDICATORS	**COSTS**
Cost: Medium **Technological Barriers:** Low **Institutional Barriers:** Medium	• Determined later in ITS program
PRIORITY	**DEPENDENT PROJECTS**
• Medium Term	• Dependent: Data Warehouse, Traffic Management, Traveller Information



PROJECT 9 - MOBILITY AS A SERVICE

DESCRIPTION	LOCATION
The purpose of this project is to improve transportation flexibility including mode split and reduce congestion along major corridors. Mobility as a Service (MaaS) is seen as an approach that can assist with these goals by providing the opportunity to offer end to end mobility that also includes public transit as a major underpinning of the service offering. Saskatoon can position itself as an early adopter of mobility as a service platforms (MaaS) as they evolve for the benefit of residents. As MaaS evolves in terms of service offerings there is a potential to have a net reducing effect on the need for roadway infrastructure and therefore reduced congestion, costs and greenhouse gases produced from mobility. As this service offering is likely to be an ongoing evolution there is a need for Saskatoon to review its internal policies and to work with the provincial government on provincial policies that build on the recent ride hailing act passed by the province, for example. The Integrated Multi-Modal Trip Planner project can be a foundational element to MaaS where the City and other service providers can participate in the trip planner project to expand the service offerings to travellers that falls within the policies and objectives identified by this project. While the private sector will play a large role in MaaS, the starting point for the City will be to identify stakeholders, the policies involved and to become active in MaaS working groups in Canada and Europe to capture the latest policies and understanding of the best approaches, lessons learned and benefits.	• City-wide

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS	GOALS SUPPORTED
• Saskatoon Transit • Transportation • Corporate Performance - IT	✓ Improve transportation flexibility (improving the mode split) ✓ Reduce travel times along major corridors

KPIs	ENABLING SERVICE PACKAGES
• Percentage of commuters using non-single vehicle/single-driver modes • Transit ridership as volume per day • Bike route kms of travel • Pedestrian kms of travel • Ride share usage person - kms of travel • Customer satisfaction through survey instruments • Average travel times for major routes at peak times	• ATIS08 Dynamic Ridesharing • APTS Multi-modal Connection Protection • ATIS02 Interactive Traveller Information • ATIS05 ISP Based Trip Planning and Route Guidance

IMPACT OF FUTURE TRENDS	TECHNOLOGY
AI: High Impact | Longer Term **C/AV:** High Impact | Longer Term **Blockchain:** High Impact | Longer Term	• Ride Hailing Technology • Bike Share Technology • MaaS Platforms • Data Warehousing

OVERALL INDICATORS	COSTS
Cost: Low **Technological Barriers:** Low **Institutional Barriers:** High	• Determined later in ITS program

PRIORITY	DEPENDENT PROJECTS
• Medium Term	• Dependent: Data Warehouse, Traveller Information • Partially Dependent: Traffic Management

PROJECT 10 - INTEGRATED CORRIDOR MANAGEMENT

DESCRIPTION

The purpose of this project will be to build on the traffic management, traveller information, expanded data collection, and rail crossing system projects to optimize the use of available transportation system capacity. Integrated Corridor Management (ICM) represents an ITS approach to manage multiple facilities in a coordinated manner through active traffic management and control based on prevailing conditions, to optimize use of available infrastructure. ICM can also span modes using services that can direct travellers to underused capacity and modes by shifting departure times, routes, or modal choices. Finally ICM can span multiple agencies, allowing provincial, municipal, and transit agencies to collaborate, share systems and data to maximize efficiency of all modes.

This project can begin with a pilot implementation of traffic adaptive signaling along congested corridors taking advantage of the expanded data collection deployments. As the City grows and alternative commuting routes become available ICM could be piloted between differing commuter routes, where vehicular traffic demand management can be optimized by using traffic monitoring, traveller information, and traffic adaptive signal timing adjustments to optimize use of available capacity and thus throughput. Future phases of this project would entail integration and coordination with the trip planning, and MaaS initiatives to achieve optimization across multiple modes, and multiple corridors.

ICM solutions incorporate monitoring systems to assess condition of facilities and assets, such as field devices and probe data. Another key component of ICM systems is use of data portal or hub used to exchange information to and from the various subsystem and agencies. These also typically make use of response plans or decision support systems that make recommendations on how to respond. Many ICM systems integrate performance measurement to evaluate in both real-time and historically, how well the system has helped meet performance goals.

LOCATION

- Pilot on a parallel congested corridor (TBD)
- Expansion to network level

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS

- Construction and Design
- Long Range Planning
- Major Projects and Preservation
- Roadways and Operations
- Saskatoon Transit
- Transportation
- Saskatoon Highways
- Detours Group
- Corporate Performance - IT

GOALS SUPPORTED

- ✓ Reduce travel times along major corridors
- ✓ Improve transit schedule adherence
- ✓ Manage commercial vehicle movements to preserve road infrastructure

KPIs

- Customer satisfaction through survey instruments
- Change in number and duration incidents per vehicle km
- Fuel and/or energy used weekly for fleet vehicles
- Average travel times for major routes at peak times
- Number of vehicles connected to the infrastructure providing real-time data (i.e. connected vehicle)
- Positive Traveller Opinion Surveys

ENABLING SERVICE PACKAGES

- ATMS101 Dynamic Roadway Management
- ATMS06 Traffic Information Dissemination
- ATIS02 Interactive Traveller Information
- AD2 ITS Data Warehouse
- ATMS07 Regional Traffic Management

IMPACT OF FUTURE TRENDS

IoT: High Impact | Longer Term
AI: High Impact | Longer Term
C/AV: High Impact | Medium Term

TECHNOLOGY

- Connected Vehicle Infrastructure and Data Feeds
- Data from Data Collection Project
- Variable Speed Signs
- Lane Control and Management Signals
- Environmental Detection
- Supporting Telecommunications Networks

OVERALL INDICATORS

Cost: High
Technological Barriers: Medium
Institutional Barriers: High

COSTS

- Determined later in ITS program

PRIORITY

- Longer Term

DEPENDENT PROJECTS

- Dependent: Data Warehouse, Traffic Management
- Partially Dependent: Traveller Information

7 Goals and Projects

Each project was assessed to confirm the specific goals previously identified that are expected to be at least partially addressed by each project.

GOALS / PROJECTS	Project 1 - Rail Crossing Information System (RCIS)	Project 2 - Data Warehouse	Project 3 - Traffic Management	Project 4 - Traveller Information	Project 5 - Emergency Traffic Management	Project 6 - Transit Priority	Project 7 - Expanded Data Collection	Project 8 - Support Integrated Multi-Modal Trip Planning	Project 9 - Mobility as a Service	Project 10 - Integrated Corridor Management
Improve transportation flexibility (improving the mode split).						●	●	●	●	
Reduce travel times along major corridors.	●		●				●		●	●
Improve emergency response efficiency.			●		●		●			
Improve transit schedule adherence.						●	●			●
Manage commercial vehicle movements to preserve road infrastructure.							●			●
Mitigate impacts of train-road crossing disruptions.	●						●			
Improve access to traveller information.	●	●	●	●			●	●		
Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes.		●					●			

8 ITS Deployment Plan

8.1 Project Dependencies

Each project was reviewed to determine the dependencies on other projects for implementation. Some projects have a strong reliance (full dependency) on other projects while other projects have partial dependency. Partial dependency means that the project could proceed and the full benefits may be realized once the dependent project is implemented.

LEGEND

- ☐ No Dependency
- ○ Partial Dependency
- ● Full Dependency

NOTES

* Minimal dependencies, could be an early win. Emergency Management Dispatch would benefit from real-time data from RCIS.

** Could be focused on newer or upgraded intersections, also recommend data warehouse collect data on activations, usage, performance etc.

*** Also dependent on the BRT projects and data from the Transit systems.

	Project 1 - Rail Crossing Information System (RCIS)	Project 2 - Data Warehouse	Project 3 - Traffic Management	Project 4 - Traveller Information	Project 5 - Emergency Traffic Management	Project 6 - Transit Priority	Project 7 - Expanded Data Collection	Project 8 - Support Integrated Multi-Modal Trip Planning	Project 9 - Mobility as a Service	Project 10 - Integrated Corridor Management
SHORT TERM PROJECTS 2019 - 2022										
Project 1 - Rail Crossing Information System (RCIS) *		○								
Project 2 - Data Warehouse			●	○						
Project 3 - Traffic Management		○					○			
Project 4 - Traveller Information	○	○	○				○			
Project 5 - Emergency Traffic Management **	○	○	○			○				
Project 6 - Transit Priority ***		○	○	○	○		○			
Project 7 - Expanded Data Collection		●	○							
MEDIUM AND LONG TERM PROJECTS										
Project 8 - Support Integrated Multi-Modal Trip Planning		●	●	●						
Project 9 - Mobility as a Service		●	○	●						
Project 10 - Integrated Corridor Management		●	●	○						

8.2 Project Timelines

The following illustration shows the recommended sequencing and timing of the projects based upon the dependencies, timelines, goals met, and ability to quickly implement.

8.2 Project Action Plans

For each of the near term projects, action plans have been developed to understand the types of activities that will need to be undertaken to implement the projects. This action plan is a framework of activities that are described in the 4 steps of:

- Concept of Operations;
- Design;
- Implementation; and
- Operations and Monitoring.

For the longer term projects, action plans would follow a similar format but it is too premature at this point to pre-suppose the activities as the opportunities and the nature of how they would be implemented are likely to be somewhat different than envisioned today. Longer term projects are identified as such as they will require more time for the technologies to mature and for needs to be more definitive, the business cases to be developed. In addition the implementation of the near term projects including lessons learned will further inform if, how and when these project should proceed.

Each of the 4 steps are deliberate sets of activities that advance the projects toward reaching milestones that have clear checkpoints that ensure meeting goals and KPIs while minimizing risks in investment. The high level outputs from each step include:

Concept of Operations	• Understanding of existing conditions, technical approach and approach to procurement. • Scope, schedule, budget justification for deployment.
Design	• Design and specifications for procurement. • Further refined budget and schedule.
Implementation	• Oversight of implementation. • Coordination with all stakeholders until operational.
Operations and Monitoring	• Operating Systems and measurement/reporting of KPIs.

The budget range for each project is determined by a number of factors including:

- The extent of implementation including number of km of network covered, number of intersections, size of data to be managed etc.;
- The method of procurement including traditional, design-build or third party hosted and operated;
- The state and cost of the technology at the time of implementation;
- The availability of local or regional resources to implement or operate the projects and technology; and
- The costs of technology at the time of implementation.

The budget ranges provided are based on a combination of our industry experience coupled with an estimated rollout as well as published industry norms.

Additional costs considerations not included in the estimates:

- Cost for telecommunications assumed to be delivered by a common IT telecommunication network; and
- Staff resources to manage and monitor activities.

Project 1 - Rail Crossing Information System (RCIS)				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Includes site and benefits assessment, current technology and vendor assessment as well as high level technical operational requirements and costs. Prepare project rollout plan, budget and business case.	3 months	30	50
Design	Prepare design for the site chosen and develop terms of reference for implementation, coordinate with Data Warehouse project.	3 months	30	50
Implementation	Conduct procurements, oversight of implementation and coordination with other projects. Budgets based on a single crossing implementation. There will be two phases: 1) Early Roll-out - Focused on leveraging pre-emption where it exists. 2) Expansion to prioritized crossings - Focused on 'occupied'.	9 months	200	250
Operations and Monitoring	Monitor and adjust operation, review operation against KPIs.	9 months + ongoing	1.5 per month	4 per month

Source: Intelligent Transportation Systems: Benefits, Costs, Deployment, and Lessons Learned U.S. Department of Transportation Research and Innovative Technology Administration 2008 Update, pg 71
See the attached Rail Grade Crossing Budget document.

Project 2 - Data Warehouse				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Perform a data audit for existing and near term data needs, develop architecture and hosting model based on IT policies on data management, privacy, security and open data requirements. Prepare project rollout plan, budget and business case.	3 months	30	60
Design	Prepare the specifications, operational requirements and terms of reference for procurement and implementation. Identify specific activities of other data owners for preparedness including interface specifications and data sharing agreements.	3 months	30	60
Implementation	Implement project procurement, liaise with other data owners and begin implementation of data interfaces as implemented and available.	12 months	250	500
Operations and Monitoring	Monitor and adjust operation, review operation against KPIs. Continue to bring in new data sources and provide data to others including projects, departments and open data.	18 months + ongoing	2 per month	5 per month

Source: https://www.itscosts.its.dot.gov/ITS

Project 3 - Traffic Management				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Review of data sources available and department information to identify potential early candidate hotspots for traffic management. Identify the preferred approach to network wide monitoring (i.e. probe-based service vs. owned infrastructure). Identify the operational policies guiding implementation or new policies that are required to be developed. Identify method of integrating with the Data Warehouse. Prepare project rollout plan, budget and business case.	6 months	150	250
Design	Develop operational procedures based on policy that will support the traffic management systems meeting the objectives, review personnel and operational space required. Prepare functional specifications for the detection systems and early corridors identified. Prepare specifications for central system operations and space upgrades required.	6 months	200	800
Implementation	Implementation of multiple contracts that would include network-wide monitoring, targeted implementation, telecommunication upgrades (in collaboration with IT), traffic management system software/integration, and central system hardware and space upgrades. Budget assumes Central System Implementation and Traffic Management Monitoring of 10 locations at a estimated budget of $100,000 to $2,000 per site. There will be two phases: 1) Traffic Signal Management/ATMS Software (currently underway) 2) Traffic Management Field Deployment (this project)	24 months	1,000	2,000
Operations and Monitoring	Traffic Management Centre operations, field and central operations, baseline and monitoring of KPIs.	12 months + ongoing	3 per month	10 per month

Project 4 - Traveller Information				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Identify and work with stakeholders to determine the preferred approach to traveller information including data sources available and methods of dissemination. Identify potential third party service providers and App developers Work through the data warehouse to ensure consistency of data to be shared. Review and determine the most appropriate procurement and operational model. Prepare project rollout plan, budget and business case.	6 months	50	100
Design	Confirm operational procedures and performance metrics. Prepare functional specifications including specifications for obtaining additional data sources and integration with the data warehouse as well as the real-time Traffic Management System.	6 months	50	100
Implementation	Oversee procurement and implementation contract including coordinating data interfaces with other systems. Manage public communications to promote use of the system by travellers as well as other service providers and App developers.	6 months	1,000	3,000
Operations and Monitoring	Manage operational contract, set baseline KPIs and monitor on an ongoing basis. Add new data sources and promote private sector value add.	30 months + ongoing	10 per month	20 per month

Source: https://www.itscosts.its.dot.gov/ITS

Project 5 - Emergency Traffic Management				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Work with the EMO to understand baseline performance response times and identify the top traffic signal locations with significant delays for emergency vehicles. Review existing traffic signal system and traffic controller specifications for ability to integrate or upgrade to include GPS based emergency vehicle pre-emption. Formalize Concept of Operations. Prepare project rollout plan, budget and business case.	3 months	30	50
Design	Confirm operational procedures and performance metrics. Prepare functional specifications including specifications for obtaining additional data sources and integration with the data warehouse as well as the traffic signal system.	3 months	30	50
Implementation	Oversee procurement and implementation contract including coordinating data interfaces with other systems. Implement priority locations for review of performance prior to committing to additional signal locations. Budget assumes 4 intersections at a budget range of $25,000 to $50,000 per intersection.	6 months	100	200
Operations and Monitoring	Set baseline KPIs and monitor on an ongoing basis. Determine potential expansion locations or recommend alternate approaches.	12 months + ongoing	2 per month	4 per month

Source: Intelligent Transportation Systems: Benefits, Costs, Deployment, and Lessons Learned U.S. Department of Transportation Research and Innovative Technology Administration 2008 Update, pg 71

Project 6 - Transit Priority				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Review technology and results of traffic signal priority deployed as part of the Bus Rapid Transit Program. Confirm use of same technology and potential enhancements from other data sources. Prepare project rollout plan, budget and business case.	3 months	30	50
Design	Leveraging data from transit and the additional sources available through the data warehouse, analyze and determine candidate locations for additional deployment. Prepare specifications for procurement.	3 months	30	50
Implementation	Oversee procurement and implementation contract. Implement priority locations for review of performance prior to committing to additional signal priority locations. Assumes 10 additional sites would be implemented at a budget of $15,000 to $25,000 per site. There will be two phases: 1) BRT Roll-out 2) Expansion	12 months	150	250
Operations and Monitoring	Set baseline KPIs and monitor on an ongoing basis. Determine potential expansion locations or recommend alternate approaches.	6 months + ongoing	2 per month	4 per month

Source: Intelligent Transportation Systems: Benefits, Costs, Deployment, and Lessons Learned U.S. Department of Transportation Research and Innovative Technology Administration 2008 Update, pg 118

Project 7 - Expanded Data Collection				
Step	Description	Duration	Budget Range (x $1,000)	
Concept of Operations	Review data collection methodologies implemented in projects 1 to 6. Identify gaps in location specific multi-modal data. Identify city-wide data collection operational model including service models.	3 months	30	50
Design	Confirm operational procedures and performance metrics for collecting data. Prepare functional specifications including specifications for data collection and integration with the data warehouse as well as the traffic signal and traffic management system.	3 months	50	75
Implementation	Oversee procurement and implementation contract. Implement data collection with data warehouse.	6 months	50	100
Operations and Monitoring	Set baseline KPIs and monitor on an ongoing basis. Determine potential expansion locations or recommend alternate approaches as technology advances. Assumes purchase of traffic data from third party provider (50 km).	12 months + ongoing	10	30

9 Related Saskatoon IT Initiatives

Known Saskatoon IT initiatives that are planned or underway are described below. Some of these projects will be influenced by the ITS projects and as a result, close coordination is required to ensure there are no duplicate or conflicting efforts and technology can be properly planned and supported by the relevant groups. As a result, we have identified a starting point for coordination by indicating what ITS projects have a strong relation to each of the IT initiatives. The time frames for these IT initiatives should be coordinated with the ITS projects to ensure maximum results.

Saskatoon IT Initiatives	Related Proposed ITS Project
IoT Centralization Strategy – centralizes the governance and security of all of the City's IoT sensors and devices in order to address the considerable risks around security, privacy, and data complexity. Includes documenting all existing IoT devices and transitioning them to a managed, secure network. Also includes implementing a data warehouse platform to gather all IoT data. A standardized process for deploying and documenting new IoT devices will be created.	Project 1 - Rail Crossing Information System Project 2 - Data Warehouse Project 3 - Traffic Management Project 4 - Traveller Information Project 7 - Expanded Data Collection Project 10 - Integrated Corridor Management
Fibre Strategy – defines the City's approach to fibre optic cable infrastructure, including governance, management, accountability, and support. Includes an implementation plan that will detail the logical deployment of fibre to minimize cost and maximize availability to the business. This plan will leverage existing fibre investments as much as possible and will include a multi-year roadmap to allow for budget planning in the future.	Project 1 - Rail Crossing Information System (RCIS) Project 3 - Traffic Management Project 7 - Expanded Data Collection Project 10 - Integrated Corridor Management
Data Services Roadmap and Strategy – This strategy outlines the steps to be taken to manage data at the City of Saskatoon. This includes defining the data available and determining an appropriate governance model. Following that, it involves determining the appropriate management and architecture models, followed by the delivery of technologies to support analytics and business intelligence.	Project 4 - Traveller Information Project 7 - Expanded Data Collection Project 8 - Support Integrated Multi-Modal Trip Planning Project 10 - Integrated Corridor Management
Network and Communications Strategy – The City of Saskatoon IT department will be leading a strategy, combining all telecommunication practices. This holistic strategy will allow the City to plan and meet technical communication needs of the City. This includes physical network, low level IoT, fibre and all radio communications.	Project 1 - Rail Crossing Information System (RCIS) Project 3 - Traffic Management Project 5 - Emergency Traffic Management Project 6 - Transit Priority Project 7 - Expanded Data Collection Project 10 - Integrated Corridor Management
Bus Rapid Transit – Saskatoon Transit has a plan for 3 BRT corridors and transit villages, and are anticipating travel time and reliability improvements. Transit Signal Priority will be deployed at all beneficial locations, as well as destination and wayfinding information, route and schedule information, real-time next bus information, and security monitoring.	Project 3 - Traffic Management Project 6 - Transit Priority

10 Short Term Budget

For each of the near term projects identified budget ranges were developed for capital and operations/ maintenance as indicated in the project action plans. The timing of the need for these budgets will be dependent on the development and approval of each business case and the actual completion dates for each project that will then activate the need for the operational funding. The current anticipated timing for the need of the budget is shown in **Exhibit 10.1** below.

An additional consideration is that there will be a need to have the relevant staff complement to manage these projects as well as oversee the operations and maintenance. Staffing needs will be impacted by the level of outsourcing of expertise anticipated. **Exhibit 10.1** below shows a minimum complement to support the ITS projects.

Exhibit 10.1: Budget and FTE Timeline

	Budget (x $1,000)				
SHORT TERM PROJECTS	2019	2020	2021	2022	2023
Project 1 - Rail Crossing Information System (RCIS) (Early Win Project) *	190-200	60-90	**18-48**	**18-48**	**18-48**
Project 2 - Data Warehouse	185-370	125-250	24-60	**24-60**	**24-60**
Project 3 - Traffic Management	150-250	700-1000	500-1000	250-500	**36-120**
Project 4 - Traveller Information	---	100-200	1000-3000	**120-240**	**120-240**
Project 5 - Emergency Traffic Management	---	60-100	100-200	**24-48**	**24-48**
Project 6 - Transit Priority	60-100	150-250	**24-48**	**24-48**	**24-48**
Project 7 - Expanded Data Collection	---	---	130-235	**120-360**	**120-360**
Capital Budget Range	585-980	1195-1890	1754-4485	250-500	**---**
Operations and Maintenance (O&M) Budget Range	---	---	**42-96**	**366-924**	**366-924**
Estimated Supporting Staffing Augmentation (Full Time Equivalents)	1	1	1-2	**1-2**	**2-3**

O&M

Appendix A: Key Performance Indicators (KPIs)

KPI	Method of Measurement	Source (Internal, City, etc.)	Frequency of Measurement	Cost Estimate (Range)
Percentage of commuters using non-single-vehicle/single-driver modes	Census Stats Canada	Federal	Every 5 years	None
	Travel Survey, eg. Ipsos Reid Travel Survey	Project	Annual	Low
Transit ridership as volume per day	Saskatoon Transit	City	Daily	Low
Bike route kms of travel (or other bicycle count strategies)	Travel Survey, eg. Ipsos Reid Travel Survey	Project	Annual	Low
	Bicycle pathway loop detection, eg http://www.pedbikesafe.org	Project	Up to the minute	Medium
Pedestrian kms of travel (or other pedestrian count strategies)	Travel Survey, eg. Ipsos Reid Travel Survey	Project	Annual	Low
	Pedestrian detection sensors/cameras, eg https://www.density.io/	Project	Up to the minute	Medium
Ride share usage person - kms of travel.	Travel Survey, eg. Ipsos Reid Travel Survey	Project	Annual	Low
Customer satisfaction through survey instruments.	Travel Survey, eg. Ipsos Reid Travel Survey	Project	Annual	Low
Change in number and duration incidents per vehicle km	Loop detectors (or radar) on major corridors to capture total vehicle km and Saskatoon Police to capture incidents	Project	Daily	High
Transit route travel times for major routes at peak times	Saskatoon Transit	City	Daily	Low
Fuel and/or energy used weekly for fleet vehicles.	Saskatoon Transit, Roadways, Solid Waste	City	Weekly	Low
Transit route trip time reliability and variance from schedule.	Saskatoon Transit	City	Daily	Low
Average travel times for major routes at peak times	Bluetooth travel time system	Project	Up to the minute	Medium
	Third party service, such as TomTom, or INRIX	External	Up to the minute	Medium
Percentage of commercial traffic adhering to heavy load restrictions.	Loop detectors (or radar) on major corridors and sensitive routes	Project	Up to the minute	High
Percentage of arterial and freeway road network covered by websites offering traffic and travel information	Google search	Internal	Monthly	None
Number of uses of websites and apps that offer traveller information	App store search, Google search	Internal	Monthly	None
Number of vehicles connected to the infrastructure providing real-time data (i.e. connected vehicle)	Saskatoon Transit, Roads, Police, Fire, etc	City	Monthly	None
Emergency vehicle travel times	CAD/AVL system data	City	By Event	Low
Number of types of information sources that impact travel decisions available on all delivery channels (includes internal and 3rd party sources)	Saskatoon City IT	City	Monthly	None
Number of 3rd party applications that access the data through open data	Saskatoon City IT	City	Monthly	None

Appendix B: Sample Service Package

Exhibit B-1: Sample Service Package Diagram

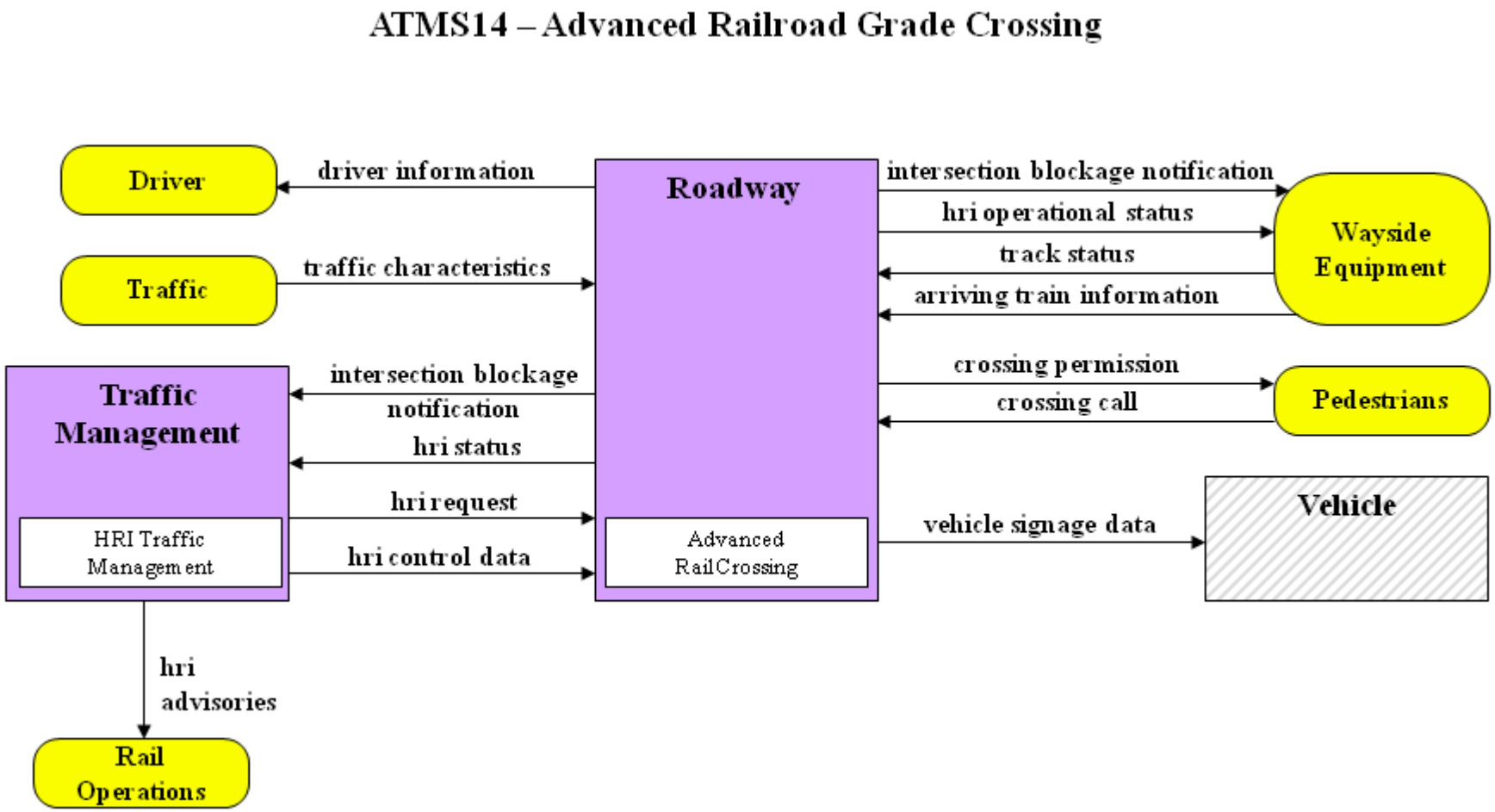


Exhibit B-2: Suite of ITS Service Packages in the Canadian ITS Architecture

Traffic Management

ATMS01 - Network Surveillance
ATMS02 - Traffic Probe Surveillance
ATMS03 - Surface Street Control
ATMS04 - Freeway Control
ATMS05 - HOV Lane Management
ATMS06 - Traffic Information Dissemination
ATMS07 - Regional Traffic Management
ATMS08 - Traffic Incident Management System
ATMS09 - Traffic Forecast & Demand Management
ATMS10 - Electronic Toll Collection
ATMS11 - Emissions Monitoring & Management
ATMS12 - Roadside Lighting System Control
ATMS13 - Standard Railroad Grade Crossing
ATMS14 - Advanced Railroad Grade Crossing
ATMS15 - Multimodal Operations Coordination
ATMS16 - Parking Facility Management
ATMS17 - Regional Parking Management
ATMS18 - Reversible Lane Management
ATMS19 - Variable Speed Limit & Enforcement
ATMS20 - Drawbridge Management
ATMS21 - Roadway Closure Management
ATMS101 - Dynamic Roadway Warning
ATMS102 - Signal Enforcement
ATMS103 - Standard Mixed Use Warning Systems
ATMS104 - Advanced Mixed Use Warning Systems

Commercial Vehicle Operations

CVO01 - Fleet Administration
CVO02 - Freight Administration
CVO03 - Electronic Clearance
CVO04 - CV Administrative Processes
CVO05 - International Border Electronic Clearance
CVO06 - Weigh-In-Motion
CVO07 - Roadside CVO Safety
CVO08 - On-Board CVO & Freight Safety & Security
CVO09 - CVO Fleet Maintenance
CVO10 - Hazardous Material Planning & Incident Response
CVO11 - Roadside Hazardous Material Security Detection & Mitigation
CVO12 - CV Driver Security Authentication
CVO13 - Freight Assignment Tracking
CVO101 - Freight Terminal Management
CVO102 - International Border Registration
CVO103 - International Border Pre-Processing
CVO104 - International Border Inspection

Emergency Management

EM01 - Emergency Call-Taking & Dispatch
EM02 - Emergency Routing
EM03 - Personal Security & Mayday Support
EM04 - Roadway Service Patrols
EM05 - Transportation Infrastructure Protection
EM06 - Wide-Area Alert
EM07 - Early Warning System
EM08 - Disaster Response & Recovery
EM09 - Evacuation & Re-entry Management
EM10 - Disaster Traveller Information

Traveller Information

ATIS01 - Broadcast Traveller Information
ATIS02 - Interactive Traveller Information
ATIS03 - Autonomous Route Guidance
ATIS04 - Dynamic Route Guidance
ATIS05 - ISP Based Trip Planning & Route Guidance
ATIS06 - Transportation Operations Data Sharing
ATIS07 - Traveller Services Payment & Reservation
ATIS08 - Dynamic Ridesharing
ATIS09 - In Vehicle Signing
ATIS10 - VII Traveller Information

Public Transportation

APTS01 - Transit Vehicle Tracking
APTS02 - Transit Fixed-Route Operations
APTS03 - Demand Response Transit Operations
APTS04 - Transit Fare Collection Management
APTS05 - Transit Security
APTS06 - Transit Fleet Management
APTS07 - Multi-Modal Coordination
APTS08 - Transit Traveller Information
APTS09 - Transit Signal Priority
APTS10 - Transit Passenger Counting
APTS101 - Multi-Modal Connection Protection

Maintenance & Construction

MC01 - Maintenance & Construction Vehicle & Equipment Tracking
MC02 - Maintenance & Construction Vehicle Maintenance
MC03 - Road Weather Data Collection
MC04 - Weather Information Processing & Distribution
MC05 - Roadway Automated Treatment
MC06 - Winter Maintenance
MC07 - Roadway Maintenance & Construction
MC08 - Work Zone Management
MC09 - Work Zone Safety Monitoring
MC10 - Maintenance & Construction Activity Coordination
MC11 - Environmental Probe Surveillance
MC12 - Infrastructure Monitoring
MC101 - Roadway Micro-Prediction

Vehicle Safety

AVSS01 - Vehicle Safety Monitoring
AVSS02 - Driver Safety Monitoring
AVSS03 - Longitudinal Safety Warning
AVSS04 - Lateral Safety Warning
AVSS05 - Intersection Safety Warning
AVSS06 - Pre-Collision Restraint Deployment
AVSS07 - Driver Visibility Improvement
AVSS08 - Advanced Vehicle Longitudinal Control
AVSS09 - Advanced Vehicle Lateral Control
AVSS10 - Intersection Collision Avoidance
AVSS11 - Automated Highway System
AVSS12 - Cooperative Vehicle Safety Systems

Appendix C: Existing Systems

The current state of the City of Saskatoon ITS deployments are organized below into Traffic, Transit, and Telecommunications subsystems. The source of the inventory items in the table below are attributed in the Source column, either from the Kick-Off Meeting notes, the City's website, or the City-supplied documents.

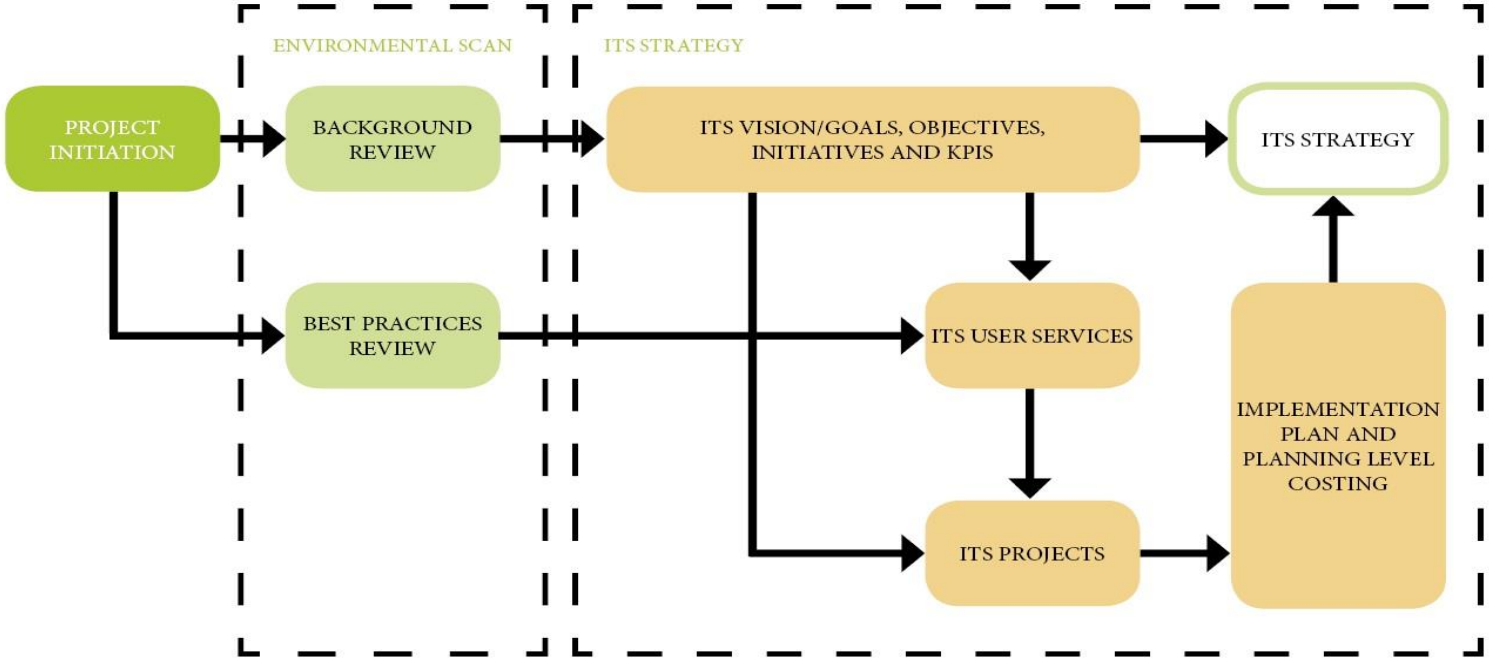
Device Type		Application Status		
		Current	Planned	Source
Traffic	Advanced Traffic Management Software (ATMS)-TransSuite/TransCore	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx
Traffic	Video Management System for traffic cameras, this is a feature of TransSuite	No	Yes	Kick-off Meeting Oct 25
Traffic	Electronic Parking Payment system	Yes	-	Saskatoon.ca website
Traffic	Highway-Rail Intersection Management System	No	Yes	Kick-off Meeting Oct 25
Traffic	Emergency Vehicle Signal Priority, for signals aside from hardwired outputs at intersections near fire halls	No	Yes	Emergency management System.msg
Traffic	Pedestrian controlled signals	Yes	-	Saskatoon.ca website
Traffic	Dynamic Message Signs	No	Yes	Kick-off Meeting Oct 25
Traffic	Weigh in Motion stations (not in use)	-	-	2900057001r007_C98-Signal Location Map.dwg
Traffic	Aldis/GridSmart Cameras (5 Intersections), fisheye intersection camera	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx
Traffic	Autoscope Cameras (Clarence and College), for video vehicle detection	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx
Traffic	CCTV PTZ Traffic Cameras	No	Yes	Kick-off Meeting Oct 25
Traffic	Matrix Radar Units	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx
Traffic	Traffic Controller-Econolite AS3/2100, AS2 and ASC8000 (deprecated)	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx
Traffic	Traffic Controller-Naztec980 (deprecated)	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx
Traffic	Intelight X3 Controllers	No	Yes	Currently Deployed ITS Devices and Components in Saskatoon.docx
Transit	Transit Management Centre	No	Yes	Kick-off Meeting Oct 25
Transit	BRT Transit Signal Priority	No	Yes	Kick-off Meeting Oct 25
Transit	Fleet Location GPS	Yes	-	GPS in Civic Vehicles and How's My Driving Decals Report.pdf
Transit	Public Transportation Management System (Novus ITS)	Yes	-	Novus ITS Functionality.docx
Transit	Social Media Channels for transit route information	Yes	-	Saskatoon.ca website
Transit	Transit Tracking App for Users, including Next Bus, Route Planning	No	Yes	http://www.cbc.ca/news/canada/saskatoon/city-nod-1-3m-software-future-brt-1.4430851
Telecom	Fibre Optic Corridors	Yes	-	2900057001r007_C98-Signal Location Map.dwg
Telecom	Encom Broadband Wireless Radios (Broadway Ave from 12th St to 8th St+ 8th St+east of Attridge Drive)	Yes	-	Currently Deployed ITS Devices and Components in Saskatoon.docx

Development of an Intelligent Transportation Systems (ITS) Strategic Plan

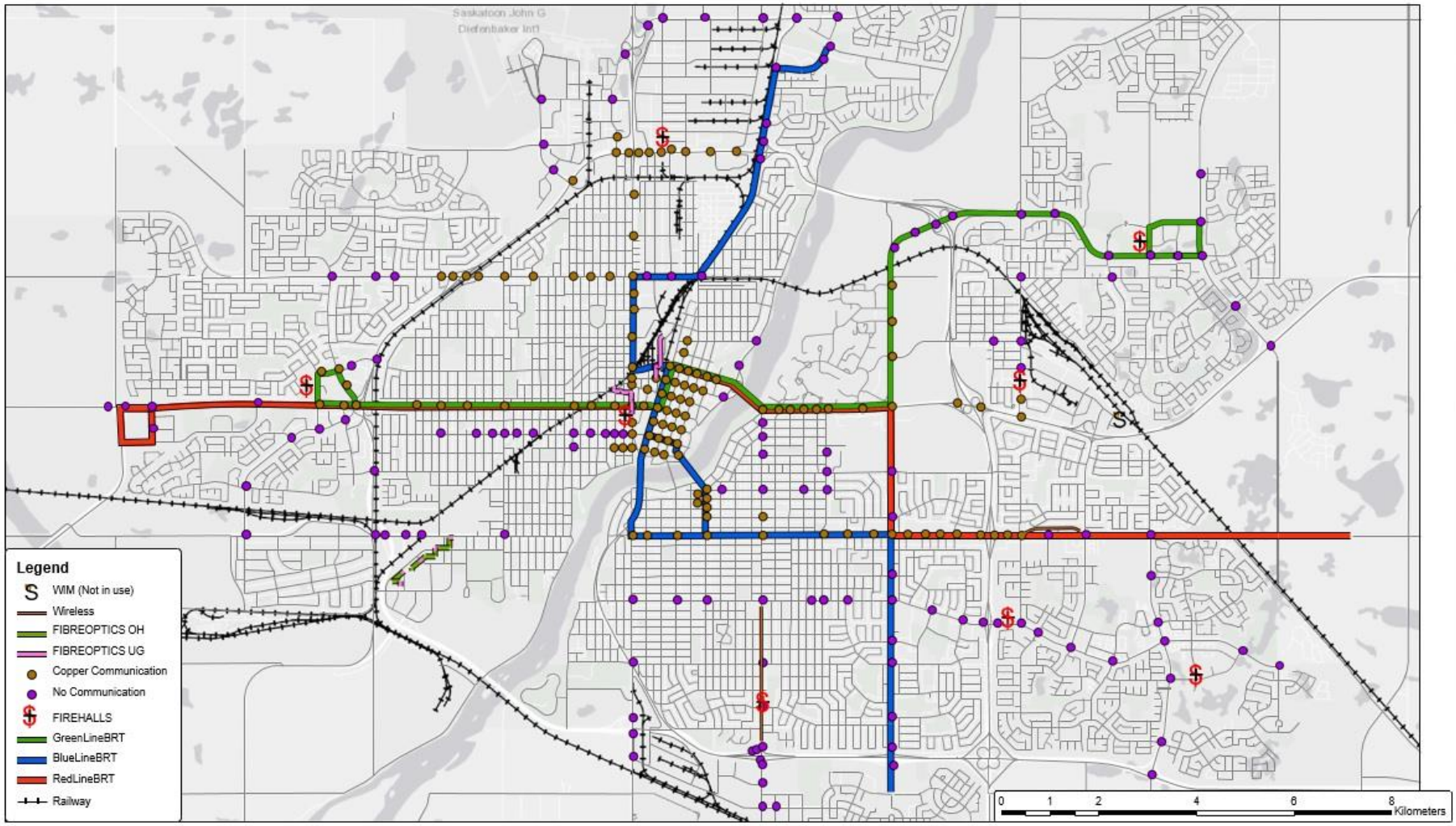
IBI GROUP
City of Saskatoon
Saskatoon ITS Strategic Plan
January 07, 2019

Background & Approach

- Plan the most effective ITS projects that will help shape the transportation network in Saskatoon as the City continues to grow.
- Build on the preceding work to meet with the larger transportation community and complete a needs assessment for ITS in the City of Saskatoon, including supporting the growth plan.



Current State of ITS



Needs

1. Traffic signal coordination
2. Incident management
3. Wireless and communication networks
4. Congestion issues on corridors and at key locations
5. Commercial goods movement
6. Congestion related to trains blocking railway crossings
7. Public transportation
8. Traveler information systems
9. Data management including telecommunications
10. Institutional issues including organizational structure, coordination between departments, common standards

Needs' Themes
Innovation
Safety
Efficiency
Growth
Information Sharing

Vision and Goals

"Invest strategically in innovations that maximize public safety and efficiency, encourage all modes of transportation, and support our region's growth through improved information access and network adaptability."

The Goals for the City of Saskatoon ITS strategy are:

A. Improve transportation flexibility (improving the mode split).

B. Reduce travel times along major corridors.

C. Improve emergency response efficiency.

D. Improve transit schedule adherence.

E. Manage commercial vehicle movements to preserve road infrastructure.

F. Mitigate impacts of train-road crossing disruptions.

G. Improve access to traveler information.

H. Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes

Project Development

PROJECT 3 - TRAFFIC MANAGEMENT

DESCRIPTION

The purpose of this project will be to implement traffic management system technologies that support traffic flow monitoring, incident management, and traffic control. This will include probe-based traffic flow monitoring for network-wide conditions, CCTV monitoring at hot-spots and congestion points, integration with NTCIP compliant traffic signal controllers for the implementation of response plans based on traffic monitoring information and incident/special events. The traffic management system will also include interfaces to the City's traveller information systems for information dissemination and conditions reporting. This project will leverage the existing central systems ATMS upgrade that are underway as part of the traffic signal system improvements. The work will primarily focus on implementation of the field systems referenced above to enable improved traffic flow through the existing systems.

LOCATION

- ATMS hardware/software/APIs at City's TMC
- CCTV monitoring at hotspots and congestion points
- Probe-based monitoring; network wide

TIMELINE

2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

STAKEHOLDERS

- Transportation
- Corporate Performance - IT
- Saskatoon Police and Emergency Services
- Saskatoon Transit
- Saskatchewan Ministry of Highways and Infrastructure

GOALS SUPPORTED

- ✓ Reduce travel times along major corridors
- ✓ Improve emergency response efficiency
- ✓ Improve access to traveller information

KPIs

- Change in number and duration incidents per vehicle km
- Average travel times for major routes at peak times
- Fuel and/or energy used weekly for fleet vehicles
- Number of vehicles connected to the infrastructure

ENABLING SERVICE PACKAGES

- ATMS01 Network Surveillance
- ATMS08 Traffic Incident Management System
- ATMS02 Traffic Probe Surveillance
- ATMS03 Surface Street Control
- ATMS06 Traffic Information Dissemination

IMPACT OF FUTURE TRENDS

AI: Low Impact | Longer Term
C/AV: Medium Impact | Longer Term
5G: High Impact | Medium Term

TECHNOLOGY

- Probe Data
- CCTV
- ATMS
- APIs
- Open Data
- Lane Control
- Radar and Microwaves

OVERALL INDICATORS

Cost: Medium
Technological Barriers: Low
Institutional Barriers: Low

COSTS

- Capital: $1,350,000 - $3,050,000
- O&M: $3,000 - $10,000 / month

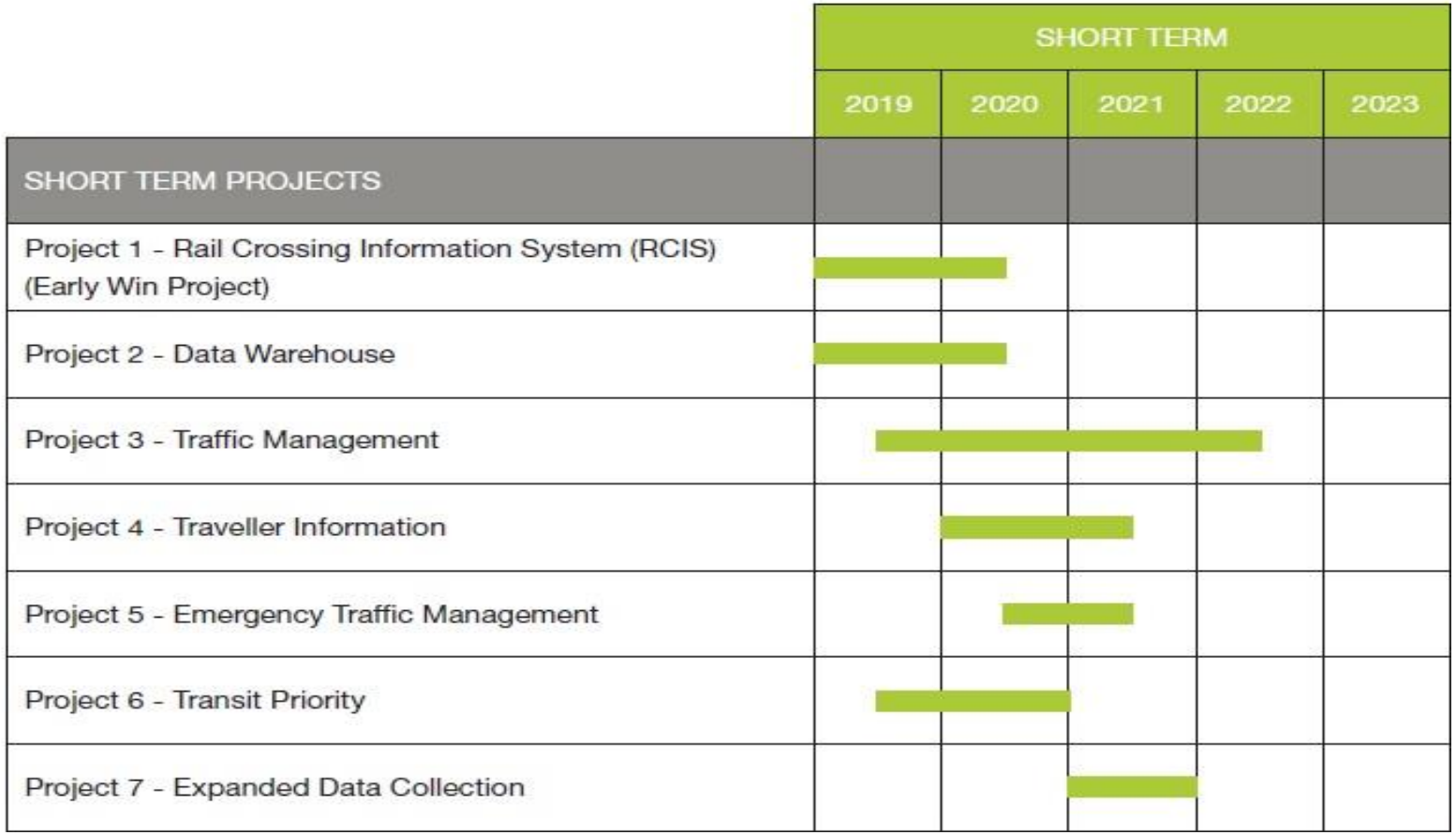
PRIORITY

- Short Term

DEPENDENT PROJECTS

- Partially Dependent: Data Warehouse, Expanded Data Collection

Short Term Projects



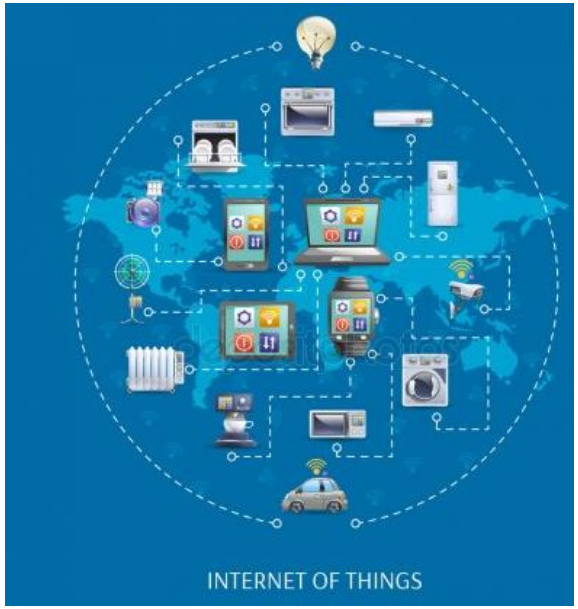
Medium to Long Term Projects

Trends that will impact projects

- Connected / Automated Vehicles;
- Open Data;
- Data Warehousing, Business Intelligence, Analytics;
- Telecommunications Infrastructure and Services;
- Private Sector Delivery & Hosted Solutions; and
- Smart City Operations Centres.

Co-ordination with other initiatives

- IoT Centralization Strategy
- Fibre Strategy
- Data Services Roadmap and Strategy
- Network and Communication Strategy
- Bus Rapid Transit
- Provincial Transportation Initiatives



Budget and Staffing

	BUDGET (X$1,000)				
SHORT TERM PROJECTS	2019	2020	2021	2022	2023
Project 1 - Rail Crossing Information System (RCIS) (Early Win Project)	190-260	60-90	18-48	18-48	18-48
Project 2 - Data Warehouse	185-370	125-250	24-60	24-60	24-60
Project 3 - Traffic Management	150-250	450-1,300	500-1,000	250-500	36-120
Project 4 - Traveller Information	---	100-200	1,000-3,000	120-240	120-240
Project 5 - Emergency Traffic Management	---	60-100	100-200	24-48	24-48
Project 6 - Transit Priority	60-100	150-250	24-48	24-48	24-48
Project 7 - Expanded Data Collection	---	---	130-225	120-360	120-360
Capital Budget Range	585-980	945-2,190	1,730-4,425	250-500	---
Operations and Maintenance (O&M) Budget Range	---	---	66-156	330-804	366-924
Estimated Supporting Staffing Augmentation (Full Time Equivalents)	1	1	1-2	1-2	2-3

Thank you!

Questions?

Appendix

Goals and Projects

Each project was assessed to confirm the specific goals previously identified that are expected to be at least partially addressed by each project.

	PROJECTS									
GOALS	Project 1 - Rail Crossing Information System (RCIS)	Project 2 - Data Warehouse	Project 3 - Traffic Management	Project 4 - Traveller Information	Project 5 - Emergency Traffic Management	Project 6 - Transit Priority	Project 7 - Expanded Data Collection	Project 8 - Support Integrated Multi-Modal Trip Planning	Project 9 - Mobility as a Service	Project 10 - Integrated Corridor Management
Improve transportation flexibility (improving the mode split).						●	●	●	●	
Reduce travel times along major corridors.	●		●				●		●	●
Improve emergency response efficiency.			●		●		●			
Improve transit schedule adherence.						●	●			●
Manage commercial vehicle movements to preserve road infrastructure.							●			●
Mitigate impacts of train-road crossing disruptions.	●						●			
Improve access to traveller information.	●	●	●	●			●	●		
Improve multi-agency ITS stakeholder business intelligence for real-time operations and planning purposes.		●					●			

The Dependencies

Each project was reviewed to determine the dependencies on other projects for implementation. Some projects have a strong reliance (full dependency) on other projects while other projects have partial dependency. Partial dependency means that the project could proceed and the full benefits may be realized once the dependent project is implemented.

LEGEND

- No Dependency
- ○ Partial Dependency
- ● Full Dependency

NOTES

* Minimal dependencies, could be an early win. Emergency Management Dispatch would benefit from real-time data from RCIS.

** Could be focused on newer or upgraded intersections, also recommend data warehouse collect data on activations, usage, performance etc.

*** Also dependent on the BRT projects and data from the Transit systems.

	Project 1 - Rail Crossing Information System (RCIS)	Project 2 - Data Warehouse	Project 3 - Traffic Management	Project 4 - Traveller Information	Project 5 - Emergency Traffic Management	Project 6 - Transit Priority	Project 7 - Expanded Data Collection	Project 8 - Support Integrated Multi-Modal Trip Planning	Project 9 - Mobility as a Service	Project 10 - Integrated Corridor Management
SHORT TERM PROJECTS 2019 - 2023										
Project 1 - Rail Crossing Information System (RCIS) *		○								
Project 2 - Data Warehouse			●	○						
Project 3 - Traffic Management		○					○			
Project 4 - Traveller Information	○	○	○				○			
Project 5 - Emergency Traffic Management **	○	○	○			○				
Project 6 - Transit Priority ***		○	○	○	○		○			
Project 7 - Expanded Data Collection		●	○							
MEDIUM AND LONG TERM PROJECTS										
Project 8 - Support Integrated Multi-Modal Trip Planning		●	●	●						
Project 9 - Mobility as a Service		●	○	●						
Project 10 - Integrated Corridor Management		●	●	○						

STANDING POLICY COMMITTEE ON TRANSPORTATION

Request to Exceed 25% of Contract No. 18-0048B, Concrete Preservation

Recommendation of the Committee
That the Administration be given approval for Contract No. 18-0048B, Concrete Preservation with T.Monz Consulting Inc. to exceed 25% of the contract value.

History
At the January 7, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated January 7, 2019 was considered.

Attachment
January 7, 2019 report of the A/General Manager, Transportation & Construction

Request to Exceed 25% of Contract No. 18-0048B, Concrete Preservation

Recommendation
That the Standing Policy Committee on Transportation recommend to City Council:
That the Administration be given approval for Contract No. 18-0048B.Concrete Preservation with T.Monz Consulting Inc. to exceed 25% of the contract value.

Topic and Purpose
The purpose of this report is to request City Council approval to exceed 25% of the contract value for Contract No. 18-0048B, Concrete Preservation with T.Monz Consulting Inc.

Report Highlights
1. In March 2018, the City of Saskatoon awarded Contract No. 18-0048B, Concrete Preservation to perform concrete preservation work at various locations in Saskatoon. Work included removal and replacement of sidewalk, curb, pedestrian ramps, driveway crossings, trip ledge cutting, sidewalk crack fill, and concrete overlay.
2. As a result of an increase in estimated quantities and additional work, the final costs exceeded 25% of the contract value.

Strategic Goal
This report supports the Strategic Goal of Asset and Financial Sustainability as key civic infrastructure assets are maintained and funded to minimize total life cycle costs.

Background
The Administration uses an in-house system for sidewalk condition assessment, asset rating, and treatment selection based on data collected. The goal of the Sidewalk Preservation program is to restore and preserve sidewalks in a safe and functional condition for citizens.

In February of 2018, Contract No. 18-0048B, Concrete Preservation was advertised and awarded on March 23, 2018. The scope of work contained sidewalk and curb treatments which included removal and replacement, trip ledge cutting, concrete overlay and crack fill. At the start of construction, a set program and criteria document is followed in order to establish which panels receive a maintenance or repair treatment versus full replacement.

Report
Concrete preservation contracts may experience differences in quantities from the time of initial assessment to actual construction. Sidewalk assessments for this contract were conducted throughout 2015 and the early part of 2016.

The sidewalk condition rating assessments did not differentiate between regular sidewalk panels versus driveway and lane crossing panels. The differential cost to replace a driveway or lane crossing panel is higher than a regular sidewalk, resulting in higher than originally estimated costs.

Additional work was also added on September 1, 2018 to improve the concrete islands and sidewalks at 8th Street and Moss Avenue (south side). Improvements included sidewalk replacement and additional pedestrian ramps which were completed in the summer of 2018. Funding for this work was provided by Public Transit Infrastructure Fund (PTIF) which was to be spent by March 31, 2019.

Policy Implications
According to Policy A02-027, Corporate Purchasing Procedure, prior to December 1, 2018, City Council approval is required for contract increases above 25% of the original contract value.

Financial Implications
Details of the costs pertaining to Contract No. 18-0048B, Concrete Preservation are as follows:

Final Contract Cost	$583,021.06
Less Original Contract Cost	(377,344.50)
Subtotal Cost over Original Cost	$205,676.56
GST Rebate (5%)	(27,762.91)
Total Net Cost to the City	$177,913.65

The summary above shows that Contract No. 18-0048B, Concrete Preservation exceeded 25% of the original contract amount, therefore, requiring City Council approval.

There is sufficient funding available in Capital Project #2270 – Paved Roads and Sidewalk Preservation and Public Transit Infrastructure Fund to cover the increased costs of this contract.

Other Considerations/Implications
There are no options, public and/or stakeholder involvement, communication, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion
The contract was completed on October 22, 2018; all remaining costs have been accounted for in the increased budget.

Public Notice
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Jake Chen, Project Engineer, Construction & Design
Reviewed by:	Andy McMeekin, Senior Project Manager, Construction & Design
	Chris Duriez, Asset Preservation Manager, Major Projects & Preservation
	Celene Anger, Director of Construction & Design
	Jay Magus, Acting Director of Transportation
Approved by:	Angela Gardiner, Acting General Manager, Transportation & Construction Department

Admin Report TRANS – Request to Exceed 25 percent of Contract No. 18-0048 B - Concrete Preservation.docx

GOVERNANCE AND PRIORITIES COMMITTEE

City Council Travel and Training Expenses - 2018

Recommendation of the Committee
That the report of the City Clerk dated January 21, 2019 be received and the information posted on the City's website.

History
The Governance and Priorities Committee, at its meeting held on January 21, 2019, considered a report from the Administration regarding the above.

Attachment
Report of the City Clerk dated January 21, 2019

City Council Travel and Training Expenses – 2018

Recommendation
That the information be forwarded to City Council and posted on the City's website.

Topic and Purpose
The purpose of this report is to provide a summary of Councillors' Travel and Training expenses for 2018. The Mayor's summary is also provided.

Strategic Goal
The information contained in this report and its attachments align with the Strategic Goal of Continuous Improvement and demonstrate the Leadership Commitment of Openness and Accountability.

Report
Section 3.4 of Policy No. C01-023, "City Councillors' Travel and Training", states that the City Clerk will, on an annual basis, prepare a report listing the total cost of each Councillor's Common and Individual Travel and Training. Upon approval of the Councillors, the report is to be submitted to City Council, as information.

Also included are Councillors' other travel and training expenses that were either budgeted outside of the regular travel budget (i.e. pension training for those Councillors that do not sit on a pension board) or were paid from other sources (i.e. Board of Police Commissioners, Pension Boards, etc.)

Individual Travel and Training
Each Councillor is allotted funds annually for general travel and training, such as attendance at the annual SUMA convention and FCM conference. The total amount budgeted for 2018 for all Councillors was $35,000.00. For 2018 the total expenditures, less GST, were $25,516.39. Attachment 1 sets out the details for each individual Councillor.

Common (Appointed) Travel and Training
A Common Travel and Training Budget is provided in order for Councillors to attend annual conferences or board meetings of any organization on which he or she is appointed as an official representative of the City of Saskatoon, or as a Board member, such as the Trans Canada Yellowhead Highway Association or FCM Board and Committees. The total amount budgeted for Common Travel and Training in 2018 was $24,000.00. For 2018, the total expenditures, less GST, were $26,419.64. Attachment 2 sets out the details for each individual Councillor.

Pension (Non-Appointed) and Other Travel and Training
There are various Boards that Councillors are either appointed to or have a vested interest in that fall outside of the above travel and training budgets. A $7,000 budget

was approved for 2018 for those Councillors that do not sit on a pension board to obtain pension training. For 2018, the total expenditures, less GST, were $6,104.10. Attachment 3 sets out the details for each individual Councillor.

Travel and training expenditures are also included for those Councillors who sit on Boards which are paid from other sources. For example, if a Councillor is a Trustee on a pension board, those expenses are paid for from the Plan. Attachment 4 sets out the details for each individual Councillor as well as the source of funds.

Included as Attachment 5, is a summary of travel expenses for Mayor Clark and Mayor's Office Staff for 2018. The allocated amount in the 2018 budget was $42,000.00 with total expenditures, less GST, being $5,174.48. It should be noted the attached summary lists car allowance which is the subject of a separate report.

City Council's former Executive Committee, at its meeting held on September 7, 2010, considered the matter of posting the expenses of all members of City Council, including the Mayor, on the City's website and resolved that the information be posted on the City's website annually in order to demonstrate City Council's commitment to transparency.

Further, at its meeting held on January 29, 2018, City Council resolved that in accordance with City Council's commitment to transparency, the annual posting of car allowance expenditures and travel training expenditures for members of City Council to the City's website for 2017 and going forward be to the same level of detail as currently provided for City Council's Communications and Constituency Relations Allowance. Redacted receipts and related information will be posted accordingly.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Individual Travel and Training 2018 – Councillors
2. Common (Appointed) Travel and Training 2018 – Councillors
3. Pension (Non-Appointed) Travel and Training 2018 – Councillors
4. Other Travel and Training 2018 - Councillors
5. Travel Expenses – 2018 – Mayor Clark

Report Approval

Written by:	Janice Hudson, Committee Assistant
Reviewed and Approved By:	Joanne Sproule, City Clerk

Admin Report – City Council Travel and Training Expenses - 2018.docx

2018 INDIVIDUAL COUNCILLORS TRAVEL AND TRAINING EXPENSES

Attachment 1

Travel Date	Purpose	Location	Actual
BLOCK, Cynthia			
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	***2,969.17***
DAVIES, Troy			
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	***2,976.80***
DONAUER, Randy			
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	***2,721.30***
DUBOIS, Bev			
Feb 4 - 7	Saskatchewan Urban Municipalities Assoc.Convention Cancellation Fee	Regina, SK	33.25
Sep 30 - Oct 3	Transportation Association of Canada (TAC) Conference	Saskatoon, SK	998.00
	Total		**1,031.25**
GERSHER, Sarina			
Feb 6 - 8	Federation of Canadian Municipalities (FCM) Sustainable Cities Conference	Ottawa, ON	1,416.14
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	2,053.25
	Total		***3,469.39***
GOUGH, Hilary			
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	**2,271.96**
HILL, Darren			
N/A			***0.00***
IWANCHUK, Ann			
Feb 4 - 7	Saskatchewan Urban Municipalities Association (SUMA) Convention	Regina SK	619.87
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	2,904.66
	Total		***3,524.53***
JEFFRIES, Zach			
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	***1,950.54***
LOEWEN, Mairin			
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference	Halifax, NS	2,140.03
June 19 - 22	International Council for Local Environmental Initiatives (ICLEI) World Congress	Montreal, QC	2,461.42
			4,601.45

2018 Budget 35,000.00

2018 Actual 25,516.39

2018 COMMON (APPOINTED) COUNCILLORS TRAVEL AND TRAINING EXPENSES *Attachment 2*

Travel Date	Purpose	Location	Actual
BLOCK, Cynthia			
N/A			**0.00**
DAVIES, Troy			
N/A			**0.00**
DONAUER, Randy			
Feb 4 - 7	Saskatchewan Urban Municipalities Assoc. (SUMA) Convention *no charge due to Board member*	Regina, SK	**0.00**
DUBOIS, Bev			
Feb 28 - Mar 2	2018 Vision Zero Conference	Toronto, ON	2,465.34
Mar 28	SAMA City / Commercial Advisory Meeting	Regina, SK	309.29
Apr 11	SAMA Annual General Meeting	Regina, SK	75.00
April 6	TransCanada Yellowhead Highway Awards Luncheon	Edmonton, AB	755.96
	Total		***3,605.59***
GERSHER, Sarina			
June 19 - 22	ICLEI World Congress	Montreal, QC	1,868.14
Nov 17 - 18	Canadian Urban Transit Association (CUTA) Meeting	Toronto, ON	1,456.28
	Total		***3,324.42***
GOUGH, Hilary			
Feb 14 - 16	Crime Prevention Training	Edmonton, AB	247.01
March 6 - 9	Federation of Canadian Municipalities (FCM) March Committee Meeting	Montreal, QC	1,242.53
Sept 11 - 14	Federation of Canadian Municipalities (FCM) September Committee Meeting	Cornwallis Park NS	1,337.23
Oct 17 - 18	Wichihitowin 2019 Conference	Saskatoon, SK	200.00
Nov 20 - 22	Federation of Canadian Municipalities (FCM) November Committee Meeting	Ottawa, ON	914.94
	Total		***3,941.71***
HILL, Darren			
Feb 4 - 7	Saskatchewan Urban Municipalities Assoc. (SUMA) Convention *no charge due to Executive Board member*	Regina, SK	0.00
Mar 6 - 8	Federation of Canadian Municipalities (FCM) March Board Meeting	Montreal, QC	1,882.95
May 31-June 3	Federation of Canadian Municipalities (FCM) Annual Conference *no charge due to SUMA Executive Board member*	Halifax, NS	0.00
May 31	Federation of Canadian Municipalities (FCM) Strong Communities Conference	Ottawa, ON	254.07
May 31-June 3	Federation of Canadian Municipalities (FCM) 2018 Women's Breakfast	Halifax, NS	50.00
Oct 1 - 3	Federation of Canadian Municipalities (FCM) / City YXE Meetings	Ottawa, ON	634.50
Sep 11 - 14	Federation of Canadian Municipalities (FCM) September Board Meeting	Cornwallis Park NS	2,408.69
Nov 19 - 23	FCM Advocacy Days & Natl Jt Committee on Corrections & Community Safety	Ottawa, ON	3,000.99
	Total		***8,231.20***
IWANCHUK, Ann			
N/A			**0.00**
JEFFRIES, Zach			
Mar 23 - 24	Centre for Civic Governance Conference	Vancouver, BC	306.25
Oct 24 - 26	IDA Annual Conference	San Antonio, TX	2,416.28
Oct 29 - 30	Technology Forum	New York City NY	1,821.58
	Total		***4,544.11***
LOEWEN, Mairin			
March 6 - 9	Federation of Canadian Municipalities (FCM) March Committee Meeting	Montreal, QC	1,050.96
Nov 7 - 9	Zero Waste Council (ZWC 2018) AGM & Conference	Vancouver, BC	756.84
Nov 20 - 22	Federation of Canadian Municipalities (FCM) November Committee Meeting	Ottawa, ON	964.81
	Total		***2,772.61***

2018 Budget 24,000.00
2018 Actual 26,419.64

2018 COUNCILLORS' PENSION TRAINING/CONFERENCE

IFEPB - International Foundation of Employee Benefit Plans ***Attachment 3***

Travel Date	Description	Location	Actual
	Opening Balance		
BLOCK, Cynthia			
Nov 19 - 21	IFEBP Foundations of Trust Management Standards (FTMS) Training *includes 4th Quarter membership fee*	Las Vegas, NV	**3,794.10**
DAVIES, Troy			
	N/A		**0.00**
DONAUER, Randy			
	N/A		**0.00**
DUBOIS, Bev			
Nov 19 - 21	IFEBP Foundations of Trust Management Standards (FTMS) Registration: to be taken in 2019 instead - IFEBP credit on file *includes 4th Quarter membership fee*	Las Vegas, NV	**2,310.00**
GERSHER, Sarina			
	N/A		**0.00**
GOUGH, Hilary			
	N/A		**0.00**
HILL, Darren			
	N/A		**0.00**
IWANCHUK, Ann			
	N/A		**0.00**
JEFFRIES, Zach			
	N/A		**0.00**
LOEWEN, Mairin			
	N/A		**0.00**

2018 Budget 7,000.00
2018 Actual 6,104.10

2018 COUNCILLORS' OTHER TRAVEL & TRAINING EXPENSES

IFEPB - International Foundation of Employee Benefit Plans ***Attachment 4***

Travel Date	Purpose	Destination	Amount
BLOCK, Cynthia			
N/A			**0.00**
DAVIES, Troy			
Aug 11 - 12	IFEBP Advanced Trust Management Standards (ATMS) Training *paid from Fire Pension Plan*	Montreal QC	**3,867.65**
DONAUER, Randy			
N/A			**0.00**
DUBOIS, Bev			
N/A			**0.00**
GERSHER, Sarina			
N/A			**0.00**
GOUGH, Hilary			
N/A			**0.00**
HILL, Darren			
Aug 8 - 11	Canadian Association of Police Governance (CAPG) Annual Conference *paid from Board of Police Commissioners Budget*	Winnipeg MB	**1,510.44**
IWANCHUK, Ann			
N/A			**0.00**
JEFFRIES, Zach			
May 15 - 17	IFEBP Canadian Legal & Legislative Updates Training *paid from General Superannuation Pension Plan*	Montreal QC	**3,178.76**
LOEWEN, Mairin			
July 19 - 21	IFEBP Foundations of Trust Management Standards (FTMS) Training *paid from Police Pension Plan*	Winnipeg MB	**2,967.82**

2018 Actual 11,524.67

REVISED

Attachment 5

MAYOR CHARLIE CLARK
January 1 to December 31, 2018

WITHIN CANADA - TRAVEL EXPENSES

Destination	Date	Purpose	Amount	GST	Total Cost
Regina	Feb 4 - 6	SUMA	$ 910.85	$ 42.42	$ 868.43
Regina	Feb 14	Meeting with Provincial Government Ministers	$ 54.31	$ 2.44	$ 51.87
Ottawa	Feb 14 - 15	BCMC Meeting	$ 1,327.79	$ 77.90	$ 1,249.89
Edmonton	March 3 - 4	Global Mayors Summit **(trip cancelled due to inclement weather)**	$ 62.15	$ 2.81	$ 59.34
Regina	March 29	Meeting with Premier Moe	$ 109.34	$ 2.64	$ 106.70
Regina	April 10	Provincial Budget Address	$ 91.29	$ 4.31	$ 86.98
North Battleford	May 16 - 17	SK City Mayors Caucus	$ 212.92	$ 9.68	$ 203.24
Halifax	May 30 - June 1	BCMC/FCM Meeting	$ 1,466.62	$ 111.26	$ 1,355.36
Ottawa	Oct 2 - 4	Tourism Leadership Event **(Flight, accommodations & per diems paid for by Tourism Saskatoon)**	$ 46.85	$ 4.09	$ 42.76
Regina	Oct 24 - 25	SK City Mayors' Caucus	$ 345.08	$ 15.63	$ 329.45
Edmonton	Nov 14 - 16	National Urban Project Launch	$ 860.15	$ 39.69	$ 820.46
TOTAL			**$ 5,487.35**	**$ 312.87**	**$ 5,174.48**

COUNCILLOR DARREN HILL
January 1 to December 31, 2018

Destination	Date	Purpose	Amount	GST	Total Cost
Regina	10-Oct	IBA Signing between Fed & Provincial Governments (Attended on behalf of Mayor Clark)	$ 707.31	$ 31.42	$ 673.28
TOTAL			**$ 707.31**	**$ 31.42**	**$ 673.28**

Grand Total **$ 6,194.66** **$ 344.29** **$ 5,847.76**

FCM - Federation of Canadian Municipalities
BCMC - Big City Mayors Caucus

2018 Budget: **$ 42,000.00** *
Mayor & Designate's Expenses: **$ 5,847.76**

OUTSIDE OF CANADA TRAVEL EXPENSES

Destination	Date	Purpose	Amount	GST	Total Cost
Washington DC	Jan 23 - 27	US Conference of Mayors - Winter Meeting (All expenses paid trip by US Ambassador)	$ -	$ -	$ -
New York NY	July 22 - 26	Bloomberg Harvard Executive Training (All expenses paid trip by Bloomberg Harvard)	$ -	$ -	$ -
TOTAL					**$ -**

CAR ALLOWANCE

2018 Budget: **$ 21,000.00** **
Mayor's Expenses: **$ 1,571.46**

***Includes travel for Mayor and Mayor's Office staff**
****Includes car allowance for Mayor and Mayor's Office staff**

GOVERNANCE AND PRIORITIES COMMITTEE

City Council Car Allowance - 2018

Recommendation of the Committee
That the report of the City Clerk dated January 21, 2019 be received and the information posted on the City's website.

History
The Governance and Priorities Committee, at its meeting held on January 21, 2019, considered a report from the Administration regarding the above.

Attachment
Report of the City Clerk dated January 21, 2019

City Council Car Allowance - 2018

Recommendation
That the information be forwarded to City Council and posted on the City's website.

Topic and Purpose
The purpose of this report is to provide a summary of car allowance expenses for Councillors and the Mayor for 2018.

Strategic Goal
The information contained in this report aligns with the Strategic Goal of Continuous Improvement and demonstrates the Leadership Commitment of Openness and Accountability.

Report
At its meeting of June 13, 2005, City Council resolved in part that, effective July 1, 2005, Councillors be reimbursed for use of their personal vehicle for City business, based on a per kilometre reimbursement equal to the automobile allowance rates set by the Canada Revenue Agency for tax-exempt allowances for the use of personal vehicles. The rate for 2018 was $.55/km for the first 5,000 kilometers driven and $.49/km driven thereafter.

The following are the car allowance expenditures for 2018 for each Councillor, less GST.

Total Amount Budgeted	$	15,000.00
Total Amount Spent	$	12,684.03

<u>Individual Councillor Expenditures</u>

C. Block	$	382.38
T. Davies	$	1,657.86
R. Donauer	$	1,406.25
B. Dubois	$	3,530.45
S. Gersher	$	1,093.22
H. Gough	$	0.00
D. Hill	$	2,822.58
A. Iwanchuk	$	0.00
Z. Jeffries	$	1,791.29
M. Loewen	$	0.00

Also provided is the following summary from the Mayor's Office for 2018:

Total Amount Budgeted:	$	21,000.00
Total Amount Spent:	$	1,571.46

The above summaries will be posted on the City's website.

In addition, at its meeting held on January 29, 2018, City Council resolved that in accordance with City Council's commitment to transparency, the annual posting of car allowance expenditures and travel training expenditures for members of City Council to the City's website for 2017 and going forward be to the same level of detail as currently provided for City Council's Communications and Constituency Relations Allowance. Detailed car allowance claim forms will be posted accordingly.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Janice Hudson, Committee Assistant
Reviewed and Approved by:	Joanne Sproule, City Clerk

Admin Report – City Council Car Allowance - 2018.docx

GOVERNANCE AND PRIORITIES COMMITTEE

Inquiries and Notice of Motions

Recommendation of the Committee
That the removal of the inquiries and/or notice of motions identified as requesting removal on the list attached to the report of the City Clerk dated January 21, 2019 be approved.

History
The Governance and Priorities Committee, at its meeting held on January 21, 2019, considered a report from the Administration regarding the above.

Attachment
Report of the City Clerk dated January 21, 2019

Inquiries and Notice of Motions

Recommendation
That the report of the City Clerk dated January 21, 2019 be forwarded to City Council recommending removal of inquiries and/or notice of motions from the list, as identified.

Topic and Purpose
The purpose of this report is to update City Council on its outstanding inquiries and notice of motions.

Report Highlights
1. The City Clerk's Office maintains a list of all Council inquiries and notice of motions.
2. As matters are initially reported on, items are updated accordingly by either being marked complete noting final resolution, or transferred to a Council/Committee referral list if further reporting was requested of the Administration.

Strategic Goal(s)
This report supports the Strategic Goal of Continuous Improvement as it promotes transparency and supports City Council in providing good governance.

Report
Administration has undertaken a review of Council's outstanding inquiries and notice of motions, as attached. The lists contain the subject matter, date of meeting, Councillor (or former) who made the inquiry or motion, the Department the matter was referred to, resolution (or portion of) and the current status of each item, as provided by Administration.

Options to the Recommendation
Committee may choose to recommend to City Council removal of any items from the list.

Policy Implications
There are no policy, financial, environmental, CPTED or privacy implications.

Due Date for Follow-up and/or Project Completion
Updated lists will be provided to Council approximately every six months (January and June).

Public Notice Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. List of Council Inquiries and Notice of Motions – January 2019

Report Approval

Written by:	Janice Hudson, Committee Assistant
Reviewed and Approved by:	Joanne Sproule, City Clerk

Admin Report – Inquiries & NOMs January 2019.docx

INQUIRIES and NOTICE OF MOTIONS as of January 21, 2019

Attachment 1

Title	Meeting Date	Councillor	Department	File No.	Inquiry Resolution	Comments/Update
Inquiry - Maintenance of Trees in Back Lanes	2012/09/04	Former Councillor Lorje	Community Services	CK. 4139-4, BF 073-15	"Will the Administration please review the current procedures, authority, funding and staffing with respect to the maintenance of trees that are growing into the back alleys? Bylaw No. 8175, The Property Maintenance Bylaw, speaks to dead or hazardous trees but there appears to be some disagreement about who bears the responsibility for general tree overgrowth into the City's alleys. Saskatoon Light and Power quite properly deals with trees that grow into the power lines but my concern is the more general tree growth that impedes traffic in the alleys. Therefore, will the Administration please report on what we would need to put in place in order to have property owners themselves trim their trees that encroach upon the alleys."	To be determined.
Inquiry - Posting Daily Report Card on Transit Reliability	2013/10/07	Former Councillor Paulsen	Transportation & Construction	CK 7300-1	"The Toronto Transit Commission posts a daily report card on its website showing transit riders how reliable their service is. The information provides a quick snapshot to transit users to evaluate how punctual or reliable the service was for that day in a way that is easy to read and understand. With the upgraded technology we are now using in our transit buses, could the Administration please report on whether it is possible to communicate with out clients in a similar fashion."	Report anticipated 2019 Q2.
Inquiry - Updates - Councillor Inquiries	2013/12/02	Councillor Jeffries	City Clerk's Office	CK 255-6	"Could the Administration please report on the feasibility of providing a regular update on the status of Councillor enquiries, including estimated dates for answers to be provided."	Sharepoint solution implemented effective December 2018. Information communicated via email to members of City Council. *Recommend removal from list.*
Inquiry - Policy - Book of Condolences Available at City Hall	2013/12/16	Councillor Loewen	Leadership Team Governance Subcommittee	CK 150-1	"Would the Administration report back with recommendations for a policy regarding circumstances where a book of condolences might be made available at City Hall."	January 2019 update - to be addressed in protocol policy.
Inquiry - Monthly Ridership Statistics - Saskatoon Transit	2014/05/05	Former Councillor Paulsen	Transportation & Construction	CK. 435-9	"It is my understanding that, through technology, Saskatoon Transit now has the ability to track ridership by neighbourhood. Could the Administration please report on the monthly ridership statistics on a neighbourhood-by-neighbourhood basis."	Report anticipated 2019 Q2.
Inquiry - Expansion of Public Notification Process for Zoning Bylaw Matters to include Business Improvement Districts	2016/03/21	Former Councillor Lorje	Community Services	CK. 255-2-1, BF 005-16	"Will the Administration please report on the possibility of expanding the public notification process for various Zoning Bylaw matters so that the appropriate Business Improvement District (BID) board and/or BID Executive Director is notified in a manner similar to the Community Associations when a Zoning Bylaw matter requiring public notification in the respective area is being considered (i.e. when zoning changes are contemplated in the Riversdale area, the Riversdale BID would be informed, etc.)"	December 14, 2018 update: Director of Planning and Development recommending removal from list - "This process was in place at the time of inquiry and has been used since."
Inquiry - Digital Billboards	2016/04/25	Councillor Jeffries	Community Services	CK 4350-13, BF 015-16	"Can the Administration please report back on the following items related to digital billboards: 1. Do digital buillboards comply with dark sky principles and if not, what can be done to improve billboard performance; and 2. What can be done to regulate the intensity of the light given off by digital billboards."	To be determined.
Inquiry - B1B Zoning District - Square Footage Restriction - Retail and Restaurant Development	2016/06/27	Councillor Iwanchuk	Community Services	CK. 4350-1, BF 024-16	"Would the Administration, in consultation with the development community, review the B1B Zoning District, including the square footage restriction for retail and restaurant developments."	Report anticipated February 2019.
Inquiry - City of Saskatoon's Public Notice Policy	2016/07/21	Councillor Hill	Strategy & Transformation	CK. 255-2-1	"Based on results of civic survey It has identified that people want to receive their information differently than what we have been doing in the past. Would the administration please report back on reviewing the City Of Saskatoon public notification policy. Please ensure that the review includes a discussion with the Saskatoon Council on aging for input. Please ensure current audited circulation numbers, readership, and/or listening audience numbers are reviewed for all media considered."	Was with the Solicitor's Office, moved to Communications - 07/16/18 verbal update. Email from Corporate Perf. Sept. 19/18 requesting the inquiry be marked complete. Reasons outlined below: EU&CS - March 13, 2017 Agenda Item – 7.2.4 – City Page Weekly Public Notice Advertising On March 13, 2017, a report to EU&CS requesting approval to award the City Page contract to the StarPhoenix. This went without issue but then went to City Council. The report included the following information under Other Considerations/Implications: The current Policy directs that, public notice shall be published in The StarPhoenix, on the Saturday at least seven days immediately prior to the meeting, at which City Council will initially consider the matter. If City Council does not approve the recommendation in this report, Public Policy C01-021 will require changes to remove reference to The Star Phoenix and consider how to satisfactorily address public notice requirements with acceptable methods of giving notice City Council - March 27, 2017 Following discussion at the meeting City Council resolved: 1. That the report proposal submitted by the Saskatoon StarPhoenix for the administration, production, and distribution of the "City Page/Weekly Public Notice Advertising" for 2017 be approved; and 2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal. 3. That the Administration review the Public Notice Policy and Communications Strategy. 4. That the Administration review the Public Notice Policy and report back with criteria for assessing RFPs for public advertising that is non-specific to a particular vendor; and 5. That the Administration be directed to issue an RFP for 2018 for the City Page/Weekly Public Notice Advertising PD&CS - December 4, 2017 Solicitors took a report to PD&CS that generally addressed items 3 and 5 from the March 27, 2017 Council meeting. It outlined the elements that would be included in an RFP to ensure we considered all the important aspects of circulation and readership. The Public Notice Policy removed the reference to the Star Phoenix but it still remained that the communications tool would be a newspaper. City Council - December 18, 2017 The above report was approved by City Council PD&CS - March 5, 2018 The final related report was the actual award of the City Page advertising to the StarPhoenix. EU&CS - As a result of this we took a report to EU&CS on the RFP in advance. This report noted what we would include as part of the RFP review (readership, circulation, etc.). City Council - March 26, 2018 City Council approved the award of the contract. *Recommend removal from list.*
Inquiry - Regulation of Kennels	2016/09/19	Councillor Hill	Community Services	CK. 4350-65, BF 028-18	"In response to the tragic occurrence at "Playful Paws Pet Centre" in Saskatoon, where 14 dogs died, a number of Saskatoon Citizens have enquired about regulation of Kennels. Would the Administration please review what exists for kennel regulation in other municipalities and provinces and provide a report on what could be considered for Saskatoon and/or Saskatchewan. Please ensure the review considers any/all factors such as zoning, business licensing, *The Animal Protection Act*, and other roles municipalities and provinces play in Canada. Included in the report should be reference to the Canadian Veterinary Medical Association's document titled: 'A Code of Practice for Canadian Kennel Operations'."	Report anticipated February 2019.

Inquiry - Ticketing of Over-Length Vehicles	2018/10/22	Councillor Hill	Community Services	CK 5301-1, BF 051-18	"Recognizing that we have received some information on the issue of late night / early morning ticketing of over-length vehicles, I would like to incorporate some of that information, as well as some additional details in a public report. Would the Administration report on the number of tickets that have been issued since March 2018, with respect to vehicles that exceed 6 meters in length in accordance with the bylaw. Please separate the offences by neighbourhood, date, time the ticket was issued, who issued the ticket, and if the ticket was issued as a result of complaint or the initiative of the ticketing officer. This information should be presented with supporting data to show a comparison to the previous year for the same time frames. Please provide any information if a shift in policy or procedure, resulted in the tickets. This inquiry is not questioning the validity of each individual ticket, but rather what may have transpired that resulted in the significant rise in ticket numbers. The report should also highlight the difference between a complaint driven policy and a ticketing agent initiated ticketing policy, and explain when and where each of those policies are applied."	Report anticipated March 2019.
Inquiry - Reconsideration of Defeated Motions	2018/10/22	Councillor Hill	Leadership Team Governance Subcommittee	255-2	"Would the Administration clarify what determines a significant enough change to reconsider content of a previous motion that had been defeated by Council."	In progress.
Inquiry - Definition of 'Amendment' and Rules for Amending a Motion	2018/10/22	Councillor Hill	Leadership Team Governance Subcommittee	255-2	"Would the Administration please report back on refining the definition of "amendment" as well as clarifying rules for "amending a motion" in our Council procedures. Attention should be paid to the point that amending a motion is done when you want to change the wording of the motion under consideration, but not the intent of the motion. Amending a motion can be used to make a good idea better or a bad idea more palatable. It should be noted that amendments are key to the process of perfecting motions before a final vote is called. Please note that amendments are not just as simple as changing words, but that an amendment must be relevant (germane) to the motion it seeks to amend, meaning the amendment cannot change the intent of the original motion. Another important rule to remember is that an amendment that does nothing but make the motion a rejection of the original motion is not proper and not in order. Amendments should enable you to affect changes to pending questions in the following four ways: By inserting or adding, words, sentences, or paragraphs; By striking out words, sentences, or paragraphs; By striking out and inserting words (with the words inserted replacing the words struck out); and By amending by substitution (a form of strike out and insert applied to paragraphs or entire motions)."	In progress.
Motion - Residential Parking Permit Test	2016/12/12	Councillor Hill	Community Services	6120-4-4	That the Administration prepare a report on using City Park as a test neighbourhood for the Residential Parking Permit Program in 2017 and/or 2018. This report should highlight: • that City Park is the only neighbourhood that meets the requirements for full neighbourhood RPP implementation at this time • should also reference the utilization of current IT potential that is not being realized • the potential for decreased administration costs • new strategies that may include address/property tax location tied to license plate recognition • review of permitting process • possibility of annual online renewal • best practices/lessons learned in other municipalities • potential to tie the license plate recognition software for this pilot to City of Saskatoon outstanding fines/warrants • plus any other recommendations from the administration.	Will fold this into the TOR for residential parking permit review; a capital project for 2019 was approved and will encompass this request - Report Anticipated December 2019.
Motion - Two-Year Assessment Cycle	2017/10/23	Councillor Block	Mayor's Office	1616-1	Whereas the province's reassessment process has seen wide swings in property assessment contributing to large tax increases in some areas of our city, including but not limited to Nutana, Varsity View, Riversdale and Downtown, therefore be it resolved that His Worship, Mayor Clark, send a letter on behalf of City Council including the file to the Province (Minister of Government Relations and Premier) with a copy provided to SAMA, SUMA, and City Mayors' Caucus, to request a two-year reassessment cycle province-wide, and if that isn't possible, to allow the City of Saskatoon to implement a two-year reassessment cycle on its own.	Administration to submit a report (re: Issues and Options) with respect to property assessment for Council's consideration before a letter is written. Report anticipated March/April 2019.
Motion - Land Lease Program	2018/03/26	Councillor Jeffries	Corporate Financial Services	4225-1	That Administration report back about the opportunity to create a land lease program for community or religious groups to construct new facilities. This could be modeled on the industrial land lease program currently available through Saskatoon Land or work done in other cities to help not-for-profit organizations create new spaces that benefit the community.	Report anticipated April 2019.
Motion - Meeting Schedule for Council, Governance and Priorities and the Standing Policy Committees	2018/06/25	Councillor Hill	Leadership Team Governance Subcommittee	255-2	Would the Administration please report on the current meeting schedule for Council, Governance and Priorities Committee and the Standing Policy Committees. Please address: 1. The possibility of establishing a prioritized agenda for all meetings; and 2. The possibility of ending GPC at 8:00 p.m. each meeting	In progress.
Motion - Maintenance of Centre Medians	2018/08/27	Councillor Block	Transportation & Construction	6220-1	That Administration report back on options to improve maintenance of centre medians.	Service review underway, report expected 2019 Q4.
Motion - Vacant Sites in New Developments - Signage	2018/10/22	Councillor Jeffries	Community Services	CK 4110-45, BF 048-18	That Administration report back about how vacant sites in new developments can be appropriately signed to better communicate future land uses identified in neighbourhood concept plans.	To be determined.
Motion - Improving Solid Waste Systems	2018/11/06	Councillor Loewen	Utilities & Environment	7830-1	That the SPC on EUCS refer the report entitled "Cutting the Waste: How to save money while improving our solid waste systems" from Canada's Ecofiscal Commission to the Admin for a report in response to the recommendations and info contained in the report.	Report anticipated April 2019.

GOVERNANCE AND PRIORITIES COMMITTEE

2019 Annual Appointments – Boards, Commissions and Committees

Recommendation of the Committee
That the recommended appointments to Boards, Commissions and Committees as noted by the City Clerk and attached to this report, be approved.

History
At its Regular Business meetings held on November 19 and December 17, 2018, City Council made appointments to various Boards, Commissions and Committees.

Your Committee has considered additional and outstanding appointments and submits the attached recommendations for City Council's consideration.

Attachment
Recommendations of the Governance and Priorities Committee - 2019 Annual Appointments to Boards, Commissions and Committees

2019 Annual Appointments to Boards, Commissions and Committees (File No. CK. 225-1 x 175-1)

Recommendations from the Governance and Priorities Committee (January 21, 2019) to City Council January 28, 2019

Diversity, Equity and Inclusion Advisory Committee (DEIAC) (File No. CK. 225-83)
That the following be appointed to the Diversity, Equity and Inclusion Advisory Committee to the end of 2020:

- Ms. Julia Jones, Citizen
- Dr. Jasmine Hasselback, Saskatchewan Health Authority
- Supt. Grant Foster, Saskatoon Police Service

Municipal Heritage Advisory Committee (File No. CK. 225-18)
That Mr. Garry Anaquod be appointed to the Municipal Heritage Advisory Committee to the end of 2020, representing the Saskatchewan Indigenous Cultural Centre.

Saskatoon Environmental Advisory Committee (File No. CK. 175-9)
That Mr. Dallas Pelly be appointed a citizen representative on the Saskatoon Environmental Advisory Committee to the end of 2020.

Albert Community Centre Management Committee (File No. CK. 225-27)
That Mr. Gerald Mell be appointed a citizen representative on the Albert Community Centre Management Committee for 2019.

Downtown Saskatoon Board of Management (File No. CK. 175-48)
That the appointment of Ms. Shaunna Leyte to the Downtown Saskatoon Board of Management be confirmed.

Partners for the Saskatchewan River Basin (File No. CK. 225-64)
That Ms. Twyla Yobb, Watershed Protection Manager, be nominated for appointment to the Partners for the Saskatchewan River Basin for 2019.

STANDING POLICY COMMITTEE ON TRANSPORTATION

Whistle Cessation South of Stonebridge Neighbourhood

Recommendation of the Committee
That the Administration partner with the Rural Municipality of Corman Park to complete an at-grade crossing safety assessment at the Range Road 3051 rail crossing.

History
At the January 7, 2019 Standing Policy Committee on Transportation meeting, a report of the A/General Manager, Transportation & Construction dated January 7, 2019 was considered.

Your Committee also received letters dated December 11, 2018 and January 4, 2019 from Mr. Ted Hansen with regard to the matter.

Attachment
1. January 7, 2019 report of the A/General Manager, Transportation & Construction
2. December 11, 2018 letter from Ted Hansen
3. January 4, 2019 letter from Ted Hansen

Whistle Cessation South of Stonebridge Neighbourhood

Recommendation
That the Standing Policy Committee on Transportation recommend to City Council:

> That the Administration partner with the Rural Municipality of Corman Park to complete an at-grade crossing safety assessment at the Range Road 3051 rail crossing.

Topic and Purpose
This report provides a response to an inquiry regarding whistle cessation south of the Stonebridge neighbourhood in the Rural Municipality (RM) of Corman Park.

Report Highlights
1. The Administration and the RM of Corman Park will cost share the completion of an at-grade crossing safety assessment for the Range Road 3051 and Canadian National Railway (CN) in the RM of Corman Park, immediately south of the Stonebridge neighbourhood.
2. This assessment will determine if the crossing meets Transport Canada criteria for whistle cessation, or if further crossing upgrades are required to permit whistle cessation; as well as the estimated cost of those upgrades.
3. The Administration will collaborate with the RM of Corman Park to develop a strategy on implementing the recommendations to mitigate the train noise concerns.

Strategic Goal
This report supports the Strategic Goal of Quality of Life by reducing the noise pollution for residents, notably during the evening.

Background
The Standing Policy Committee on Transportation, at its meeting held on August 13, 2018, received a presentation from Mr. Ted Hansen requesting the City eliminate train whistles in the southeast corner of the Stonebridge neighbourhood, and resolved:

> "That the Administration report back regarding information with respect to train whistle cessation in this area; looking at the issues and possible solutions to appease the noise concerns of the residents."

Report
The primary source of whistling identified by Mr. Hansen is from where the Canadian National Railway (CN) main line intersects Range Road 3051, southeast of the Stonebridge neighbourhood across Highway 11, and to a lesser extent at Range Road 3050 further southeast. Both of these public at-grade crossings are within the jurisdiction of the RM of Corman Park.

The prescribed requirements for whistling cessation at public at-grade crossings are outlined in the *Railway Safety Act and Transport Canada's Grade Crossing Standards (Appendix D)*. The criteria is primarily based on the existing level of crossing protection and presence of required warning devices (such as flashing lights, bells, and gates) for the given train speed, the cross-product of vehicle-train volumes, and number of tracks in order to ensure public safety. Other factors such as road condition, approach gradients and sight distances provide input to the engineering application review process.

Range Road 3051 at-grade crossing is equipped with the highest level of protection including flashing warning lights and gates. However, it is suspected that it still does not meet the requirements for whistle cessation due to the existing crossing surface and approach gradients.

Range Road 3051 is a seasonal road, and not maintained in winter. As such, further upgrades may be required to bring it up to required standard for whistle cessation. In addition, the RM of Corman Park may have to change both maintenance and operation of the road to meet additional Transport Canada guidance. Under Transport Canada's regulations, a road that is not maintained or even used for parts of the year does not qualify for temporary exemption from whistling unless it is permanently and physically closed.

The first step in the process of seeking a whistle cessation order is to conduct a grade crossing safety assessment, as outlined in the Transport Canada guidelines, and prepare a report with study findings and recommendation for submission to the railway authority.

The Administration and the RM of Corman Park have agreed to cost share the contracting of an engineering consultant to complete the assessment and determine if the crossing meets the requirements for whistle cessation. The consultant will identify what further upgrades are required and develop the corresponding cost estimates. Based on the findings and report recommendations, the Administration will work with the RM of Corman Park to develop a strategy on implementing the recommendations to mitigate the train noise concerns.

Options to the Recommendation

The at-grade crossing is outside the City's jurisdiction and the option to not proceed with the study is available. The Administration does not recommend this as the noise associated with train whistles at this crossing significantly impacts Saskatoon residents.

Public and/or Stakeholder Involvement

The commissioning of the grade crossing assessment was discussed and agreed upon with the RM of Corman Park.

Financial Implications

The City and RM of Corman Park will share the cost of the grade assessment study. It is estimated that the total cost will be approximately $10,000, of which the City portion will be $5,000. Funding is available in Capital Project #1456 – Railway Crossing Safety Improvements.

Other Considerations/Implications

There are no communication, policy, environmental, privacy or CPTED implications, or considerations.

Due Date for Follow-up and/or Project Completion

Upon completion of the grade crossing safety assessment, the City and the RM of Corman Park will jointly review the findings and recommendations and discuss next steps.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Goran Lazic, Senior Transportation Engineer
Reviewed by:	David LeBoutillier, Acting Engineering Manager, Transportation Jay Magus, Acting Director of Transportation
Approved by:	Angela Gardiner, Acting General Manager, Transportation & Construction Department

Admin Report - Whistle Cessation South of Stonebridge Neighbourhood.docx

375-2

From: City Council
Sent: Tuesday, December 11, 2018 9:39 AM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: totransportationcommittee.pdf

RECEIVED
DEC 11 2018
CITY CLERK'S OFFICE
SASKATOON

Submitted on Tuesday, December 11, 2018 - 09:38
Submitted by anonymous user: 71.17.217.68
Submitted values are:

Date: Tuesday, December 11, 2018
To: His Worship the Mayor and Members of City Council
First Name: Ted
Last Name: Hansen
Email: [redacted]
Address: [redacted] Veltkamp Cres.
City: Saskatoon
Province: Saskatchewan
Postal Code: S7T [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: File No. CK. 375-2 (Train Whistles in the Stonebridge area)
Meeting (if known): SPC on Transportation
Comments: Please see attached letter in .pdf format.
Attachments:
totransportationcommittee.pdf:
https://www.saskatoon.ca/sites/default/files/webform/totransportationcommittee.pdf

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/269828

To: the City of Saskatoon Standing Policy Committee on Transportation

Re: File No. CK. 375-2 (Train Whistles in the Stonebridge area)

Good morning, councillors

It has now been several months since this item was sent to the Transportation Department for a report.

Since the city does not have jurisdiction over these crossings, the inevitable conclusion of that report must be that the application for whistle cessation has to be done by the RM of Corman Park according to the procedure set out by Transport Canada. The only role available for the city is to support them in this effort.

On December 3, Corman Park resident Juliane Deubner and I attended the regular meeting of the RM and requested that they start whistle cessation procedure for the crossings at Range Road 3051, Range Road 3050, and Township Road 360. After some discussion, they voted to add these crossings to their existing application for whistle cessation. Range road 3050 and Township road 360 should not need any additional expenditure, however, Range Road 3051 was not covered by the original engineering study. The cost for this is approximately $5000 but the RM was reluctant to commit the funding for it.

It is quite probable that the RM will be asking the city for assistance with this expense.

This is the crossing closest to the city and is the reason for the train whistles in the Stonebridge area.

On behalf of the residents of Stonebridge, I am asking that the city please look favourably on this request if it should occur.

Thank you

Ted Hansen
[redacted] Veltkamp Cres.

Background information

There is a complete history of the Corman Park whistle cessation program in the RM minutes, however it can be summarized as follows:

The initial request was made by a group of ratepayers headed by Juliane Deubner sometime in 2014.

In June 2015, council had CIMA engineering do a study of 6 crossings.

This report was completed in September 2015 and was very poorly done with numerous mistakes and omissions. Some of these errors were found and corrected by Juliane's group but misleading information in the report caused council to ask CN to stop the whistles at only three of the crossings.

CN also found the engineering report inadequate and worked with CIMA throughout 2016 and 2017 to have it corrected. This was finally completed in November of 2017.

It was determined that changes to the signal arm timing must be made for the crossings to meet the new standards. Transport Canada requires that this be done before November of 2021.

Currently, the RM is waiting for CN to complete these upgrades, after which whistle cessation can be put in place.

We have asked the RM to add the remaining crossings (including 3051) to the program so that the application part of the process will be completed by the time the necessary upgrades are done.

375-2
x 6171-1

From: Ted Hansen <[redacted]>
Sent: Friday, January 04, 2019 2:15 PM
To: Web E-mail - City Clerks
Subject: Re: 8.2.4 Whistle Cessation South of Stonebridge Neighbourhood [Files CK 375-2, x6171-1]

Re: 8.2.4 Whistle Cessation South of Stonebridge Neighbourhood [Files CK 375-2, x6171-1]
It appears that other commitments may prevent me from attending the meeting, however I would like to comment that I fully support the Administration report and I encourage the committee to proceed as it suggests.
Since the train whistle noise affects both the residents of the city and of the RM, a collaborative approach involving both administrations does seem like the most appropriate solution.
Thank you
Ted Hansen

On Thu, Jan 3, 2019 at 8:38 AM Web E-mail - City Clerks <City.Clerks@saskatoon.ca> wrote:

Dear Mr. Hansen:

Re: 8.2.4 Whistle Cessation South of Stonebridge Neighbourhood [Files CK 375-2, x6171-1]

This is to advise that the above matter will be considered by the Standing Policy Committee on Transportation meeting to commence at 2:00 p.m. in the Council Chamber at City Hall on January 7, 2019. The information can be accessed with the corresponding agenda item here. Your email of December 11, 2018 along with your attached letter are being included on the agenda with this item.

This is a public meeting that you can attend in person or watch via the online streaming. If you are providing comments or requesting to speak you must provide a letter to the City Clerk's Office using the online form here no later than 8:00 a.m. on the day of the meeting. Letters delivered in person must be received in the City Clerk's Office no later than 5:00 p.m. on the business day preceding the meeting. If you are speaking your comments are limited to five (5) minutes.

You are encouraged to check the meeting site at saskatoon.ca/meetings following the meeting for the Committee's decision. Please contact the City Clerk's Office at (306) 975-3240 if you have any questions regarding process.

Yours truly,

RECEIVED
JAN 04 2019
CITY CLERK'S OFFICE
SASKATOON

Britney Fehr on behalf of Shellie Bryant

Shellie Bryant | tel 306-975-2880
Deputy City Clerk, City Clerk's Office

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

shellie.bryant@saskatoon.ca

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GOVERNANCE AND PRIORITIES COMMITTEE

Overview of Proposed Amendments to The Local Government Election Amendment Act

Recommendation of the Committee
That the Mayor be directed, on behalf of Council, to send a letter to the Premier, the Minister of Government Relations, and members of the Intergovernmental Affairs and Justice Committee expressing opposition to the new election dates laid out in the proposed amendments to *The Local Government Election Amendment Act* and outlining the constraints and challenges summarized in the report.

History
The Governance and Priorities Committee, at its meeting held on January 21, 2019, considered and received for information, a report from the Administration regarding the above.

Your Committee further resolved to submit a recommendation to City Council with respect to communicating its views on the content.

Attachment
Report of the City Clerk dated January 21, 2019

Overview of Proposed Amendments to The Local Government Election Amendment Act

Recommendation
That the report of the City Clerk dated January 21, 2019 be received as information.

Topic and Purpose
The purpose of this report is to provide information on *The Local Government Election Amendment Act, 2018* of Saskatchewan.

Report Highlights
1. Amendments to *The Local Government Election Act* are being considered by the Legislature.
2. The most significant amendment is to change the date of provincial and municipal/school board elections for 2020 and beyond. The next provincial election is scheduled for Monday, October 26, 2020 and the next general municipal/school board election is scheduled for Monday, November 9, 2020. Subsequent municipal/school board elections are to be scheduled for the second Wednesday of November. A provision has been made should that date fall on November 11 (Remembrance Day).
3. The election date changes will present challenges for voters, candidates, election administrators and the City.
4. Additional amendments propose to increase transparency as well as clarify and improve general election processes.

Strategic Goal(s)
This report supports A Culture of Continuous Improvement as adapting to legislative requirements ensures that the City continues to provide high-quality civic services to its citizens.

Background
Following the 2016 municipal government elections, the Ministry of Government Relations undertook a review of *The Local Government Election Act, 2015.* As part of the process, municipal administrators and stakeholders provided input into proposed amendments. The City Clerk, on behalf of the City of Saskatoon, provided input as part of this process. The Saskatchewan Association of City Clerks also provided feedback on proposed amendments. Bill No. 134, An Act to amend *The Local Government Election Amendment Act, 2015* was introduced and given first reading in the Legislature on October 31, 2018.

Report
The most significant amendment to *The Local Government Election Amendment Act* is to change the date, as well as the future dates, of general municipal/school board

elections in Saskatchewan. Historically, general municipal/school board elections were held on the fourth Wednesday in October. The 2020 general municipal/school board election date is scheduled for Monday, November 9. Future municipal/school board elections will be then be held on the second Wednesday of November. However, a provision was included that, should a future election day fall on November 11 (Remembrance Day), the election will be moved to the Monday of that week. The second Wednesday of November 2020 is November 11, thereby moving the next municipal/school board election date to Monday, November 9.

Bill No. 133, An Act to amend *The Legislative Assembly Amendment Act, 2007* was also introduced and given first reading in the Legislature on October 31, 2018. This bill establishes the 2020 provincial election date to be Monday, October 26, 2020 with subsequent provincial elections to be held on the last Monday in October, every four years.

Amendments to the provincial and municipal/school board election dates will result in both elections being held within a two-week time period. Under the previous legislation, the elections were to be held five days apart, on October 28 (municipal/school board) and November 2 (provincial) in 2020.

It is important to note that these new changes to the election dates may not alleviate potential confusion for voters:

- Provincial, municipal and school board elections information will be disseminated at the same time, including messaging regarding voting eligibility rules; voter registration procedures; assigned voting locations; voting times and advance poll dates; mail-in ballot procedures and rules; acceptable identification documents along with required election notices.

- Advance polls for municipal/school board elections must be open at least three days, but not more than 15 days, before an election. Prior to holding an advance poll, required notice must be provided. Saskatoon's municipal/school board elections have typically taken advantage of the increased period of time to provide voters with as many voting options as possible. However, with both elections taking place within a two-week period, municipal and school board advance voting options may be impacted. For instance, in the past, on designated days, advance polls have been held in larger shopping malls in the two week period preceding the election date. As notice must be provided in advance, there is the potential for confusion of provincial/municipal/school board advance poll dates, locations and times. The potential for voter fatigue and voter confusion, particularly with respect to participation at municipal advance polls, still exists.

It is anticipated that the changes to the election dates also will present challenges for Candidates. Candidates may deal with confusion between provincial/municipal jurisdictions and election issues, as well as competing demands for campaign volunteers and other campaign resources.

In terms of administering local elections, there are some concerns with the amended dates:

- Provincial and municipal jurisdictions use many of the same voting locations (such as schools and community halls). In a two-week period, these locations will be requested to provide space for two or more days to accommodate advance poll and Election Day voting;

- Both jurisdictions draw from the same pool of temporary election workers to work on Election Day, during advance poll voting and during special poll voting. Training is required for election workers in both jurisdictions and the legislation governing each, differs; and

- The number of available voting options for both jurisdictions within a short period of time is expected to impact worker availability and put a strain on workers, resulting in training confusion and fatigue.

From a Corporate Administration perspective, the new election date may result in changes to the way in which Council deliberates the business plan and budget in those years of a municipal election. For example, Council typically deliberates the business plan and budget in the last week of November. Under the proposed election dates in Bill 134 – and assuming budget deliberation dates are maintained – Council would have approximately two weeks after being officially sworn-in to undergo orientation, briefings, deliberate and approve the business plan and budget.

The proposed election dates will also affect Council appointments to various Boards, Commissions and Committees. Currently, the City makes appointments to its Boards, Commissions and Committees in November and December of each year. In an election year, the appointment and confirmation process would likely be delayed until after January 1 in the year following a municipal general election.

Other notable proposed amendments that will affect the City of Saskatoon's election processes include:

<u>Council Transparency</u>:

- Candidates will be required to attach a completed version of the municipality's public disclosure statement with their nomination papers.
- A requirement that it is the Candidate's responsibility (not the Returning Officer's) to verify and ensure their nomination form is correct, truthful and complete.

- These changes will need to be communicated through updated municipal/school board Candidate information and materials and adapted into existing elections bylaws, processes and procedures.

Election Processes:

- Provisions of *The Controverted Municipal Election Act* will be consolidated into *The Local Government Election Act.*
- Alternatives are provided to newspaper advertising for required public notices.
- Municipalities/school boards have the option not to include a Candidate's occupation on the ballot.
- Council, by bylaw, shall establish the rules for return of a Candidate's deposit following the election.
- These changes will need to be reviewed and adapted into existing elections bylaws, processes and procedures, where appropriate.

Policy Implications

Policy amendment may be necessary to ensure alignment with existing, related municipal policy and/or bylaws. A review will be conducted.

Other Considerations/Implications

There are no financial, environmental, Privacy, or CPTED implications or considerations at this time.

Due Date for Follow-up and/or Project Completion

Bill No. 134, An Act to amend *The Local Government Election Amendment Act, 2015* and Bill No. 133, An Act to amend *The Legislative Assembly Amendment Act, 2007*, will continue to be debated in the Legislative Assembly in spring 2019. Both pieces of legislation will be passed by the Legislature prior to the conclusion of the spring sitting in May 2019.

Administration is continuing with its elections preparation for the pending 2020 municipal/school board elections.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by:	Jennifer Brooks, Executive Intern, City Clerk's Office
Reviewed by:	Joanne Sproule, City Clerk
	Patricia Warwick, City Solicitor
	Mike Jordan, Director of Public Policy & Government Relations
Approved by:	Joanne Sproule, City Clerk

Curbside Waste and Organics Programs Status – January 2019

Recommendation
That the report of the Acting Chief of Strategy & Transformation dated January 28, 2019, be received as information.

Topic and Purpose
The purpose of this report is to provide a status update on the decisions made to date on the curbside waste and organics programs, to confirm the Administration's understanding of its mandate.

Report Highlights
1. City Council has considered several reports over the past ten years, pertaining to landfill operations, landfill lifespan, organics, and solid waste diversion strategies.
2. In 2018, Administrative reporting was extensive. Because of the extent and complexity of previous reporting, combined with the extensive set of resolutions and the rescinded resolution, the Administration has prepared this report to summarize the City's direction.
3. The Administration is proceeding on the basis that both black bin solid waste and the single-family organics programs will be funded through property taxes.
4. Prior to closing the organics processing RFP, the Administration will report on funding and phasing options for City Council to consider.

Strategic Goal
This report supports the Strategic Goal of Environmental Leadership by optimizing solid waste diversion and landfill operations.

Background
City Council has considered several reports over the past ten years, pertaining to landfill operations, landfill lifespan, organics, and solid waste diversion strategies. A comprehensive list is included as Attachment 1.

The City has operated an optional curbside organics collections program since 1999. In 2018, there were 8,500 subscribers to the program (approximately 12% of single-family households) who paid between $55 and $75 per year depending on when they subscribed to the program.

The City of Saskatoon has a solid waste diversion rate of approximately 22.8% (2017 rate), compared with a targeted diversion rate of 70%. Increasing solid waste diversion of appropriate materials from the City's existing landfill will extend the lifespan of the landfill. At current diversion rates and current assumptions, the landfill life is expected to be 40+ years, while at a diversion rate of 70% the life could be extended to more than double. According to the 2016 Waste Characterization Study, an estimated 32% of

materials received at landfills in the region are considered to be organics (from all sectors), therefore diversion of organics is integral to diversion of solid waste. Organics are also the largest contributor to landfill greenhouse gas emissions at any landfill, even with a robust landfill gas collection system.

Continued operation of the existing landfill is important to the City because the most likely alternatives are a new landfill or use of private landfills. Capital costs associated with commissioning of a new landfill; decommissioning of the City's existing landfill; and ongoing operating costs associated with expected longer haul distances to an alternate site are all potentially avoided or significantly deferred with continued use of the existing site.

To extend the life of the landfill, the City has undertaken numerous operational improvements as well as two previous cell expansions to the south, all founded in a long-term strategy developed in 2011. The landfill now has one remaining expansion that will occur on the existing landfill property. This expansion is scheduled to occur in 2021 and 2022.

There are also significant costs associated with solid waste diversion. Although the actual costs will not be known until the program is in place and contracts have been awarded, the estimated costs for both black-bin program improvements and organics programs have been presented in previous reports. The Administration has presented that considering all life cycle costs, it is less expensive for the City to implement an organics program than it is to continue filling the existing landfill at our current rate. The primary difference is that implementing diversion programs such as a comprehensive organics program results in immediate program costs, whereas many of the costs associated with landfill replacement are future costs.

Because of these considerations, over the past year the City has ramped up its investigation into solid waste diversion programs and developed a number of options and cost estimates for various program designs. Although a comprehensive Unified Waste Utility originally appeared to be the favoured solution, that form of program was not approved when recommended to City Council by Administration in October of 2018.

Moving directly from status-quo to the Unified Waste Utility (UWU) would have resulted in substantive changes to the way in which the city delivers and funds solid waste collection. For example, the proposed UWU would not only fund a new organics program for single-family residential homes, it would also have implemented a three-bin solid waste system and concurrently shifted the full program costs from the general property tax base to single-family residential property owners, which are the properties receiving the service.

In November 2018, City Council elected to implement a three-bin waste program funded through a utility, and a residential organics program funded by property taxes. In December 2018, City Council reconsidered the matter and rescinded the motion regarding black-bin waste funding and the three-bin system. The organics-related

motions stand (although a Notice of Motion exists for the organics program), meaning the Administration has been directed to implement a residential organics program funded by property taxes.

As such, the Administration has issued the organics Request for Proposal (RFP), although the deadline for submissions has been extended to April 11, 2019. As with all RFPs, the City has included provisions in the RFP making it clear that the City may change or cancel the RFP at any time prior to award, without financial repercussion.

Report

Below is a summary of the Administration's understanding of where the City stands now with respect to solid waste programs and services based on City Council's resolutions in 2018:

1. Administration, through the RFP process, will be seeking a private-sector organics processing firm to provide organics processing for the City. The processing capacity will include all sectors as those programs are finalized. The costs of this program will be funded by property taxes.
2. Administration will develop and implement a comprehensive curbside organics collection program for single-family residential homes. The cost of this program will be funded by property taxes.
3. The Administration will continue working on organics diversion strategies for the multi-family and Industrial, Commercial, and Institutional sectors. No policy decisions have been recommended to City Council for organics diversion for these sectors.
4. The existing compost depots will continue to operate as they currently do. This service will be funded by property taxes.
5. Solid waste services will remain unchanged until the single-family organics program is in place. At that time, waste collection will become bi-weekly year-round rather than weekly during the summer months. Funding solutions will need to be found for known deficits within the solid waste program.

Financial Implications

Based on the estimates provided to City Council, these program changes are estimated to cost an additional $8.2M. This cost estimate is comprised of the organics processing and single-family curbside organics collection program and fully funding the solid waste program structural budget issues. This also takes into account cost savings as a result of service level changes for solid waste collection. Recovery Park capital and operating costs, yet to be finalized, would also be added to this amount.

All cost estimates will be further refined as program details are finalized and contracts have been closed. Even if costs are 25% lower than estimated, the impact to property taxes would be $6.2M based on the parameters and assumptions outlined in the various reports provided to City Council.

As verbally reported at the December City Council meeting, the Administration will report further on funding alternatives and options. Now that program parameters have been set, cost estimates can be refined. Unless otherwise directed by City Council, the Administration will provide options for phasing in portions of the funding over multiple years, which could impact timing of implementation of the programs.

Environmental Implications
The implementation of a city-wide curbside organics program will reduce greenhouse gas emissions by reducing the tonnes of organics that are landfilled. Reducing the amount of organics entering the landfill will also extend landfill life.

Other Considerations/Implications
There are no options, communications, public and/or stakeholder, policy, Privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion
The Administration will be reporting on capital funding requirements for a curbside organics program in the coming months.

Public Notice
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment
1. Comprehensive List of Resolutions

Report Approval

Written by:	Michelle Jelinski, Senior Project Management Engineer, Water & Waste Operations
	Jeff Jorgenson, City Manager
Reviewed by:	Russ Munro, Director of Water & Waste Operations
Approved by:	Dan Willems, A/Chief of Strategy & Transformation

Admin Report - Curbside Waste and Organics Programs Status – January 2019.docx

Comprehensive List of Resolutions

City Council, at its meeting held on August 17, 2011, considered the Landfill Optimization report and resolved, in part:

> "1. That the proposed changes in the design and operations of the Saskatoon Waste Management Facility (Spadina Landfill) be adopted as outlined in the report of the General Manager, Utility Services Department dated May 16, 2011, to protect the lifespan of the facility to forty (40) years and beyond."

This report included the Integrated Landfill Management Plan (XCG Consultants, 2011) which identified opportunities to extend the life of the landfill, including landfill cell expansions to the south and to the east.

On November 30, 2016, during the 2017 Business Plan and Budget deliberations, City Council received a report titled Fees for Waste Related Services 2017-2019. City Council considered green cart subscription fee options and resolved to maintain fees at $55 per season. The report identified that subscription fees do not cover the costs of operating the program and that annual shortfalls are covered by property taxes through the Landfill Operating Budget.

City Council, at its meeting held on June 26, 2017, considered the Expanding the Waste Services Utility – Key Considerations report and resolved:

> "1. That the Administration investigate a new business model for waste services that includes a waste utility; and
> 2. That the Administration report in August 2017 on a potential design for expanding the Waste Services Utility in Saskatoon."

City Council, at its meeting held on August 28, 2017, considered the Waste Utility Design Options report and resolved:

> "1. That the Administration continue to develop a program to expand the Waste Services Utility to include variable pricing options.
> 2. That the Administration engage citizens and stakeholders on variable pricing options based on the information presented in this report, and report back in the first quarter of 2018 with a proposed design and timeline for implementation for a utility model.

City Council, at its meeting held on August 28, 2017, considered the Organics Opportunities report and resolved:

> "That the Administration continue research and program development on an organics program for the Residential, Industrial, Commercial, and Institutional sectors."

City Council, at its meeting held on November 20, 2017, considered the Integrating the Recovery Park Project with Required Saskatoon Regional Waste Management Centre Projects report. This report identified that relocation of landfill-related facilities would

make available the final footprint expansion for the landfill and that cell construction is anticipated to be required in 2020 at an estimated cost of $8M.

City Council, at its meeting held on May 28, 2018, considered the Landfill Airspace Value report and resolved:

"1. That the landfill airspace valuation be used in the development of future waste rates and funding plans; and
2. That additional funding requirements be included in the calculation of a user fee associated with a potential Unified Waste Utility."

City Council, at its meeting held on June 25, 2018, considered the Recommended Changes to Waste Management in Saskatoon report and resolved, in part:

"1. That a Pay-as-You-Throw Utility be developed for curbside residential garbage collection, where households pay a variable utility fee that corresponds to the size of their garbage cart (lower prices for smaller carts);
2. That an organics program be developed for year round curbside residential organics collection, utilizing a single green cart for co-mingled food and yard waste;
3. That a Capital Project be established to enable continued planning and development of the organics and Pay as You Throw programs, so they may be launched together as soon as possible (before 2020) with a budget of $1.6M, and that these funds be borrowed against the future utility."

City Council, at its meeting held on June 25, 2018, considered the Changes to Waste Management in Saskatoon – Engagement Results report and resolved:

"That the report of the Acting General Manager, Corporate Performance Department dated, June 11, 2018, be received as information in support of the Recommended Changes to Waste Management in Saskatoon Report."

City Council, at its meeting held on October 22, 2018, considered the Waste Management Levels of Service – Curbside Organics and Pay as You Throw Waste Utility report and resolved:

"1. That a city-wide curbside organics program be established;
2. That option 1: year round, bi-weekly organics and waste collection be implemented as the new waste management service level for all curbside residential households;
3. That the compost depots continue to operate with the existing level of service;
4. That the Administration amend the draft RFP to reflect the City's intent to implement an organics policy/program for the multi-unit residential sector by 2020; and

5. That the Administration amend the draft RFP to reflect the City's intent to implement an organics bylaw for the Industrial, Commercial and Institutional (ICI) sector within the next 2-4 years."

City Council, at its meeting held on November 19, 2018, considered the Waste Management Levels of Services – Curbside Organics and Pay as You Throw Waste Utility and resolved, in part:

"6. That the curbside waste program – variable bin-size model be funded as a utility;

7. That the curbside organics program be funded by property tax."

City Council, at its meeting held on November 19, 2018, also considered the Ability to Pay Considerations for an Expanded Curbside Waste Utility report and resolved, in part:

"2. That the following collective benefit services remain funded by property taxes and not be funded by the new waste utility: Recovery Park, City-wide organics and recycling depots, Household Hazardous Waste programs, and administration, waste diversion planning, general education/enforcement, monitoring and reporting that benefits all programs."

City Council, at its meeting held on December 17, 2018, considered Councillor Hill – Curbside Waste Collection Funding and resolved:

"That the resolution from the November 19, 2018, City Council meeting which stated: "That the curbside waste program – variable bin-size model be funded as a utility" be rescinded."

From: City Council
Sent: Wednesday, January 09, 2019 2:15 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Wednesday, January 9, 2019 - 14:15
Submitted by anonymous user: 70.64.68.78
Submitted values are:

Date: Wednesday, January 09, 2019
To: His Worship the Mayor and Members of City Council
First Name: Riley
Last Name: Thiesen
Email: [redacted]
Address: [redacted] adams way
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: city-wide organics program
Meeting (if known):
Comments:
Regarding the city-wide organics program, 58% of single family residential garbage is organics! If we lose this program too, we have no plan for waste diversion in Saskatoon and the years of work that has gone into these plans will have been wasted.

Act accordingly and keep this program.

Thanks,
Riley Thiesen
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273859

From: City Council
Sent: Wednesday, January 09, 2019 5:26 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Wednesday, January 9, 2019 - 17:26
Submitted by anonymous user: 128.233.6.9
Submitted values are:

Date: Wednesday, January 09, 2019
To: His Worship the Mayor and Members of City Council
First Name: Matt
Last Name: Wolsfeld
Email: [redacted]
Address: [redacted] 4th Ave N., [redacted]
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: City Waste-as-a-utility and Organics Programs
Meeting (if known):
Comments:
To His Worship the Mayer and Members of City Council,

The City's journey towards properly accounting for its waste, a utility by nature, has been a long, arduous, and complicated one. However, to reach this mark where we are responsibly being held accountable for our waste as citizens, adequately addressing the strain that our impacts have on municipal infrastructure (i.e. the landfill), and putting into place adequate incentives for decreasing our personal footprint, only to backtrack completely is akin to losing years worth of valuable time and effort for no good reason. The idea that we should "pilot" a new program when we have seen the results of a successful pilot for years now in the green cart system is a fairly ridiculous one.

Please choose the side of reason over fear and misunderstanding and push our city towards an accountable pay-as-you-throw waste system that includes organics collection.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273956

From: City Council
Sent: Wednesday, January 09, 2019 7:13 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Wednesday, January 9, 2019 - 19:12
Submitted by anonymous user: 70.64.84.254
Submitted values are:

Date: Wednesday, January 09, 2019
To: His Worship the Mayor and Members of City Council
First Name: Joanne
Last Name: Lang
Email: [redacted]
Address: [redacted] Sumner Cr.
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: mandatory organics program
Meeting (if known): January 28, 2019
Comments:
I have 3 compost bins in the garden and a large vermiculture bin set up in the house for winter veggie composting. 98% of my residential garbage is organics! (the other 2% is recycling). During late summer and fall, ALL of my black bin contents are organic. There is just too much for my compost system to handle. I also haul as much as I'm able to the composting depot. In the winter, my garbage goes to the curb maybe every 2 months, and even then, it's only half full. Between recycling and organics, my garbage service could be discontinued. I would quite willingly take my garbage to the dump myself. It might mean two very light loads annually at the most.
If this program is not integrated we have no plan for waste diversion in Saskatoon and the years of work and $$$ that have gone into committees and studies will have been wasted. Council needs to acknowledge that this is something that is important to Saskatoon and this program needs to move forward as planned (but without any tax or utility increase) and without any further delays!!
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/273967

From: City Council
Sent: Thursday, January 10, 2019 4:38 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 10, 2019 - 16:37
Submitted by anonymous user: 107.162.4.25
Submitted values are:

Date: Thursday, January 10, 2019
To: His Worship the Mayor and Members of City Council
First Name: Al
Last Name: Willems
Email: [redacted]
Address: [redacted] Hoeschen Cr.
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Organics program
Meeting (if known):
Comments:
I have subscribed to the green bin for several years. As council considers garbage and organics, please consider this:
1. We clean up a lot of leaves from the street and lawn that come from city trees, usually 16 large plastic bags. The contents of 2 bags fill the green bin. Green bin pickup should be weekly in the fall instead of every other week ending at the end of October.
2. Leaves that don't go into the green bin end up in the garbage bin in the following weeks. If you want to keep organics out of the landfill, provide more frequent pickup of organics in the fall.
3. Don't penalize citizens who try to do the right thing with leaves that come from city trees. Last year I paid $55 for the green bin pickup. I'm told it will be at least $75 for 2019. Help us divert organics by not making the fee for the green bin unaffordable.
4. Transporting bags of leaves on our own to the compose depot is not an option. Scattering leaves in the back alley might become the best option then when trying to keep them out of the landfill.
5. We use our own compost bin during the summer but it can't handle the large amount of leaves from the city curbs and front areas.

Finally, I understand that 60% of the material that goes to the landfill is from commercial construction projects, yet the citizens seem to be told that it is all their fault that the landfill is filling up. Is there a need to have a separate landfill that contains only construction materials? I assume this would be handled differently than one which handles household and medical garbage.
I do not wish to speak at Council however I do want this message forwarded to Cynthia Block for Ward 6 and to the other Councillors.
Thank you,
Al Willems
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/274125

From: City Council
Sent: Saturday, January 12, 2019 7:51 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Saturday, January 12, 2019 - 07:51
Submitted by anonymous user: 107.162.4.24
Submitted values are:

Date: Saturday, January 12, 2019
To: His Worship the Mayor and Members of City Council
First Name: Emma
Last Name: Kramer-Rodger
Email: [redacted]
Address: [redacted] Reid Terrace
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Saskatoon Waste Diversion
Meeting (if known):
Comments: I wanted to express my concerns to city council about the continuing debate on Saskatoon's waste reduction. With the backtracking on the garbage pickup, and now the potential slowing down of the organics pickup I am really concerned. Saskatoon currently has one of the worst waste reduction programs in the country and this desperately needs to change. The amount of garbage society tends to produce is enormous, and a lot of this includes organics and food waste. The time is so overdue for our city to do more with waste reduction, and we need more options than just sending everything to a landfill. As someone who lives in an apartment I have even less options when it comes to being able to recycle or compost effectively and have taken steps to buy less food packaging and composting at home. But I want to see citywide initiatives that everyone has access to. I am urging you to take steps forward, not backwards, when it comes to our waste reduction.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/274317

Bryant, Shellie

From: City Council
Sent: January 23, 2019 7:44 PM
To: City Council
Subject: Form submission from: Write a Letter to Council
Attachments: city_council_jan_28.pdf

Submitted on Wednesday, January 23, 2019 - 19:44
Submitted by anonymous user: 216.197.220.123
Submitted values are:

Date: Wednesday, January 23, 2019
To: His Worship the Mayor and Members of City Council
First Name: Christine
Last Name: Wilson
Email: [redacted]
Address: [redacted] 33rd St. E.
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: City-wide Organics Program
Meeting (if known): City Council Regular Business Meeting
Comments: Please see attached letter regarding city councils vote on the city-wide organics program. I will try to be available at the meeting also.
Attachments:
city_council_jan_28.pdf: https://www.saskatoon.ca/sites/default/files/webform/city_council_jan_28.pdf

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277092

Bryant, Shellie

From: City Council
Sent: January 23, 2019 8:26 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Wednesday, January 23, 2019 - 20:25
Submitted by anonymous user: 107.162.4.22
Submitted values are:

Date: Wednesday, January 23, 2019
To: His Worship the Mayor and Members of City Council
First Name: Angie
Last Name: Bugg
Email: [redacted]t
Address: [redacted] Albert Ave
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable): Saskatoon Environmental Advisory Committee
Subject: Curbside Waste and Organics Program
Meeting (if known): City Council Jan 28
Comments: A member of SEAC will be present to speak to the Curbside Waste and Organics Program
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277109

Bryant, Shellie

From: City Council
Sent: January 24, 2019 2:40 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 24, 2019 - 14:39
Submitted by anonymous user: 142.165.218.128
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Chantelle
Last Name: Butterfield
Email: [redacted]
Address: [redacted] Madden Avenue
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Waste
Meeting (if known): Jan. 28th
Comments: Please help Saskatoon recycle and compost! I'm all for pay as you throw and each household having a green bin.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277341

Bryant, Shellie

From: City Council
Sent: January 24, 2019 4:14 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 24, 2019 - 16:13
Submitted by anonymous user: 204.83.109.206
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Niki
Last Name: Nagy
Email: [redacted]
Address: [redacted] Taylor St West
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Organic Bins
Meeting (if known):
Comments: I've read that a substantial amount of the waste going to the landfill is organic waste that could have been diverted. Which is, I assume, why the city wanted to issue organic bins to every household. I fully support that endeveor. It makes a great deal of sense to be keeping this material out of the landfill. As a homeowner we have been subscribing to the organic bin for 2-3 years already. It's an extremely worthwhile program worth the subscription cost. Instead of spending the money on the different size garbage bins, which then require different garbage trucks, it seems like the waste would be reduced simply by implementing the organic bin program throughout the city, and charging each family the subscription fee. Larger organic bins for multi-family dwellings and businesses would also be a fantastic addition. Restaurants and grocery stores contribute a substantial amount of waste that could be easily diverted.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277377

Bryant, Shellie

From: City Council
Sent: January 24, 2019 7:31 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, January 24, 2019 - 19:30
Submitted by anonymous user: 174.2.253.214
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Gladys
Last Name: Neufeld
Email: [redacted]
Address: [redacted] Heritage Green
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: Waste Management
Meeting (if known): City Council Meting Monday January 28-19
Comments:
My letter is written to encourage Saskatoon City Council to move forward with city-wide programs that would generate less garbage, and programs that allow for the collection of organics. And not just for single family dwellings, because it's a no brainer that collection at apartments and condo developments would have a greater impact overall.

I strongly support a user-pay system and the organics collection program, and ask that you get on board with proven programs that exist world-wide to reduce the waste that ends up in the landfill. Stop dragging your feet on this! Take action to make Saskatoon a leader in our province in this area.

Thank you.
Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277418

Bryant, Shellie

From: City Council
Sent: January 25, 2019 11:02 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, January 25, 2019 - 11:01
Submitted by anonymous user: 71.17.105.254
Submitted values are:

Date: Thursday, January 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Michelle
Last Name: Elliott
Email:
Address: [redacted] 5th AVe N
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
[redacted] or agency you are representing (if applicable):
Subject: City-wide Organics Program
Meeting (if known):
Comments:
Hello,

I am writing to express my concern about the cancellation of the waste-utility program and the potential delay of the city-wide organics/compost plan. I realize these programs are expensive and difficult/complicated to implement, but it is essential that we make these moves immediately, or at least lay the ground work to make roll-out simpler in the coming years. We cannot delay much longer with the current state of our environment; we must prioritize taking steps now that consider the impact that a deteriorated global climate will have on the next generation. It may not seem like what our Municipal Government does will have that great of an effect, but I believe it creates great ripples, setting precedence for other cities of our size around Canada, and the world. It may not make a lot of fiscal sense, which is likely what many Councillors are focusing on right now... but we must lay the framework to make waste-reduction the norm.

I was really excited about the waste-utility model that was proposed... I know it would have made people think twice about purchasing products with excess packaging, and would begin to shift consumer habits which could help direct an overall change in the industry in Canada if not the world. It would make people "think before they throw" because the 'catch-all' garbage bin would not have as much space to 'catch all' depending on what the resident would be willing to pay for. While I did have my concerns about the increase it would likely cause in cases of illegal dumping, especially in Multi-Unit recycling bins, I think overall a significant and visible change in the way waste is collected would have been greatly beneficial in causing more Saskatoon residents to pay attention to the waste stream. I for one would be glad to pay less to use the smallest garbage receptacle.

Next up, organics. I've seen the most recent reports. We are sending far too much organic 'waste' to the landfill. And that is frankly a huge waste, as well as a detriment to both our Ozone and a risk factor for our ground water, as the methane and leacheate are incredibly potent and toxic.
I've appreciated the subscription based Green Cart program (I use my parents' bin), but realize not everyone in the city is excited to have a green bin. I would argue that many do not realize the harm of throwing organics into their garbage bin, where it then is compressed in the landfill to breakdown in an anaerobic (air-starved) state, unable to properly decompose in order to produce nutrient rich compost. Instead, the outcome is methane (30 times more potent than C02) or leacheate. Simply talk to one of the Compost Coaches here in Saskatoon to find out more (in fact, I was trained as one two years ago and it has really changed my view on our waste system!)

I know there has been a lot of push back about adding a mandatory new green bin to all single-unit dwellings. So, I would say if people can prove they already have a working compost setup, or some other way to deal with their organic waste, then they do not have to take the green bin.
I think those living in apartments, condos or townhouses without yard space for a compost to deal with their food scraps should have options for where to take their organics. Perhaps some community drop off spots?

More importantly than these residential programs, however, is the need for an ICI program. Businesses and institutions produce tonnes (literally) of waste, and they should be held responsible. Please create a mandatory recycling bylaw for businesses, and at the very least start with a cardboard ban in the landfill, as this causes a huge output of methane.

Thank you for reading, and I hope you will make a good decision regarding the organics program on Monday. The time to move forward is now.

Sincerely,

Michelle Elliott

Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277518

Bryant, Shellie

From: City Council
Sent: January 27, 2019 11:59 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Sunday, January 27, 2019 - 23:58
Submitted by anonymous user: 174.2.253.71
Submitted values are:

Date: Sunday, January 27, 2019
To: His Worship the Mayor and Members of City Council
First Name: Viola
Last Name: Woodhouse
Email: [redacted]
[redacted] Elliott Street
City: Saskatoon
Province: Saskatchewan
Postal Code: [redacted]
Name of the organization or agency you are representing (if applicable):
Subject: City-Wide Organic Waste Program
Meeting (if known): Saskatoon City Council meeting, Monday, January 28, 2019.
Comments:
His Worship, the Mayor and Members of City Council,

When I finished reading Phil Tank article in the Friday, January 25, StarPhoenix, I came to conclusion that postponing the motion of city-wide organic waste program is a good idea for two reasons. First, there are more options that can be investigated and second, a nine percent tax increase next year is not going to be welcome by a majority of Saskatoon citizens or Saskatoon City councilors considering that next year is the election year.

One of the possible option that should be considered in our city is home garbage disposal. Most of our citizens are hooked up to sewer system. If the City provides an incentive to citizens who may consider garbage disposal system under their sinks, the Saskatoon waste treatment plant is already equipped to capture the strained-out food residue gases (according to your web site information, it is worth 300 K per year). For example, the city of Philadelphia now requires garbage disposals in new residential construction. However, since not all citizens may choose to install garbage disposal or have been using them for some time, I believe that a financial incentive would provide stimulus to those who did not consider it before for financial reasons.

I have done some research for our household and there are a number of garbage disposals available on the market depending on the size of your household. Canadian Tire selection of garbage disposals is from 179.99 to 399.99. Credible expert reviews of garbage disposals are not easily available, however, the last testing done by Consumer Reports is still current since the models tested are continuing to be sold. Although we are composting at our household, being a senior citizens will eventually make this activity more difficult.

As a retired professor of Business Ethics, I believe that the option of garbage disposal has a merit.

Thank you for considering this option in your future discussion on city-wide organic waste program.

Best regards,

Viola Woodhouse

Attachments:

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/277986

Regulation of Electronic-Cigarettes/Vaping

Recommendation
That City Council consider Bylaw No. 9560, *The Smoking Control Amendment Bylaw, 2019*.

Topic and Purpose
The purpose of this report is to provide City Council with Bylaw No. 9560, *The Smoking Control Amendment Bylaw, 2019* which provides for a housekeeping amendment to *The Smoking Control Bylaw, 2004*.

Report
On November 23, 2015, at its Regular Business Meeting, City Council passed Bylaw No. 9334, *The Smoking Control Amendment Bylaw, 2015 (No. 2)* which prohibited the use of electronic cigarettes in all places where smoking is prohibited in the City of Saskatoon, including those places where the prohibition results from provincial legislation. Bylaw No. 9560, *The Smoking Control Amendment Bylaw, 2019* is intended to make a housekeeping amendment to the offence and penalty section of *The Smoking Control Bylaw, 2004* which arose from the passage of Bylaw No. 9334.

Attachment
1. Proposed Bylaw No. 9560, *The Smoking Control Amendment Bylaw, 2019*.

Report Approval
Written by: Christine G. Bogad, Director of Administrative & Municipal Law
Approved by: Patricia Warwick, City Solicitor

Admin Report – Regulation of Electronic-Cigarettes/Vaping.docx
Our File: SO 102-0439

BYLAW NO. 9560

The Smoking Control Amendment Bylaw, 2019

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Smoking Control Amendment Bylaw, 2019*.

Purpose

2. The purpose of this Bylaw is to amend *The Smoking Control Bylaw, 2004* to include violations of the vaping provisions identified in subsection 5.1(3) in the offence and penalty section of *The Smoking Control Bylaw, 2004*.

Bylaw No. 8286 Amended

3. *The Smoking Control Bylaw, 2004* is amended in the manner set forth in this Bylaw.

Section 15 Amended

4. Section 15 is amended by:

(a) adding the following subsection after subsection (2):

"(2.1) Every person who contravenes Subsection 5.1(3) of this Bylaw is guilty of an offence and liable on summary conviction:

(a) in the case of a person who vapes, to a fine of not more than $500; and

(b) in the case of a proprietor who permits a person to vape, to a fine of not more than $5,000.";

(b) adding "(2.1)," after "(2)," and before "(3)" in subsection (5);

(c) adding the following after subsection (7):

"(7.1) Notwithstanding Subsection (2.1), in the case of a contravention of Subsection 5.1(3), a bylaw enforcement officer shall issue a notice

of violation to a person who vapes or to a proprietor who permits a person to vape in contravention of the Bylaw, which notice shall provide that:

(a) in the case of a person who vapes, if the person pays the City the sum of $150 within 14 calendar days of the date of the notice of violation, the person shall not be prosecuted for the contravention; and

(b) in the case of a proprietor who permits a person to vape, if the person pays the City the sum of $500 within 14 calendar days of the date of the notice of violation, the person shall not be prosecuted for the contravention.”; and

(d) adding “, (7.1)” after “(7)” and before “and” in subsection (9).

Coming Into Force

5. This Bylaw comes into force on the day of its final passing.

Read a first time this	day of	, 2019.
Read a second time this	day of	, 2019.
Read a third time and passed this	day of	, 2019.

Mayor	City Clerk