



Addendum to the Regional Council Agenda

Regional Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

Wednesday, June 26, 2019

9:30 AM

6. Communications

- CC 29 Memorandum from Elaine Baxter-Trahair, Chief Administrative Officer, Nancy Taylor, Commissioner of Finance, John Presta, Acting Commissioner of Works, and Jason Hunt, Director of Legal Services, regarding GHD/E&Y Risk Assessment and Recommended Service Delivery Approach (Our File: E08)

Note: This Memo is provided in response to Committee of the Whole direction given on June 12, 2019.

Recommendation: Refer to consideration of Item 6 of Report #4 of the Committee of the Whole.

Pages 67 a) – 67 k)

- CC 30 Memorandum from John Presta, Acting Commissioner of Works regarding City of Edmonton and Halifax Regional Municipality Waste Management System Highlights and Mixed Waste / Pre-Sort Processing Facilities in Europe and North America (Our File: E08)

Note: This Memorandum is provided in response to Committee of the Whole direction given on June 12, 2019.

Recommendation: Refer to consideration of Item 6 of Report #4 of the Committee of the Whole.

Pages 67 l) – 67 n)

- CC 31 Municipality of Clarington – re: Resolution passed at the Council meeting held on May 21, 2019, regarding Provincial Flood Task Force (Our File: E00)

Pulled from the June 7, 2019 Council Information Package by Councillor Joe Neal

Recommendation: Refer to consideration of Item 1 of Report #6 of the Works Committee

Page 67 o) – 67 q)

CC 32 Kevin Narraway, Deputy Clerk of the Town of Whitby, writing to the Regional Clerk advising that Council of the Town of Whitby, at their meeting held on June 24, 2019, adopted a resolution consenting to and endorsing in its entirety the New Regional Smoke-Free By-law. (Our File: C00)

Recommendation: Receive for information

7. Delegations

- 7.6 Wendy Bracken re: Memorandum from John Presta, Acting Commissioner of Works, regarding 2019 Solid Waste Management Servicing and Financing Study: Recommendation C) [Communications – Item CC 28]
- 7.7 Lisa MacNeil re: Report #2019-SS-5: Award of Proposal RFP-181-2019 for the provision of a Primary and Secondary Food and Disposables Distributor for the Region of Durham's four (4) Long-Term Care Homes [Health & Social Services Report – Item 2] **Requires 2/3rds vote to be heard**



Interoffice Memorandum

Date: June 21, 2019

To: Regional Chair Henry and Members of Regional Council

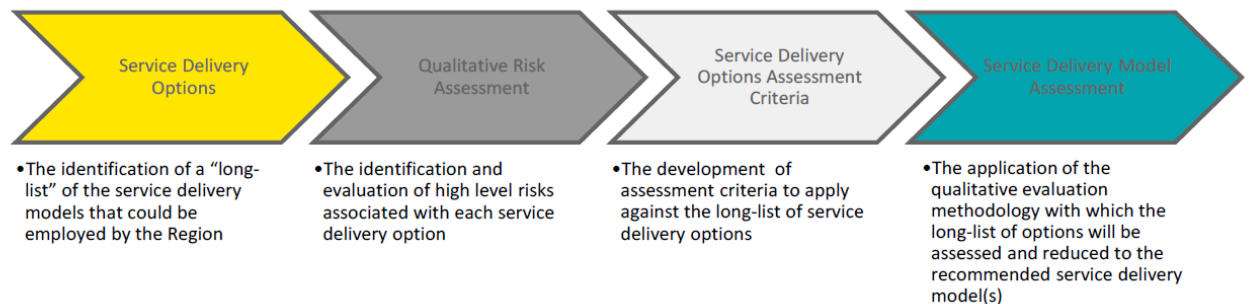
From: Elaine C. Baxter-Trahair, Chief Administrative Officer
Nancy Taylor, Commissioner of Finance
John Presta, Acting Commissioner of Works
Jason Hunt, Director, Legal Services

Subject: GHD/E&Y Risk Assessment and Recommended Service Delivery Approach

1. Introduction

- 1.1 In June 2017, the Region's consultant team, GHD Limited (GHD) and Ernst & Young Orenda Corporate Finance Inc. (EY), provided Regional staff and Regional Council with the document "Pre-sort/Transfer & Organics Management Preliminary Service Delivery Model Assessment."
- 1.2 The report included evaluation of project service delivery models and associated advantages, risks and or impacts based on the following methodology (GHD/EY, page 1).

Figure 1: Service Delivery Model Assessment Methodology

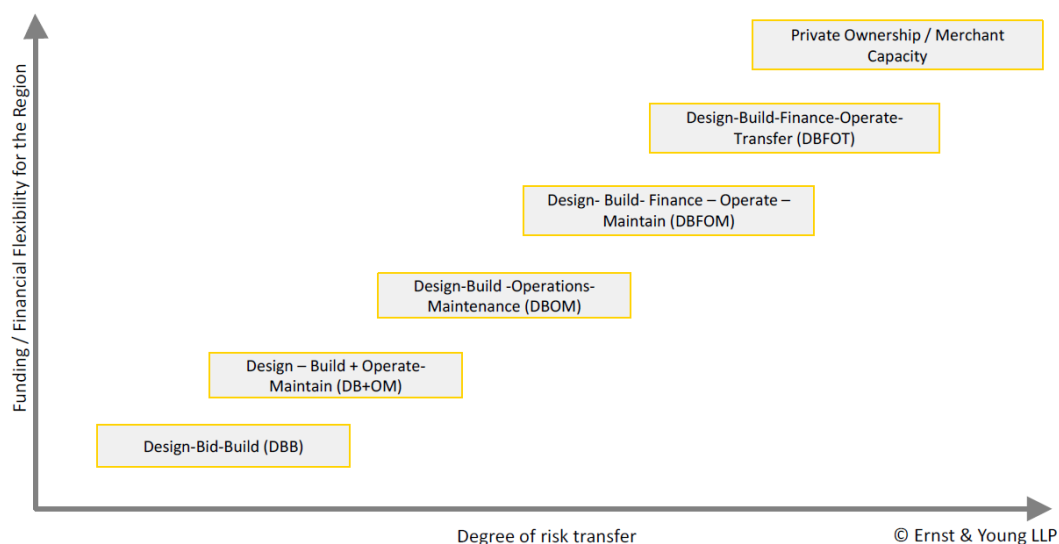


- 1.3 In response to Committee of the Whole direction on June 12, 2019, the following sections provide an executive summary of the 2017 GHD/EY study as well as more current related background information.

2. Service Delivery Options

- 2.1 GHD and EY conducted analysis of six potential service delivery options as demonstrated in the figure below (GHD/EY, page 1).

Figure 2: Service Delivery Models



3. Qualitative Risk Assessment

- 3.1 The GHD/EY analyses considered the spectrum of service delivery options based on 20 identified potential project risks included in Appendix 1. While all large and complex infrastructure projects carry risk, the goal is to mitigate and/or share risks through contractual terms and ensure specific risks are placed with the party best able to address/manage them.
- 3.2 GHD/EY noted that implementation under any service delivery model would leave the Region to retain the risks of:
- Regulatory change;
 - Planning, process and approval delays;
 - Scope changes or changes in Regional strategic direction;
 - Lower than anticipated project net benefits;
 - Haulage and transportation costs; and
 - Market acceptance of the service delivery method.
- 3.3 Comparing the DBOM and private sector service contract or merchant capacity approach, GHD/EY concluded that the Region could achieve greater risk mitigation under a DBOM contract, particularly for the following key project risks:
- Cost escalation – a bundled DBOM (single contract) transfers the greatest cost risk;
 - Changes in waste volume and composition – changes in waste volume increase costs and may challenge diversion, and feedstock accepted by the services supplier(s) would be defined by the available treatment capacity at the existing merchant facility;
 - Operational risks – the bundling of DB and OM under the DBOM model maximizes risk transfer, whereas the Region would have no control over private sector facility operations;

- d. Private Market Capacity – limited options available for merchant capacity in the Province currently. The need for processing capacity is expected to increase significantly in the next 5 years; and
 - e. Haulage and transportation - cost and logistical risks could be mitigated through Regional ownership and provision of a suitable site which balances proximity to integrated system collection routes, co-location benefits and proximity to disposal.
- 3.4 The scoring methodology utilized by GHD / EY and the risk assessment scoring summary is included as Appendix 2.

4. Service Delivery Assessment

4.1 Appendix 3 provides additional information on the Service Delivery Model Assessment scoring criteria resulting in the Service Delivery Model Assessment (Table 6) below. The scoring represents the total weighted score for each service delivery model. The highest scores (DBOM and DBFOM) are the models with the greatest alignment to the objectives of risk mitigation, ownership and control and cost predictability.

4.2 GHD and EY concluded that a DBOM model:

- a. Transfers the greatest risk away from the Region (the bundling of design-build and operate-maintain components into a single long-term contract is a key risk mitigating factor);
- b. Can ensure adequate Regional oversight over long-term organics' management and integrated system impacts;
- c. Offers greater control and oversight over performance;
- d. Allows the Region to react to community and environmental needs in a fiscally responsible manner (under a private sector model and private facility ownership, the Region relinquishes much of that control to a third party); and
- e. Provides the greatest cost predictability.

Table 6: Service Delivery Model Assessment - Summary

Assessment Criteria	Weighting	DBB	DBOM	DB+OM	DBFOM	Private Ownership
Risk Assessment	33.3%	1	3	1	3	2
Ownership and Control	33.3%	3	2	3	2	1
Cost Predictability	33.3%	1	3	1	3	2
Total	100%	5	8	5	8	5

Source: GHD/EY, page 14

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5. GHD/EY Recommendation

5.1 The consultant team in 2017 recommended consideration for a design, build, operate, maintain (DBOM) approach or a design, build, finance, operate, maintain (DBFOM) approach. Regional Council subsequently directed that consideration be focused on either DBOM or a private sector service contract.

5.2 The Region conducted market sounding with Request for Information (RFI 1158-2017) and a majority of the 19 responses from the private sector indicated that a DBOM service delivery would be appropriate.

5.3 Private sector financing may be difficult to secure given a significant project net cost. The project is “bankable” to the private sector where significant long-term Regional commitments can be secured, including put-or-pay waste supply guarantees and a long-term contract. Private sector financing is higher cost than Regional financing, particularly based on the Region’s Triple A credit rating.

6. Municipal Peers’ Experience

6.1 DBOM service delivery, including public ownership and construction funding, is the most common method of implementing organics’ processing infrastructure in Ontario.

6.2 The following provides examples in the broader municipal sector:

- a. City of Guelph Organics Waste Processing Facility;
- b. City of Hamilton Centralized Composting Facility;
- c. City of Toronto Disco Road Organics Processing Facility;
- d. City of Toronto Dufferin Organics Processing facility;
- e. Region of Waterloo purchase of capacity at Guelph DBOM project;
- f. Region of Halton purchase of capacity at Hamilton DBOM project;
- g. City of Calgary Organics Composting Facility;
- h. Pending Region of Peel Anaerobic Digestion Facility; and
- i. Pending County of Simcoe Organics Processing facility.

6.3 As previously identified both the City of Toronto and the Region of Peel also recently completed a procurement process for organic food waste processing capacity through a service contract but received very limited response. Both municipalities determined the best option from an economic and environmental point of view was to proceed with a Regional ownership model utilizing DBOM.

7. Procurement

7.1 The RFPQ must identify the Region’s service delivery methodology. Pre-qualification (RFPQ) requirements/ criteria to ensure adequate bidder financial capacity are different for a DBOM contract versus a private sector service contract. It will not be possible to evaluate bidders from a financial capacity perspective or ensure a competitive, level playing field, without the Region first committing upfront to one or the other service delivery model. In addition, bid costs and resource commitments for potential vendors in a DBOM process is higher (e.g. consortia would be formed to ensure the total infrastructure solution).

7.2 Uncertainties at the RFPQ stage can lengthen the procurement process and lower vendor confidence, thereby potentially reducing the competitive vendor pool and increasing Regional cost risks. All efforts to promote certainty up-front reduce schedule delays and uncertainties later during project implementation.

8. Conclusion

- 8.1 This memo provides an executive summary of the 2017 GHD/EY study as well as more current related background information in response to Committee of the Whole direction on June 12, 2019.

Original Signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Original Signed by

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Original Signed by

John Presta, P.Eng, MPA
Acting Commissioner of Works

Original Signed by

Jason Hunt
Director Legal Services

3.2. Description of Identified Risks

The table below lists the 20 Project-relevant risks identified and defined to conduct the risk assessment.

No.	Risk	Description
Policy and Strategic Risks		
1	Region's Strategic Direction	Risk that the service delivery model does not align with the Region's policies and/or strategic direction including the Region's 70% waste diversion target and organics management strategy.
2	Legislative/Regulatory Changes	Risk that the service delivery model does not align with current and/or future legislative/regulatory requirements related to Climate Change and Low-Carbon Economy Act and the Waste-Free Ontario Act.
3	Planning, Process and Approvals Practices	Risk that Region's approvals on a project level are not received in a timely manner, ultimately resulting in the delay of the issue of tenders.
Finance/ Economic Risks		
4	Affordability/Taxpayer Impacts	Risk that the service delivery model is not affordable, therefore not providing the best value for taxpayer dollars.
5	Cost Escalation	Risk associated with higher than anticipated Project costs (for design, construction, operations and maintenance) resulting from escalation of costs over the Project term.
6	Net Benefit	Risk that the service delivery model does not provide maximum social, environmental and financial returns (triple bottom line) to the Region.
Design and Construction Risks		
7	Delays during Construction	Risk that completion of the asset is delayed due to construction delays. Delays may result from accelerated construction schedules, construction management/efficiency issues, lack of coordination between design and construction, and quality management issues resulting in negative impacts on the Project's capital costs.
8	Default During Construction	Risk that contractor/ Project Co. has to be replaced due to default (Bankruptcy, Failure to Meet Obligations) during the construction period resulting in delays to the delivery of the asset and additional costs.
9	Scope changes initiated by the Region during design and construction	Risk that the Region may request changes/additions to Project scope during design and construction phases resulting in additional delays and costs to the Project.
Operations and Maintenance Risks		
10	Default During Operations	Risk that contractor/Project Co has to be replaced due to default (Bankruptcy, Failure to Meet Obligations) during the operations period resulting in unavailability of the facility and additional costs.
11	Failure to meet operating performance standards / targets	There is a risk that the facility does not perform as required. This risk is not related to the design of the facility but the impacts on productivity arising from poor management, operations or maintenance and equipment/technology failure.

No.	Risk	Description
12	Changes in general input waste (feedstock) composition	Risk of unplanned changes in composition or quality of feedstock, resulting in inoperability or technical issues.
13	Changes in input (feedstock) volume	Risk of unplanned/off-schedule changes in volume of feedstock, resulting in inoperability, technical issues and increased operating costs.
14	Haulage and Transportation	There is a risk that issues with haulage or transportation of materials from the transfer facility results in delays or additional costs for the Region (e.g. catastrophic issues in which Region cannot get waste out of the facility, weather-related incidents, road blockages, etc.). This risk also includes potential for haulage and transportation cost increases related to economic conditions (i.e. rising prices for fuel).
15	Process Output Quality	Risk that process outputs (including compost, residuals, biogas, etc.) do not meet content and quality measures for marketability.
Other Implementation Risks		
16	Site Approvals and Permitting	Risk of delays or additional costs related to site approvals and permitting (including planning, environmental approvals, geotechnical issues, archaeological finds and building permits).
17	Private Market Capacity	The risk that the market does not have sufficient capacity for waste processing options or that there are no private sector facilities available for waste processing.
18	Market Acceptability	Risk that the service delivery model is unfamiliar to the market (including contractors, designers, technology providers and operators) leading to the inability to attract sufficient interest in the Project.
19	External Environmental Impacts	Risk of external environmental impacts including odour or noise which may result from operations and lead to issues and concerns from stakeholders (including local groups).
Technology related risks		
20	Asset/technology obsolescence	Risk that assets, including facility and equipment, may become obsolete or need to be replaced during the contract period as a result of technology advances, changes to input content and equipment/technology availability.

Source: GHD/EY, pages 8-9

3.3. Qualitative Risk Assessment

The following sections summarize the risk assessment of the identified Project risks under each of the noted service delivery models. Further details and rationale for the applied risk scores are provided in Appendix A.

3.3.1. Scoring Methodology

The service delivery models were assessed/ranked based on the likelihood/probability and potential impact on the Region. To further qualify this evaluation, a scoring matrix was developed to determine the risk score for each service delivery model by multiplying the scores related to likelihood, impact and allocation.

$$\text{Risk Score} = \text{Likelihood} * \text{Impact} * \text{Allocation}$$

A risk score was calculated for each identified risk under each service delivery model. The sum of the individual risk scores were used to perform a comparative analysis to determine which service delivery model would expose the Region to the highest degree of risk. The service delivery model yielding the highest risk score would be classified as the option exposing the Region to the most risk. Conversely, the service delivery model yielding the lowest risk score would be classified as the option with the least risk to the Region.

The scoring scale applied to the likelihood was defined as follows:

Table 2: Scoring Scale - Likelihood/Probability

Likelihood/Probability	Score
Unlikely	1
Likely	2
Very Likely	3

The scoring scale applied to the potential impact on the Region was defined as follows:

Table 3: Scoring Scale – Potential Impact on the Region

Potential Impact	Score
Low	1
Medium	2
High	3

The allocation of risk was defined as percentage of risk retained by the Region (100%, 75%, 50%, 25% or 0%). The allocation scale is summarized below:

Table 4: Scoring Scale – Allocation of Risk

Allocation of Risk	% of Risk Held by the Region
Fully Retained	100%
Mostly Retained	75%
Somewhat Retained	50%
Minimally Retained	25%
Fully Transferred	0%

3.3.2. Summary of Risk Assessment Scores

The table below provides a summary of the risk scores allocated to individual risks under each service delivery model. Further details and rationale on the scores related to likelihood, impact and allocation are provided in Appendix A.

Table 5: Summary of Risk Assessment Scores

No.	Risk	DBB Score	DB+OM Score	DBOM Score	DBFOM Score	Private Ownership Score
Policy and Strategic Risks						
1	Region's Strategic Direction	3	3	3	3	2
2	Legislative/Regulatory Changes	9	9	9	9	9
3	Planning, Process and Approvals Practices	6	6	6	6	2
Financial / Economic Risks						
4	Affordability/Taxpayer Impacts	N/A	N/A	N/A	N/A	N/A
5	Cost Escalation Risk	9	9	0.75	0.75	9
6	Net Benefit Risks	1	1	4	4	6
Design and Construction Risks						
7	Delays during Construction	1.5	1	0.25	0.25	0
8	Default During Construction	3	3	0.5	0	0
9	Scope changes initiated by the Region during design and construction	6	6	6	4	N/A
Operations and Maintenance Risks						
10	Default During Operations	3	3	0	0	1.5
11	Failure to meet operating performance standards / targets	3	0	0	0	0
12	Changes in general input waste (feedstock) composition	4.5	4.5	3	3	4
13	Changes in input (feedstock) volume	2.25	2.25	1.5	1.5	4.5
14	Haulage and Transportation	N/A	N/A	N/A	N/A	2
15	Process Output Quality	0.5	0	0	0	0

Other Implementation Risks						
16	Site Approvals and Permitting	4	4	2	2	0
17	Private Market Capacity	N/A	N/A	N/A	N/A	9
18	Market Acceptability	9	9	1	4	4
19	External Environmental Impacts	4	1	0	0	0
Technology related risks						
20	Asset/technology obsolescence	0.75	0.75	0.75	0.75	0.75
Total Risk Score		69.5	62.5	37.75	38.25	53.75

Based on the risk scores generated by the qualitative risk assessment (noted above), the DBFOM and DBOM service delivery models were identified as those with the lowest overall score. The low comparative risk score indicates that the DBOM and DBFOM service delivery models would allow the Region to transfer the most risk to the private sector while minimizing or mitigating the retained risks.

Source: GHD/EY, pages 10-12

4. Service Delivery Model Assessment

The objective of this service delivery model assessment is to recommend a preferred service delivery model(s) with the following methodology:

1. Identify the assessment criteria
2. Assign weighting for each criteria based on relative importance to the Region
3. Assign a score to each service delivery model based on rationale and assumptions to determine the recommended service delivery model(s)

Assessment Criteria Description and Scoring Methodology

The section below notes the selected assessment criteria based on the Project and Region objectives and considerations. The three (3) criteria applied in the service delivery model assessment include:

- Risk assessment
- Ownership and control
- Cost predictability

Each of the above noted criteria will be assessed based on the scoring scales provided in the tables below. Each criterion has been assigned specific scoring scales, ranked from low to high scores, with one (1) representing a low score and three (3) representing a high score.

Risk Assessment

The risk assessment criterion evaluates the degree to which the qualitative risk assessment results in a minimized risk score, which takes into account the likelihood, potential impact and allocation of risk under each service delivery model. The risk assessment covered risks related to policy and strategy, planning, permitting and approvals, finance/economics, design and construction, operations and maintenance, technology and other implementation risks.

Score	Description
1	The majority of Project risks are retained by the Region, resulting in the highest risk score compared to other service delivery models.
2	The service delivery option allows for the transfer or sharing of risks with the private sector. The resulting risk score lies between the highest and lowest calculated risk scores.
3	The majority of Project risks are transferred by the Region to the private sector or mitigated, resulting in the lowest risk score as compared to other service delivery models.

Ownership and control

Ownership of the facility allows the Region a higher degree of control and flexibility over facility operations. This criterion measures the degree to which ownership and control of the facility is maintained by the Region during the entire Project lifecycle (including planning and development through operations and maintenance).

Score	Description
1	The ownership of the facility is completely transferred to the private sector, providing the Region with minimal/no control or flexibility over long-term facility operations.

Score	Description
2	The Region remains the ultimate owner of the facility, and is afforded some control over facility operations, however, some control of facility operations is transferred to the private sector.
3	Service delivery model provides the Region with complete ownership and control over the facility, including ultimate control and flexibility over long-term facility operations.

Cost Predictability

The Region is subject to financial constraints related to the delivery and operation of the facility under each service delivery model. This criterion evaluates the degree to which Project costs can be predicted and managed over the life of the Project under each service delivery model. Project costs include planning and development costs, financing/funding, design and construction costs, operating and maintenance costs, etc.

Score	Description
1	The service delivery model does not allow for predictable or affordable Project costs. The Region is not best positioned to manage Project costs during the Project period and costs related to the facility are not predictable during the operating period.
2	The service delivery model allows for affordable Project costs within the Region's financial constraints. The Project costs are predictable and manageable in the short-term (less than 10-years), however, the service delivery model results in some unpredictability in Project costs over the long-term (greater than 10-years).
3	The service delivery model provides affordable and predictable Project costs for the Region over the long-term (greater than 10-years) within the Region's financial constraints.



**The Regional
Municipality of
Durham**

Works Department

Interoffice Memorandum

Date: June 21, 2019

To: All Members of Regional Council

From: J. Presta, Acting Commissioner, Works

Copy: E. Baxter-Trahair, Chief Administrative Officer
M. Januszkiewicz, Director, Waste Management Services

Subject: City of Edmonton and Halifax Regional Municipality
Waste Management System Highlights and Mixed
Waste / Pre-Sort Processing Facilities in Europe and
North America

Based on discussion at the Committee of the Whole meeting of June 12, 2019, below are summaries of the key aspects of the waste management services provided by the City of Edmonton, Alberta, and Halifax Regional Municipality, Nova Scotia.

City of Edmonton, Alberta

Organics (food waste; leaf and yard waste)

- Prior to 2019 included in garbage.
- Currently piloting source separation.
- Aerobic composting facility is currently closed due to building structural issues; the Anaerobic Digestion Facility is being commissioned.

Recycling

- Single stream blue bag program for paper and packaging.
- The reported cross-contamination rate is approximately 25 per cent.

Garbage

- Garbage is delivered to the Integrated Processing and Transfer Facility for sorting into compost material and refuse derived fuel material

Halifax Regional Municipality (Halifax), Nova Scotia

Organics (source separated food waste; leaf and yard waste)

- Nova Scotia has a landfill ban in place for organic waste.
- Halifax provides source separated organics collection for all residents with aerobic composting; Anaerobic Digestion was recently approved by their Council.

Recycling

- Halifax operates a two-stream curbside recycling system for residential material.
- Nova Scotia implemented a deposit return system in 1996.

Garbage

- Garbage is taken to the Front-End Processing Centre and Waste Stabilization Facility prior to disposal at the Otter Lake Landfill.
- The two pre-treatment facilities provide minimal processing of waste prior to landfill.

In addition, please find below a list of operational pre-sort processing facilities which includes mixed-waste processing facilities with aerobic, but mostly anaerobic digestion organics processing, in Europe and North America.

AEB Amsterdam, Amsterdam, Netherlands

ALTRIOM MBT Facility, Pagnac, France

Bulk Handling Systems, Athens, California

Bulk Handling Systems, Montgomery Alabama

Bulk Handling Systems, San Jose, California

Centre Integral de Valoritzacio de Residus del Maresme, Maresme, Spain

ECOCEA, Chagny, France

Finsterwalder Umwelttechnik, Burnau, Germany

OMRIN, ReststoffenEnergieCentrale (REC), Harlingen, Netherlands

ORGANOM, Bourg-en-Bresse, France

OWS: Organic Waste Systems/DRANCO, Munster Germany

Ros Roca EcoPark 3, Barcelona, Spain

VEOLIA, Montpellier, France

ZAK Waste Management, WERLE Umwelt GmbH, Kahlenberg, Germany

ZAK Waste Management, WERLE Umwelt GmbH, Kaiserslautern, Germany

ZAW – Donau-Walb, Außernzell, Germany

Sincerely,

Original signed by:

John Presta, P.Eng., MPA
Acting Commissioner, Works



If this information is required in an alternate format, please contact the Accessibility
Co-ordinator at 905-623-3379 ext. 2131

May 31, 2019

The Honourable Doug Ford
Premier of Ontario
Via Email: doug.ford@pc.ola.org

Dear Premier:

Re: Provincial Flood Task Force

File Number: PG.25.06

At a meeting held on May 21, 2019, the Council of the Municipality of Clarington approved the following Resolution #C-200-19:

Whereas the Province of Ontario has announced the initiation of an internal task force that will consult with municipalities on ways to improve flood resiliency;

And whereas the federal, provincial and municipal governments have a joint interest in natural disaster mitigation, climate change adaptation, and the reduction of risks to public safety and infrastructure;

And whereas on June 19, 2017, Clarington Council resolved that "the provincial and federal governments be requested to strike a committee to review mitigation and safety plans for the communities fronting the Great Lakes and St. Lawrence Seaway" and that "Clarington be invited to participate on the committee";

And whereas the Municipality of Clarington experienced first-hand in 2017 the devastating effects of flooding, and in 2019 is again being impacted by recent and on-going flooding conditions;

And whereas the flooding experienced by Clarington residents has resulted in impacts to their private property and presented safety concerns;

And whereas the Municipality of Clarington has expended significant staff and financial resources in aiding area residents, ensuring their safety;

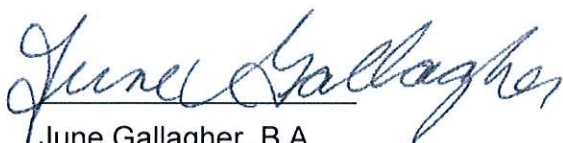
And whereas the Municipality of Clarington and impacted residents have worked together to learn from past experience and strengthen flood response and resilience, resulting in the development of a flood preparedness guide, as well as the adoption of a Clarington Flood Response Plan and a municipal standard for response during flooding that has been effective during recent flooding events;

And whereas climate change modelling done by the Regional Municipality of Durham projects a wetter future climate for Durham Region, and accordingly it is conceivable and reasonable to anticipate future flooding in the community;

Now therefore be it resolved that:

1. The Municipality of Clarington Council thanks the provincial government for taking action to better plan for and reduce the impacts of flooding;
2. The provincial task force consider, as part of their work plan, the provision of adequate funding to support the mitigation of flooding and safety planning for flood vulnerable areas of communities;
3. The Municipality of Clarington be invited to participate in the work of the task force to allow for input on what is needed to make our communities more resilient to increasingly frequent flood events;
4. The Province's internal task force undertake an engagement session in the Municipality of Clarington to hear directly from local residents impacted by flooding in 2017 and now in 2019; and
5. This resolution be distributed to the Premier, Minister of Natural Resources and Forestry, Ministry of Municipal Affairs and Housing, our local MPPs and MPs, Central Lake Ontario Conservation Authority, Ganaraska Region Conservation Authority, The Regional Municipality of Durham, and all Area Municipalities for their endorsement and support.

Yours truly,



June Gallagher, B.A.
Deputy Clerk

JG/sg

c. **See Attached List of Interested Parties**

Interested Parties List

The Honourable John Yakabuski, Minister of Natural Resources and Forestry
The Honourable Steve Clark, Minister of Municipal Affairs and Housing
Lindsey Park, MPP Durham
Erin O'Toole, MP Durham
Jamie Schmale, MP Haliburton/Kawartha Lakes/Brock
Ralph Walton, Regional Clerk/Director of Legislative Services, Region of Durham
Chris Darling, Chief Administrative Officer, CLOCA
Linda Laliberte, CAO / Secretary-Treasurer, GRCA
Ralph Walton, Regional Clerk, Region of Durham
Mary Medeiros, Interim City Clerk, City of Oshawa
Susan Cassell, Clerk, City of Pickering
Thomas Gettinby, Town Clerk, Township of Brock
Chris Harris, Town Clerk, Town of Whitby
Debbie Leroux, Director of Legislative Services/Clerk, Township of Uxbridge
JP Newman, Director of Corporate Services/Clerk, Township of Scugog
Alexander Harras, Manager of Legislative Services/Acting Clerk, Town of Ajax
A. Burke, Senior Planner
M. Seaman, Director of Planning Services
A. Allison, Chief Administrative Officer