REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 4, 2000

On motion of Councillor Angus, Clause 5 of the Report of the Standing Policy Committee on Public Works, dated July 4, 2000, was considered.

Strategic Infrastructure Reinvestment Policy (SIRP) Implementation Committee Report

File S-7 (Vol. 4)

577 - 5. ***Note: In accordance with Section 61.5 of the Procedure By-law, the Executive Policy Committee recommends an additional extension of time of up to 60 days.***

Moved by Councillor Angus,
That an extension of time be granted.

Carried.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED MAY 1, 2001

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated May 1, 2001, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2,3 and 4, be adopted.

Carried.

Award of Quote 98-2001 – Lease of Four Door Compact Sedans
File GL-9 (Vol. 16) [c/r FP-1 (Vol. 7)]

578 - 1. The Standing Policy Committee on Public Works has been advised that a Request for Quotations was issued by the Public Works Department to replace existing leased automobiles for which the leases will be expiring. All units will be used by employees of the Public Works Department.

Funding for the contract will be provided by the Public Works Department, Equipment and Material Services Division, which will impact its operating budgets for the years 2001 to 2004 inclusive.

Although the contract amount is based on the estimated cost of ten vehicles, Equipment and Material Services has confirmed that only seven vehicles will be required pursuant to this contract. The recommended bidder, Vickar Community Chevrolet Oldsmobile Ltd., has confirmed that it will hold the same price for seven vehicles.

The quotation closed on March 9, 2001, with the bids being received as outlined in the following Bid Summary Table:

BID SUMMARY TABLE

Extended Amount = Unit Price x 7 Cars x 36 Months

	BIDDER	UNIT PRICE	EXTENDED AMOUNT
1	McPhillips Ford Lincoln	$ 296.38	$ 74,687.76
2	Calmont	$ 450.42	$ 113,505.84
3	Murray	$ 294.20	$ 74,138.40
4	Pembina Dodge BID 1	$ 386.69	$ 97,445.88
5	Pembina Dodge BID 2	$ 339.21	$ 85,480.92
6	Associate Fleet Services	$ 393.33	$ 99,119.16
7	Vickar Community Chevrolet Oldsmobile Ltd.	$ 228.41	$ 57,559.32
8	Eastern Chrysler Plymouth Inc.	$ 326.24	$ 82,212.48
9	Falcon Auto Leasing	$ 340.00	$ 85,680.00
10	Cam Clark Ford	$ 330.27	$ 83,228.04
11	Park Pontiac Buick GMC Ltd.	$ 317.50	$ 80,010.00
12	Jim Gauthier Chevrolet Oldsmobile Ltd.	$ 316.53	$ 79,765.56
13	Westport Chrysler Dodge Ltd.	$ 310.19	$ 78,167.88

NOTE:

1. The “Unit Price(s)” in the Bid Summary Table represent the actual bids submitted by the suppliers.
2. All prices represented in the Bid Summary Table DO NOT include any taxes.
3. Tax calculations are based on the following figures: 7% PST and 3.0002% GST = 10.0002% Total Tax

Report of the Standing Policy Committee on Public Works dated May 1, 2001

The contract administrator has reviewed the work with the recommended bidder and is of the opinion that the bidder has the necessary resources to perform all of the work in accordance with the requirements of the specifications. It should be noted that there was no bid or performance security required from the successful bidder for the contract.

The original lapse date for the contract was April 8, 2001, however, as the award must be approved through several channels, extensions have been requested for vendors to hold their bid prices beyond the normal 30 days stipulated in the contract, that is past April 9, 2001.

The low bidder meeting the required specifications, Vickar Community Chevrolet Oldsmobile Ltd., has agreed to hold its price until June 4, 2001.

The cost of the contract is estimated to be $30,150.17 per year, including PST and GST. There will be no financial impact on the capital budgets, as the funding will be taken from the current operating budgets of the various end users. Only the funds for the year 2001 are included in the approved budget.

The Standing Policy Committee on Public Works recommends:

I. That a contract be awarded to Vickar Community Chevrolet Oldsmobile Ltd., the lowest evaluated responsive bidder, for the lease of automobiles from June 15, 2001 to June 15, 2004, in the maximum amount of $82,227.60, plus PST and GST.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

(See Minute No. 592 for attachment)

Evaluation of the Post-Secondary Monthly Bus Pass Trial
File TT-5 (Vol. 6) [c/r FE(2000) (Vol. 1)]

579 - 2. On February 23, 2000, Council approved the report of the Working Group on Public Transportation Policy entitled "*Direction to the Future – The Guide to Better Transit for Winnipeg",* which recommended that a post-secondary pass, discounted at a value of 20 percent from the equivalent cost of regular monthly passes, be implemented for the University of Manitoba, University of Winnipeg, and Red River College during the 2000 – 2001 academic year.

Pursuant thereto, Council on March 15, 2000, approved a trial implementation of a discounted Post-Secondary Monthly Bus Pass program at the three institutions for the 2000 – 2001 academic year and, as part of the 2000 Current Estimates approved at that meeting, directed that any net loss in Transit revenues resulting from the trial program for the September – December 2000 period be funded from the Retained Earnings account of the Transit Department. Council's approval of the 2001 Current Estimates included the continuation of the trial program.

During the spring and summer of 2000, a plan for the implementation of the Post-Secondary Monthly Bus Pass program was prepared in cooperation with the administrations and student associations of the University of Manitoba, University of Winnipeg, and Red River College. The first Post-Secondary Monthly Bus Passes were offered for sale in late August 2000.

The trial period for the Post-Secondary Monthly Bus Pass ended on April 30, 2001, for students attending the University of Manitoba and the University of Winnipeg. The trial period for Red River College students ends on June 30, 2001. An evaluation of the impacts of the trial, based on results to February 28, 2001, has been completed and detailed in the report of the Director of Transit dated April 18, 2001, a copy of which is on file in the office of the City Clerk.

In summary, during the trial, eligible students at the three affected post-secondary institutions were required to present their student photo ID card at the point of sale to purchase a Post-Secondary Monthly Bus Pass. Control procedures were used to ensure that the new pass was sold only to eligible students. A valid sticker, showing

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"2000 – 2001" and the Transit logo, was required to be affixed to each student's photo ID card by the sales agent. When using the Post-Secondary Monthly Bus Pass to pay a Transit fare, students were required to show both their pass and student photo ID card to the bus operator.

For Transit fare purposes, post-secondary students are considered adults and, prior to implementation of the discounted bus pass trial, were required to pay one of the regular adult fares. Of note, the Post-Secondary Monthly Bus Pass trial had the following impacts on system-wide adult ridership and passenger revenue:

- Over the complete six month comparison period (September 1999 – February 2000 versus September 2000 – February 2001), system-wide average daily ridership for adults (including post-secondary students) increased by 5.0 percent on weekdays, 5.1 percent on Saturdays, and 1.7 percent on Sundays.

- When compared to similar periods in the previous year, passenger counts on routes serving the University of Manitoba and Red River College increased during the trial. Although the passenger count information is somewhat fragmented (only a few days were able to be monitored during each time period), the results were consistent with the general trend in system-wide ridership for adults.

- Actual system-wide adult passenger revenues were 4.7 percent higher during the September 2000 – February 2001 trial period than during the September 1999 – February 2000 comparison period. However, much of this increase was the result of higher fare values during the trial period. When the fare revenues for the period before the trial were adjusted to reflect the same fare structure that was in effect during the trial period, the impact of the Post-Secondary Monthly Bus Pass trial was largely revenue-neutral. The adjusted adult passenger revenues for the trial period were slightly higher (by 0.2 percent) than for the comparison period.

The trial had the following impacts on the travel behaviours of post-secondary students:

- Of all post-secondary Transit users, slightly more than half (53 percent) bought the new pass each month during the trial period. The others used mostly cash and ticket fares.

- During the trial, the Transit mode split for school trips (percentage of students using Transit as the usual mode of travel to/from school) increased from 39 to 41 percent over all three institutions. The greatest increase was for students attending Red River College.

- About two-thirds of post-secondary students work to financially support their studies. During the trial, the Transit mode split for work trips increased only slightly.

In conclusion, the Post-Secondary Monthly Bus Pass trial had a positive impact on Transit ridership levels and a neutral impact on Transit revenues. It is therefore recommended that the Post-Secondary Monthly Bus Pass be made a permanent part of the Transit fare structure.

If the Post-Secondary Monthly Bus Pass is made permanent, then, for reasons of equity, it is also recommended that eligibility to purchase and use the new pass be extended to any full-time or part-time student enrolled in credit courses leading to a recognized degree or diploma at universities and colleges in Winnipeg recognized by an act of the Manitoba Legislature or at private vocational schools in Winnipeg in possession of a Certificate of Registration issued under *The Private Vocational Schools Act* and *Manitoba Regulation 182/88*, and to adult students enrolled in courses leading to a High School diploma at Adult Education Centres operated in Winnipeg by school divisions recognized by an act of the Manitoba Legislature.

Furthermore, it is recommended that, for reasons of simplicity, consistency, public comprehension, and administrative efficiency, the Post-Secondary Monthly Bus Pass be offered during all months of the year to accommodate the operating periods of eligible institutions.

The proposed extension of eligibility will increase the potential post-secondary student market to approximately 42,000 students from the 34,500 students eligible during the trial. If the newly eligible students respond to the Post-Secondary Pass in a manner similar to those who were eligible during the trial, then the sales volume for the Post-Secondary Monthly Pass would likely increase by 1,000 to 1,200 passes during the busiest months.

During the trial, the administrative controls implemented at the point of sale at the participating institutions proved to be manageable and effective to ensure that the Post-Secondary Monthly Pass was sold only to eligible students.

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It is important that these controls be retained for any permanent program and that parallel controls be implemented for the newly eligible institutions.

Consequently, it is recommended that the program be extended as hereinbefore provided, on condition that:

- Any eligible student, when using the Post-Secondary Monthly Bus Pass to pay a Transit fare, be required to show a valid current student photo ID card approved for such purpose by the Director of Transit.

- Accredited educational institutions in Winnipeg be required to implement those administrative arrangements deemed reasonable and necessary by the Director of Transit to ensure that the Post-Secondary Monthly Bus Pass is sold only to and used by eligible students.

Students not studying toward degrees or diplomas and not issued student photo ID cards (such as Continuing Education and apprenticeship students) would NOT be eligible to purchase or use the Post-Secondary Monthly Bus Pass.

The expansion of the Post-Secondary Monthly Bus Pass program is expected to be neutral with respect to annual revenues and expenditures. Administrative costs (primarily printing costs for passes, stickers and advertising materials) are expected to be modest. Although the major conclusion of the trial was a neutral impact of the program on revenues, there was, in fact, a small increase in revenue realized during the trial. It is anticipated that the expanded program will net sufficient additional revenues to cover any incremental administrative expenditures. The financial impacts of the expanded program will be monitored closely during the initial year of implementation. Should the actual impacts be significantly different from those anticipated, further recommendations will be presented for consideration.

Upon approval, the Transit Department will coordinate the arrangements with the affected institutions prior to the September 1, 2001, start date of the permanent program.

The Standing Policy Committee on Public Works recommends:

I. That the Post-Secondary Monthly Bus Pass be made a permanent component of the transit fare structure, effective September 1, 2001.

II. That the Post-Secondary Monthly Bus Pass be priced at 80 percent of the value of the Adult Monthly Bus Pass.

III. That the Post-Secondary Monthly Bus Pass be offered for sale to eligible students during all months of the year.

IV. That eligibility to purchase and use the Post-Secondary Monthly Bus Pass be extended to:

A. Any full-time or part-time student enrolled in credit courses leading to a recognized degree or diploma at any of the following post-secondary institutions:

i. Universities and colleges in Winnipeg officially recognized by an act of the Manitoba Legislature, including the University of Manitoba, le Collège Universitaire de Saint-Boniface, the University of Winnipeg, Canadian Mennonite University, Red River College, Winnipeg Technical College, the William and Catherine Booth Bible College, and Yellow Quill College.

ii. Private vocational schools in Winnipeg in possession of a current Certificate of Registration issued by the Department of Education of the Province of Manitoba under *The Private Vocational Schools Act* and *Manitoba Regulation 182/88*.

B. Any adult student enrolled in courses leading to a High School diploma at Adult Education Centres operated in Winnipeg by Winnipeg School Division No. 1, St. James-Assiniboia School Division No. 2, Assiniboine South School Division No. 3, St. Boniface School Division No. 4, Fort Garry School Division No. 5, St. Vital School Division No. 6, River East School Division No. 9, Seven Oaks School Division No. 10, Transcona-Springfield School Division No. 12, or la Division scolaire franco-manitobaine no. 49.

Report of the Standing Policy Committee on Public Works dated May 1, 2001

on condition that:

A. Any eligible student, when using the pass to pay a transit fare, be required to show a current valid student photo ID card approved for such purpose by the Director of Transit.

B. Accredited educational institutions in Winnipeg be required to implement those administrative arrangements deemed reasonable and necessary by the Director of Transit to ensure that the Post-Secondary Monthly Bus Pass is sold only to, and used only by, eligible students.

V. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Adopted by consent.

(See Minute No. 593 for attachment)

The City of Winnipeg Waste Minimization Strategy
Files GL-5.6.1 (Vol. 5), WT-1.3 (Vol. 22) and WT-1 (Vol. 20)

580 - 3. The Standing Policy Committee on Public Works, at its meeting held on May 1, 2001, passed the following motion, namely:

WHEREAS Council at its special meeting of February 12, 2001, adopted Clause 3 of the Report of the Alternate Service Delivery Committee dated January 12, 2001, as amended, which provided for a Waste Minimization Strategy;

AND WHEREAS the adopted recommendations have been reviewed and it has been determined that there are implementation concerns with the existing direction;

AND WHEREAS at a Council Seminar held on Friday, April 27, 2001, Members of Council further deliberated the Waste Minimization Strategy;

AND WHEREAS arising from the Council Seminar, it is deemed desirable to make changes to the Waste Minimization Strategy;

THEREFORE BE IT RESOLVED that Council rescind its decision of February 12, 2001, and adopt the Waste Minimization Strategy as follows:

I. That Council adopt a comprehensive residential waste minimization strategy for implementation effective November 1, 2001, consisting of:

a) A comprehensive apartment and condominium recycling program.

b) The Administration to submit a report to the Standing Policy Committee on Public Works on the development of a pilot residential yard waste collection and composting program for 2002 to test public participation and program communications requirements.

c) A rate for small commercial collection – for those locations receiving bin service – and that the rate be established on recovering the cost of service.

d) A comprehensive public education and communication program be established to support implementation and ongoing program activities.

e) INCREASED AWARENESS:
The City will conduct workshops with recycling contractors to improve the existing curbside pickup service. A comprehensive, easy to understand education campaign will inform the public what items can be recycled and how garbage output can be reduced.

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f) PHONE HELP LINE:
A phone help line will be established to answer questions and provide assistance to anyone with recycling and garbage concerns and to ensure quick action on any complaints of littering or inappropriate disposal of garbage. The help line would work directly with the education technicians to ensure a speedy response time to citizens' concerns.

g) NEW MARKETS (for 3 to 7 plastics):
The City will actively look for expanding markets to sell items not presently accepted in the recycling bins such as number 3 to 7 plastics, in partnership with the Manitoba Product Stewardship Corporation.

h) FEDERAL AND PROVINCIAL GOVERNMENTS/BUSINESS:
The City will work with other levels of government and business organizations such as the Winnipeg Chamber of Commerce to reduce packaging, thereby eliminating waste at the source ***AND*** *that Council appoint an Ad Hoc Committee to meet with Provincial counterparts to develop a comprehensive Provincial waste minimization strategy.*

i) RECYCLING FOR COMMUNITY CENTRES:
That the Administration submit a report to the Standing Policy Committee on Public Works on a recycling pickup program for all Community Centres within the City of Winnipeg, subject to the funding being received from the Manitoba Product Stewardship Corporation.

*j) SIDEWALK RECYCLING****:***
That the Water and Waste Department report to the Standing Policy Committee on Public Works, by May 29, 2001, with a methodology for the implementation of a sidewalk recycling program in Downtown Winnipeg.

II. That a recycling target of 34,000 tonnes per year be established for single and multiple family residences and that the Standing Policy Committee on Public Works report to Council on a quarterly basis with respect to achieving the recycling target and the impact on garbage quantities going to the Brady Road Landfill. The target and progress toward it is to be advertised and made available on the City's internet site.

III. That approval be given for a new capital project at an estimated cost of $0.7 million in start up costs for the design of a compost facility ($0.1 million), a comprehensive public education program ($0.4 million), a program to increase overall awareness of the recycling program and hold workshops with contractors ($0.2 million), and that the project be funded from the retained earnings in the Solid Waste Disposal Utility.

IV. That the Solid Waste By-law be revised to incorporate the above changes and that the Administration submit the revised by-law for Council approval.

V. That Solid Waste Collection be removed from the Alternate Service Delivery Committee's agenda since the recommended program will continue to be funded through property taxes and the SOA concept will no longer be pursued for solid waste collection.

VI. That the funding shortfall in the amount of $2,372,590.00 for implementation of the waste minimization strategy be referred to the 2002 to 2004 current estimates process.

VII. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

and submits same for favourable consideration.

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated May 1, 2001

Access to a Proposed Restaurant Located at 2553 Portage Avenue
File SC-1(31) (Vol. 4)

581 - 4. The Standing Policy Committee on Public Works has been advised that an application has been received from David Goyer Architecture, for the construction of a channelized private approach on the north side of Portage Avenue, east of Moray Street.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95, Section 3, Subsection (4), which states:

> *"3 (4) No approach shall be constructed, erected or installed on any of the streets or portions of streets set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the property, may be constructed where the property to be served has sufficient frontage to permit such approaches to be located in such a manner as to comply in all respects with the provisions of Section 8 of this by-law."*

This section of Portage Avenue is contained within Schedule 2 of the By-law, and contains a westbound 20.1 metre roadway and an eastbound 16.7 metre roadway, separated by a 1.0 metre median, all within a 40.2 metre right-of-way. It carries approximately 17,500 westbound and 16,600 eastbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00.

The site currently houses an unoccupied former grocery store, however, it is proposed that the building be demolished and a 7,950 square foot restaurant with a 199 stall surface parking lot be constructed thereon. Access to this site is currently via angular "entrance only" and "exit only" private approaches on the north side of Portage Avenue, a bi-directional private approach on the east side of Moray Street and a bi-directional private approach on the west side of Ainslie Street. The existing angular private approaches on the north side of Portage Avenue and the bi-directional private approach on the west side of Ainslie Street will be removed.

Proposed access to the site for westbound vehicles on Portage Avenue will be from a channelized private approach on the north side of Portage Avenue approximately 10.5 metres west of Ainslie Street. The existing bi-directional private approach on the east side of Moray Street will accommodate eastbound vehicles on Portage Avenue as well as northbound and southbound vehicles on Moray Street wishing to enter the site. Exiting from the site would be from either the proposed channelized private approach on the north side of Portage Avenue or from the existing bi-directional private approach on the east side of Moray Street.

The Private Approaches By-Law requires that an angular "entrance only" and an angular "exit only" private approach be constructed on this section of Portage Avenue. Inasmuch as the proposed building is to be located on the southernmost portion of the property, there is insufficient frontage on Portage Avenue to maintain the two conforming private approaches which are required under the provisions the By-Law. The Public Works Department feels that the location of the proposed channelized private approach on the north side of Portage Avenue is safer and more efficient for exiting vehicles wishing to turn southbound onto the Moray Street Bridge than the location of the existing "exit only" private approach.

The Public Works Department does not expect that this non-conforming channelized private approach will cause any traffic operating problems on either Moray Street or Portage Avenue.

There is no financial impact or cost to the City if this non-conforming private approach is approved.

The Standing Policy Committee on Public Works recommends:

I. That the construction of one 20.5 metre channelized private approach on the north side of Portage Avenue, east of Moray Street, be approved as shown on Drawing No. A-9495, identified as Appendix "A" hereto.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission directly to Council, an amendment to Schedule 2 of the Private Approaches By-law No. 6546/95.

Report of the Standing Policy Committee on Public Works dated May 1, 2001

III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

(See Minute No. 594 for attachment)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

UNFINISHED BUSINESS

CONSIDERATION OF BY-LAWS

582 - On motion of Councillor Angus, By-law No. 7818/2001, a by-law of The City of Winnipeg to amend By-law No. 6547/95, concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
File ST-2 (Vol. 22)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

583 - On motion of Councillor Angus, By-law No. 7833/2001, a by-law of The City of Winnipeg, to amend By-law No. 1573/77, being the City of Winnipeg Traffic By-law, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
File ST-5.2 (Vol. 26)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

584 - Councillor Steek questioned what the cost was for the waste management survey that was undertaken in July/August, 2000. Councillor Angus took the question under advisement.

Councillor Steek questioned the focus group costs and asked if it was possible to review the information of the focus groups.

Councillor Angus noted that a lot of the information, on both the KGMS interviews and surveys, and the focus group information was provided to all members of Council, but that he would undertake to get Councillor Steek another copy.

Councillor Steek questioned if Councillor Angus was aware that in that survey, 61% of the respondents deemed that the rationale for the waste minimization program with a two bag charge was primarily being a tax grab, to which Councillor Angus responded in the affirmative.

Councillor Lazarenko questioned if an order was in place for new vehicles to replace the aging ones used in picking up autobin garbage. Councillor Angus took the question under advisement.