REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 4, 2000

On motion of Councillor Angus, Clause 8 of the Report of the Standing Policy Committee on Public Works, dated July 4, 2000, was considered.

Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street File SB-13 (Vol. 4)

951 - 8. Council, at its meeting held on December 16, 1999, approved the adoption of the Provencher Bridge Project Conceptual Plan. The cost estimate for this Conceptual Plan includes a provision for bridge approach road works both east and west of the new bridge and it is intended to undertake these works as part of the Provencher Bridge Project. Hence, approval of a roadway network to connect the new Provencher Bridge and Main Street is required.

In April, 1999, a Task Force was formed to direct a consultant to undertake a study of alternative roadway networks. This Task Force consisted of representatives from the City of Winnipeg Public Works and Planning, Property and Development Departments, the Chair of the Standing Policy Committee on Public Works, the Councillor for Fort Rouge Ward, The Forks-North Portage Partnership, Centre Plan, the Downtown Business Improvement Zone and Enterprise St. Boniface. In May, 1999, the Task Force selected DS-Lea Consultants Ltd. to undertake the study.

The study was undertaken over the subsequent seven months with eight meetings of the Task Force, as well as input from numerous stakeholders. A report was submitted by the consultant dated January, 2000, and was included with the administrative report considered at the January 11, 2000, meeting of the Standing Policy Committee on Public Works. At that time, the Standing Policy Committee on Public Works recommended approval of the roadway network identified as Option L (Figure 1) to connect the new Provencher Bridge and Main Street.

A subsequent detailed review of the technical analysis, which formed the basis of the recommendations in the consultant's report, revealed a number of errors. In addition, the preliminary cost estimates developed for the Options were incomplete, more current traffic count information for the area became available, and two new Options were identified. As a result, the consultant revised the report and submitted a replacement document to the Task Force dated March, 2000.

On April 11, 2000, the Standing Policy Committee on Public Works rescinded its decision of January 11, 2000, and recommended that Option L (Figure 1), Option A (Figure 2), Option A-Modified (Figure 3) and Roundabout Option (Figure 4) as defined in the report prepared by DS-Lea Consultants Ltd. titled "Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street, March 2000", be more comprehensively assessed as part of the preliminary engineering design of the Provencher Bridge Project. This assessment was to include the geometric design and traffic engineering analysis of the project from Main Street to avenue Taché. The Committee recommended that this assessment and a recommendation on a final preferred Option, including cost estimates, be included as part of a report to the Committee following completion of the Provencher Bridge preliminary engineering design.

The Executive Policy Committee at its meeting held on May 17, 2000, considered the recommendations of the Standing Policy Committee and referred the matter of alternative roadway networks to the Provencher Bridge and Main Street back for consideration of updated administrative reports in connection therewith. Pursuant thereto, Council at its meeting held on June 21, 2000, concurred in the recommendations of its Executive Policy Committee and filed Clauses 3 and 7 of the Reports of the Standing Policy Committee on Public Works dated January 11 and April 11, 2000 respectively.

In his subsequent report to the Standing Policy Committee, the Director of Public Works advises that Wardrop Engineering Inc., the consultant responsible for the Provencher Bridge preliminary engineering design, has been assigned to undertake the assessment of Options identified in the report to the Standing Policy Committee on Public Works considered at its April 11, 2000, meeting. A copy of the final report dealing with this assessment titled "Preliminary Design – Provencher Bridge Project, Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street, June, 2000" by Wardrop Engineering Inc., has been provided to all members of Council, a copy of which is on file in the Office of the City Clerk.

Report of the Standing Policy Committee on Public Works dated July 4, 2000

As detailed in the said report, the Task Force met on April 20, 2000, with a view to achieving a consensus on a recommended Option. At that meeting, it was determined that consensus could not be reached on Option L as reasonable traffic efficiency could not be achieved, nor on Options A and A Modified as these did not satisfy the community values criterion. A detailed outline of the factors considered in evaluating the Options using these two criteria is included in Appendix "A" of the report submitted by Wardrop Engineering Inc. The Task Force requested that Options R and A/L (Figure 6) be examined in further detail, in particular with respect to reasonable traffic efficiency and safety of pedestrians.

At its meeting held on April 25, 2000, the Task Force was advised that further analysis of Option R indicated that this intersection would fail with significant delays to traffic eastbound on York Avenue and northbound on Pioneer Boulevard approaching the roundabout during the P.M. peak hour. It was concluded by the Task Force that Option A/L would be the recommended Option as it better addresses the issues of reasonable traffic efficiency and safe pedestrian crossing than Option R. The Task Force requested that a roundabout operation at the York Avenue/Pioneer Boulevard intersection, which became Option A/L-R (Figure 7), be further examined since it would potentially eliminate a stop for motorists at the otherwise signalized intersection and would add intrinsic value as the gateway to The Forks.

Subsequently, Wardrop Engineering Inc. was requested to undertake a further more detailed evaluation of Options A, A-R (Figure 5 - which utilizes a roundabout intersection at Pioneer-Water/Pioneer Boulevard instead of traffic signals), A/L and A/L-R using evaluation criteria identified by the Task Force. A detailed definition of each of the five criteria is also provided in the report by Wardrop Engineering Ltd. A summary of the evaluation is illustrated on Table 1 provided, and indicates that Option A/L-R is rated higher than the other three Options.

Based on this evaluation, Option A/L-R is recommended as the future roadway network for linking the new Provencher Bridge and Main Street. It would be most appropriate to proceed with implementation of Option A/L-R concurrently with the construction of the Provencher Bridge. In so doing, a saving of approximately $750,000.00 would be realized by reducing the amount of temporary roadways required to connect the new Provencher Bridge with the existing roadway system on an interim basis (until Option A/L-R is constructed) as is reflected in Table 1. In addition, by constructing the roadway network concurrently with the new Provencher Bridge, the disruption to the travelling public would be confined to one period of time (2001-2003) rather than two time periods.

The implementation of Option A/L-R concurrently with the construction of the new Provencher Bridge will require a funding source for $7.15 million. A report identifying potential funding sources to implement Option A/L-R will be forwarded for approval prior to commencement of detailed design of this Option in September, 2001. The implementation of Option A/L-R is not cash flow forecasted in the approved 2001-2005 Five Year Capital Forecast.

The Standing Policy Committee on Public Works recommends:

I. That Option A/L-R, as illustrated on Figure 7, be approved for implementation as the future roadway network linking the new Provencher Bridge and Main Street, with the proviso that Pioneer Avenue be relocated as far south as physically possible to allow for expansion of the Canwest Global Park.

II. That Option A/L-R be added to the 2001-2005 Five Year Capital Forecast and be implemented concurrently with the construction of the Provencher Bridge.

III. That funding sources for $7.15 million, the cost of implementing Option A/L-R, be identified and approved following completion of detailed engineering design and award of contract for construction of the new Provencher Bridge.

IV. 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.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

On September 6, 2000, the Executive Policy Committee laid over consideration of this matter in order for the Administration to review the submission made by Mr. S. Katz and to provide the Committee with a more comprehensive site plan.

On September 20, 2000, Council granted an extension of time of 30 days for the Executive Policy Committee for further consideration of this matter.

On October 11, 2000, the Executive Policy Committee received as information a report from the Chief Administrative Officer dated September 27, 2000 copy of which is identified as Appendix "A".

Report of the Standing Policy Committee on Public Works dated July 4, 2000

The Executive Policy Committee does not concur in the recommendations of the Standing Policy Committee on Public Works and recommends as follows:

I. That Option A as illustrated on Figure A (Option A with Pioneer realigned) be approved at a cost of $5.75 million which would minimize the cost of the roadway connection between Main Street and the new Provencher Bridge.

II. That Option A be added to the 2001 - 2005 Five Year Capital Forecast and be implemented concurrently with the construction of the Provencher Bridge.

III. That funding sources for $5.75 million, the cost of implementing Option A, be identified and approved following completion of detailed engineering design and award of contract for construction of the new Provencher Bridge.

IV. 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.

For the information of Council, that if desirable in future and deemed to be important to provide an entrance way into The Forks, it is possible to include a modern turnabout intersection at York Avenue and Pioneer Boulevard at an approximate cost of $500,000.00 which could be studied within future budgets.

Moved by Councillor Angus,
That the clause be considered.

Moved by Councillor Angus,
That the recommendation of the Executive Policy Committee be adopted.

The recommendation of the Executive Policy Committee was put and declared carried.

(See Minute No. 965 for attachment)

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED OCTOBER 3, 2000

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated October 3, 2000, was considered clause by clause.

Move by Councillor Angus,

That the Consent Agenda, Clauses 1,2,3 and 4 be adopted.

Councillor Angus requested that Clause 3 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2 and 4, was put and declared carried.

Award of Building Cleaning Services for the Following Tenders at Various Locations:
i) P.D. 96-114
ii) P.D. 96-024 - A & C
iii) P.D. 97-016 - B, C, D, E, F & G
iv) P.D. 97-080 - A, B, C, D, E, F, G, H & I
v) P.D. 98-011 - B, C, D, E, F, G, I & J
vi) P.D. 97-163 - B, C & D
File GL-9 (Vol. 15) [c/r FB-1 (Vol. 7)]

952 - 1. The Standing Policy Committee on Public Works has been advised that the tender call for Building Cleaning Services for the afore-noted tenders was initiated by the Public Works Department from 1996 to 1998 for twenty-nine (29) locations throughout the City, as outlined in Appendix "A" hereto. The contracts have been in effect for various lengths of time and, as the performance of each contractor is acceptable, should continue for the duration of the term.

At the time of the initial award, the contractors were the lowest responsive bidders for each tender. As the original awards were for a one year term, requiring approvals for each subsequent year, all outstanding contracts that require Council approval until the contracts expire are now being addressed. The bonding remains in place as originally required under the terms of each contract.

Sufficient funds have been identified in the 2000 Current Estimates and provision will be made in the Current Estimates for 2001 and 2002. A financial impact statement for the utilization of funds for these services has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

The Standing Policy Committee on Public Works recommends:

I. That Council approve extension of the following contracts, currently in place, into the 2001 and 2002 budget years, namely:

i) P.D. 96-114
Estimated cost for the remaining twelve (12) months ending August 31, 2001, is as follows:
2000 $16,000.00
2001 $32,480.00

ii) P.D. 96-024 A & C
Estimated cost for the remaining fifteen (15) months ending November 30, 2001, is as follows:
2000 $ 5,119.00
2001 $ 9,960.00

Report of the Standing Policy Committee on Public Works dated October 3, 2000

iii) P.D. 97-016 B, C, D, E, F & G
Estimated cost for the remaining twenty-eight (28) months ending on December 31, 2002, is as follows:
2000 $20,391.00
2001 $62,396.00
2002 $63,332.00

iv) P.D. 97-080 A, B, C, D, E, F, G, H & I
Estimated cost for the remaining sixteen (16) months ending on December 31, 2001, is as follows:
2000 $14,353.00
2001 $43,706.00

v) P.D. 98-011 B, C, D, E, F, G, I & J
Estimated cost for the remaining twenty-eight (28) months ending on December 31, 2002, is as follows:
2000 $14,600.00
2001 $44,458.00
2002 $45,125.00

vi) P.D. 97-163 B, C & D
Estimated cost for the remaining twenty-eight (28) months ending on December 31, 2002, is as follows:
2000 $ 6,450.00
2001 $19,361.00
2002 $19,372.00

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.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Award of Contract for the Collection of Solid Waste from Apartments and Small Commercial Establishments, namely: (Area A) - Tender No. 0579-2000; (Area B) - Tender No. 0580-2000; and (Area C) - Tender No. 0581-2000
File GL-9 (Vol. 15) [c/r WT-1 (Vol. 20)]

953 - 2. The Standing Policy Committee on Public Works has been advised that tenders for the Collection of Solid Waste from Apartments and Small Commercial Establishments, as noted above, closed on September 20, September 19 and September 22, 2000, respectively. The offers are open for acceptance until December 4, December 3, and December 6, 2000, and are as outlined in the Tender Tabulation identified as Appendix "A" hereto.

Funds for this work are included annually Current Estimates as follows:

Account No. 01 55240401 610301 for Area A, west of Red River, south of Assiniboine River

Account No. 01 55240403 610301 for Area B, west of Red River, north of Assiniboine River

Account No. 01 55240402 610301 for Area C, east of Red River

In accordance with Section 8(e) of the City of Winnipeg Purchasing Policy, the award of a multi-year contract must be authorized by Council to fund the difference between budgetary provisions and the consideration for the proposed contract.

Report of the Standing Policy Committee on Public Works dated October 3, 2000

The tenders recommended for acceptance are the low bids meeting all requirements of the specifications. Engineering staff of the Water and Waste Department are satisfied that the low tenderers have the necessary resources to perform all of the work in accordance with the requirements of the specifications. The contractors have satisfactorily carried out previous works of a similar nature.

The Manager of Materials Management has advised that each of the tender submissions was accompanied by a bid bond and an agreement to bond, which have been certified by the Legal Services Division.

A financial impact statement for these services has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

The Standing Policy Committee on Public Works recommends:

I. That a two year contract for the Collection of Solid Waste from Apartments and Small Commercial Establishments (Area A) be awarded for the period February 1, 2001 to January 31, 2003, to Canadian Waste Services Inc., the lowest bidder meeting the specifications in the amount of $313,515.28 plus GST.

II. That a three year contract for the Collection of Solid Waste from Apartments and Small Commercial Establishments (Area B) be awarded for the period February 1, 2001 to January 31, 2004, to Canadian Waste Services Inc., the lowest bidder meeting the specifications in the amount of $461,502.92 plus GST.

III. That a four year contract for the Collection of Solid Waste from Apartments and Small Commercial Establishments (Area C) be awarded for the period February 1, 2001 to January 31, 2005, to Serpreco Systems Ltd. o/a Haulrite Environmental, the lowest bidder meeting the specifications in the amount of $368,002.96 plus GST.

IV. 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.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Award of Contract for the Sale and Placement of Advertising on Winnipeg Transit Vehicles (RFP 801-2000)
File GL-9 (Vol. 15) [c/r TT-7 (Vol. 3)]

954 - 3. The Standing Policy Committee on Public Works has been advised that the current contract for the Sale and Placement of Advertising on Winnipeg Transit Vehicles expires December 31, 2000. Originally awarded to Gallop & Gallop Advertising for a five-year term from January 1, 1996 to December 31, 2000, this contract has since been assigned twice due to company ownership changes. Transportation Displays Canada Inc. (TDI) has been the contractor since March 31, 2000. Over the five-year term of this contract, the City was guaranteed revenues of $4,225,000.00.

Request for Proposals 801-2000 covers a contract period of five years from January 1, 2001 to December 31, 2005, and was issued on August 25, 2000, with a closing date of September 19, 2000. Proposals were received from the following four firms:

- OBIE Media
- Benchmark Advertising
- Pattison Outdoor Advertising
- TDI Canada

The submission from Pattison Outdoor Advertising was deemed non-responsive as there was no bid security included, and accordingly was not provided to the Transit Department. The Manager of Materials has advised that the remaining three proposal submissions were accompanied by a bid security and a written undertaking, each of which has been certified by the Legal Services Division. The proposals expire if not accepted before November 18, 2000.

Report of the Standing Policy Committee on Public Works dated October 3, 2000

There were six alternatives submitted in the three responsive proposals as outlined in Table 1 identified as Appendix "A" hereto. These alternatives were evaluated on the basis of a maximum 100 points using the following criteria:

1. Revenue: 70 points (60 points for guaranteed revenues and 10 points for percentage revenue sharing)
2. Business Plan: 10 points
3. Experience: 20 points

A summary of the points awarded to each of the proposals is outlined in Table 2 identified as Appendix "B" hereto. The TDI proposal has the highest overall score (91.7) and has the further benefit of potential additional revenue for the City through the negotiation of new sales products in quantities and terms favourable to the City from a revenue and operational perspective.

The following is a more detailed comparison of the proposals, namely:

1. Only four of the six proposals are based on the current inventory of saleable products (i.e. interior and exterior advertising racks and 10 total paint/vinyl buses) as specified in the Request for Proposals. They are OBIE Alternative 1 (score 64.5), Benchmark Alternatives 1 (score 74.7) and 2 (score 69.5), and the TDI proposal (score 91.7). The TDI proposal is clearly superior as it provides higher guaranteed revenues, and a higher percentage of revenue sharing.

2. The TDI proposal is also superior to OBIE Alternative 2 (score 88). The TDI proposal provides higher guaranteed revenues and a higher percentage revenue share even though the OBIE proposal would require the City to commit to a large increase in saleable products in order for OBIE to reach their revenue target.

3. The TDI proposal is also superior to OBIE Alternative 3 (score 90) as the TDI offer provides for a 62 per cent revenue share while the OBIE alternative offers no percentage revenue sharing.

   While OBIE Alternative 3 provides for higher guaranteed revenues, these higher revenues require a commitment from the City for a large increase in saleable products (200 Back Attacks, 100 Super Tails, and 100 Kongs). These are vinyl advertising products applied directly to the back or side of buses.

   The Transit Department wishes to consider the option of new saleable products on a more gradual, experimental basis to ensure that the inclusion of these products does not adversely affect the availability of vehicles for the provision of Transit service, the condition of body paint on vehicles, or cause adverse public reaction.

   In previous discussions, TDI has also indicated that they wish to introduce these products in the Winnipeg market. TDI has been very successful in introducing these products in other markets and should they not pose operational difficulty in Winnipeg, they could provide additional revenue to the City through the revenue sharing formula which could exceed the offer by OBIE. The Transit Department feels these items can be negotiated with TDI o terms and conditions more favourable to the City from a revenue and operational perspective.

4. The points awarded to OBIE and TDI for Experience (20) and Business Plan (10) are equivalent. Both have submitted excellent proposals with comprehensive business plans and detailed information confirming very qualified and experienced personnel and strong experience in the industry. Fewer points were awarded to Benchmark Advertising reflecting their more limited Experience (10) in this industry and less detailed Business Plan (5).

Based on the comparison of proposals and financial summary, the Transit Department recommends that an award of contract be made to Transportation Displays Canada Inc. (TDI). The TDI proposal will provide guaranteed revenues of $5,500,000.00 or 62 per cent of gross billings to the City over the five-year term. These amounts are net of GST payments. The proposal from TDI represents a 30 per cent increase ($1,275,000.00) in guaranteed revenues compared to the current contract which provides guaranteed revenues of $4,225,000.00 over the five-year contract period which ends December 31, 2000. The increased revenues will be reflected in the Transit Department budget.

The Standing Policy Committee on Public Works recommends:

I. That the contract for the Sale and Placement of Advertising on Winnipeg Transit Vehicles be awarded to Transportation Displays Canada Inc. (TDI), the highest evaluated responsive proposal providing guaranteed revenues over five years from January 1, 2001 to December 31, 2005, to the City of $5,500,000.00 (plus GST) or 62 per cent of gross billings (plus GST), whichever is greater.

Report of the Standing Policy Committee on Public Works dated October 3, 2000

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.

A copy of the documents referred in the above clause are on file in the office of the City Clerk.

Moved by Councillor Angus,
Adoption of the clause.

The Speaker advised that Council would recess to reconvene at the call of the Chair to allow members to participate in a Special In Camera Meeting of the Executive Policy Committee to discuss matters pertaining to the award of contract for the sale and placement of advertising on Winnipeg Transit Vehicles.

Council recessed at 1:58 p.m., and reconvened at 2:41 p.m., same members present.

In amendment,

Moved by Councillor Angus,
Seconded by His Worship Mayor Murray,

THAT the clause be amended by including a new Recommendation No. I as follows:

I. That Alternative 2 and Alternative 3 of the proposal submitted by OBIE Media Limited be determined to be non-responsive because they are conditional.

AND THAT Recommendation Nos. I and II be re-numbered II and III respectively.

The amendment was put.

Councillor Steek called for the yeas and nays, which were as follows:-

Yea: Councillors Lazarenko, Angus, De Smedt, Gerbasi, Lubosch, Steeves, Deputy Mayor Thomas, Eadie and His Worship Mayor Murray. 9

Nay: Councillors Clement, Smith, Steek, Timm-Rudolph and O'Shaughnessy. 5

and the amendment was declared carried.

The motion for the adoption of the clause, as amended, was put.

Councillor Timm-Rudolph called for the yeas and nays, which were as follows:-

Yea: Councillors Lazarenko, Angus, Clement, De Smedt, Gerbasi, Lubosch, Steeves, Deputy Mayor Thomas, Vandal, Eadie, His Worship Mayor Murray and Councillor O'Shaughnessy. 12

Nay: Councillors Smith, Steek and Timm-Rudolph. 3

and the motion for the adoption of the clause, as amended, was declared carried.

Handi-Transit Policies and Guidelines
File TT-1.3 (Vol. 13)

955 - 4. Council at its meeting held on September 21, 1994, adopted Phase II of the Handi-Transit Task Force Report (the Art Braid Report). Phases I and II of the report provide the current Council position regarding the provision of "reasonable equivalency" in the area of transportation for physically disabled persons.

Pursuant thereto, the former Committee on Works and Operations established a Handi-Transit Policy Advisory Committee on November 29, 1994, for purposes of advising on matters regarding service policy issues related to public transportation services provided for physically disabled persons as described in the "Art Braid Report".

Report of the Standing Policy Committee on Public Works dated October 3, 2000

Since its inception, the Handi-Transit Policy Advisory Committee has met on a regular basis to review policies recommended by the Transit Administration and to develop other related policies. As a result of this work, new policies on “no shows”, “eligibility criteria” and “registration process” were adopted.

Additional policy revisions to the *Handi-Transit Policies and Guidelines* are now being recommended as follows:

Trip Priority System

Revision of the Trip Priority System to create a “guaranteed” category, which would mean that all trips in this category, including medical, medical therapy, work and education trips, are guaranteed to be accommodated. In the past these trips have been categorized as “high priority”. Winnipeg Transit is in agreement with this change in that these trip types have historically always been accommodated.

Fare Structure

Revision to the Fare Structure to allow the use of regular adult transit tickets on Handi- Transit. The current administrative policy allows for the acceptance of Handi-Transit tickets and passes on regular transit service, but not the reverse. Winnipeg Transit is in agreement that regular adult transit tickets only be accepted as they have the same value but differ in size with Handi-Transit tickets being somewhat larger for ease of use.

Responsibilities of the Registrant

Addition to formally document and detail the responsibilities of Handi-Transit customers.

The recommended changes will have no financial impact on the operation of the Handi-Transit service.

The Standing Policy Committee on Public Works recommends:

I. That the *Handi-Transit Policies and Guidelines* dated September 18, 2000, identified as Appendix “A” hereto, be approved as submitted.

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.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

MOTIONS

Moved by His Worship Mayor Murray,
Seconded by Councillor Angus,

956 - WHEREAS in a by-election held on October 5, 2000, Gord Steeves was elected as the Councillor for the St. Vital Ward;

AND WHEREAS a vacant position currently exists on the Standing Policy Committee on Public Works;

AND WHEREAS the Standing Policy Committee on Public Works has a meeting scheduled for October 31, 2000;

AND WHEREAS Council's Organizational Meeting will not be held until November 1, 2000;

THEREFORE BE IT RESOLVED that Councillor Gord Steeves be appointed to the Standing Policy Committee on Public Works to fill the current vacancy.

Carried.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

957 - On motion of Councillor Angus, the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:

By-law No. 7696/2000, a by-law of The City of Winnipeg to amend By-law No. 1481/77, being The City of Winnipeg Streets By-law. File ST-5.3 (Vol. 8)

By-law No. 7697/2000, a by-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City 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 the connection therewith. File ST-2 (Vol. 22)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

958 - Councillor Steek questioned what it would take to get an RFP on downtown recycling.

Councillor Angus advised he would try to get a more clear answer from the administration and that he would be willing to deliberate the matter at a meeting of the Standing Policy Committee on Public Works.

Councillor Steek requested a definitive time as to when the report relative to user fees would be available to which Councillor Angus responded that he would follow up with the administration for the information.

Councillor Smith questioned why the old City of Winnipeg, the area with the oldest trees and greatest amount of leaves, did not have depots where people could drop off their leaves.

Councillor Angus noted that he would look into the matter with the administration but that the administration would probably be pleased to work with any ward councillor to identify an area where leaves could be dropped off.