Report of the Standing Policy Committee on Public Works dated January 4, 1999

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JANUARY 4, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated January 4, 1999, was considered.

Moved by Councillor De Smedt,
That the Consent Agenda, Clause 1, be adopted.

Carried.

Proposal for Discounted Monthly Transit Passes for Clients of the Employment and Income Assistance Branch of the Manitoba Department of Family Services
File TT-2 (Vol. 11)

346 - 1. As part of welfare reform in Manitoba, the Social Services Department of the City of Winnipeg will be amalgamated with the Department of Family Services of the Province of Manitoba on April 1, 1999.

For clients deemed to be employable, both departments (Social Services and Family Services) provide financial support for job training and job search activities. As part of this support, clients are currently provided with transit tickets to make daily journeys to job training or to job interviews. While the transit tickets are useful for clients' travel to scheduled training or job interviews, they do not permit spontaneous use of the transit system for other trips.

When the two departments amalgamate in 1999, the Department of Family Services wishes to provide incentives to their clients to undertake, in addition to scheduled training and interviews, independent job search. To achieve this, it is necessary that the mobility of employable clients be improved.

During the past year, the Transit Department and the Department of Family Services have discussed the development of a program to distribute monthly transit passes to Family Services clients during those times that the clients are enrolled in job training programs or are actively searching for work. Such a program would permit Family Services to purchase discounted monthly passes in bulk and, at the same time, would ensure that current revenues received by Winnipeg Transit from Social Services and Family Services are maintained. A feasibility study of the provision of discounted monthly transit passes to clients of the *Employment and Income Assistance Branch* of the *Manitoba Department of Family Services* has been completed in this regard, the findings of which are set out below.

Objectives

The specific objectives of the program would be as follows:

1. To provide monthly transit passes to specified Family Services clients during periods when clients are enrolled in job training or actively seeking work.

2. To permit Family Services to purchase monthly passes on behalf of their clients at a discounted rate.

3. To maintain existing transit revenues received each year from Social Services and Family Services.

4. To increase the number of Family Services clients that gain permanent employment and that become regular transit customers.

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The Value of the Discount

The joint caseload of the City of Winnipeg Social Services Department and of the Province of Manitoba Family Services Department is approximately 27,000 cases. Of these, approximately 3,000 individuals have high potential to become employed. It is for this group that improved mobility is required.

It is estimated that the current annual value of transit fares purchased by the two departments on behalf of the target group is $1,550,000.00.

The fundamental goal of the proposed program is to use current funds spent on transit fares by Family Services and Social Services to purchase higher value monthly passes to improve the mobility of clients seeking permanent employment. Upon gaining employment, many of these new workers would become regular transit customers.

If existing transit revenues are to be maintained and if the average number of passes to be purchased by Family Services is 3,000 each month, then the discount that could be provided can be calculated as follows:

Number of Passes Purchased per Month	3,000
Number of Passes Purchased per Year	36,000
Existing Transit Revenues	$1,550,000
Discounted Monthly Pass Price	$43.06
Regular Monthly Pass Price	$55.85
Percentage Discount	23%

Risks

One option to implement the program is for Family Services to make an annual payment to Winnipeg Transit for transit revenues foregone as a result of implementation of the program. In return, Winnipeg Transit would provide monthly passes as required to Family Services for distribution to clients. Because the number of clients eligible for this program is not known with certainty, and because the number of eligible clients is likely affected by general economic conditions, there are some risks with this approach:

1. If, during periods of poor economic conditions, the number of passes distributed each month is significantly greater than 3,000, then the effective discount for each pass distributed would be much higher than that estimated above. Such situations represent a significant risk to Winnipeg Transit.

2. If, during periods of good economic conditions, the number of passes distributed each month is significantly less than 3,000, then the effective discount for each pass would be much less than that estimated above. At volumes below 2,300 per month, in fact, the discount would disappear and, in effect, Family Services would end up paying a premium over the face value of the regular monthly pass. Such situations represent a significant risk to Family Services.

To minimize these risks, an alternative approach is recommended. For each month, Winnipeg Transit would provide a supply of monthly passes to Family Services for distribution to targeted clients. For each pass distributed to an eligible client each month, Family Services would pay to Winnipeg Transit an amount that is 23% less than the face value of a regular monthly pass. At the end of each month, all unused passes for the month would be returned to Winnipeg Transit.

This approach would provide a uniform discount for all passes purchased under the program (no matter what the volume each month). It would eliminate the risks associated with variations in the economic cycle, in the number of clients eligible for the program, and in the number of passes distributed each month.

The Proposal

- Prior to each month, Winnipeg Transit would consign to Family Services a number of regular adult monthly passes for distribution to eligible clients for use during the month when enrolled in job training programs or when actively searching for work.

- Family Services would ensure that the regular monthly passes are distributed only to eligible clients.

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- In the third week of each month, Family Services would return to Winnipeg Transit all monthly passes not distributed to eligible clients for that month.

- At the end of each month, Family Services would pay to Winnipeg Transit an amount calculated as follows:

  (No. of Passes Consigned - No. of Passes Returned) x Value of Adult Monthly Pass x 0.77

- The monthly pass would be accepted as payment of fare on all regularly scheduled service operated by Winnipeg Transit during the month. Family Services clients would not be required to use a photo ID when using the pass to board buses.

- The agreement would commence on April 1, 1999 and would be evaluated at regular intervals.

The proposal has the following advantages:

1. The mobility of Family Services clients seeking permanent employment would be improved.

2. Family Services would be able to purchase higher valued transit fares at no increased cost.

3. Current transit revenues received from the City of Winnipeg Social Services Department and the Province of Manitoba Department of Family Services would be protected.

4. Family Services clients, upon gaining regular employment, would become regular users of the Winnipeg Transit system.

Financial Impact

The proposed agreement as outlined herein is designed to be revenue-neutral and cost-neutral to the City of Winnipeg. As part of the agreement, administrative controls will be implemented to ensure that monthly transit passes are distributed only to eligible Family Services clients. The program will be reviewed annually to assess effectiveness, to ascertain usage levels by clients of Family Services, and to determine the impacts on transit revenues.

For the information of Council, the Standing Policy Committee on Public Works has requested that the Director of Transit provide a bi-annual report to the Standing Policy Committee outlining therein the number of passes consigned per month; the number of passes distributed to eligible clients; the number of passes returned to Winnipeg Transit, and value of the adult monthly passes.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Transit Department be authorized to complete an operating agreement with the *Employment and Income Assistance Branch* of the *Manitoba Department of Family Services* for the bulk purchase of discounted monthly transit passes in accordance with the terms and conditions outlined above.

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

Adopted by consent.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED FEBRUARY 1, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated February 1, 1999, was considered clause by clause.

Moved by Councillor De Smedt,

That the Consent Agenda, Clauses 1,2,4 and 5, be adopted.

Carried.

Amendment to Lot Grading By-law 7294/98

File SD-1 (Vol. 2)

347 - 1. On September 29, 1998, Council passed a motion to repeal Lot Grading By-law No. 4569/87 and to adopt new Lot Grading By-law No. 7294/98, effective January 1, 1999. The primary difference in the new by-law involves the requirement that home builders secure their own survey services for the development of new residential properties and for infill housing, inasmuch as the Water and Waste Department will no longer provide these survey services. There were no changes to the by-law with respect to lot grading for commercial or industrial properties.

In mid-November 1998, the Water and Waste Department received concerns relative to the new Lot Grading No. By-law from the Manitoba Association of Landscape Architects, and a meeting was held on November 24, 1998, between representatives of the Water and Waste Department and the Manitoba Association of Landscape Architects to discuss their issues.

At its meeting held on December 4, 1998, the Standing Policy Committee on Public Works heard in delegation, Barry Yanchyshyn, President, and Heather Cram, Vice-President, Manitoba Association of Landscape Architects, requesting that the new Lot Grading By-law be amended to include reference to “Landscape Architects”.

The former and current lot grading by-laws are unclear concerning the lot grading design services permitted through Landscape Architects. Both by-laws identify Professional Engineers and Architects as parties who may provide lot grade plans for consideration by City officials, but Landscape Architects are not specifically identified. It was never intended to exclude this professional group from offering lot grading services under either version of the by-law.

The Water and Waste Department agrees with the concerns as presented by the Landscape Architects, and is therefore pursuing these amendments to the Lot Grading By-law No. 7294/98 which, upon Council adoption, would specifically name Landscape Architects as professionals who could provide services in connection with lot grade design.

Sections 4.(3)(a), 9.(1) and 9.(3) of By-law No. 7294/98 presently reference Professional Engineer(s) or Architect(s) as persons permitted to prepare lot grading plans for City review/approval. The proposed amendment to the by-law expands professional designation to include Professional Engineer, Architect or Landscape Architect. The amendment to Section 4.(3) also provides that design of stormwater drainage systems required for lot grading plan submission be prepared only by Professional Engineers. The Manitoba Landscape Architects Association fully agrees with the concept that Professional Engineers must attend to this aspect of lot grading/site servicing. The Landscape Architects’ representatives further advised that their Association was clearly not interested in providing survey services as addressed in the new by-law, nor in doing design of land drainage sewer underground works.

The complete proposal to amend Sections 4.(3), 9.(1) and 9.(3) of Lot Grading By-law No. 7294/98 is outlined in Appendix “A”. A summary of the existing and proposed clauses, together with rationale for the proposed amendments, is outlined in Appendix “B”.

The Standing Policy Committee on Public Works submits the draft amending by-law and recommends:

I. That Sections 4.(3), 9.(1) and 9.(3) of the City of Winnipeg Lot Grading By-law No. 7294/98 be amended as described herein.

Report of the Standing Policy Committee on Public Works dated February 1, 1999

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Copy of attachments referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Canada - Manitoba - City of Winnipeg Agreement on Secondary Dike Enhancements PD (Vol. 13)

348 - 2. During the Spring of 1997, Winnipeg and Manitoba experienced the "Flood of the Century". In May 1997, the City of Winnipeg prepared and submitted to the Province of Manitoba a $270 million Capital Improvement Program for flood protection measures. This extensive list of projects includes permanent secondary dikes, a flood emergency manual/system, flood pumping station upgrades, land drainage sewer outfall gate structures, and other infrastructure upgrades. The City has also prepared and submitted considerable supporting documentation on these proposed projects for consideration. Discussions with the Federal and Provincial Governments on funding these projects are on-going.

In July and August 1997, the Federal and Provincial Governments provided a total of $24 million toward a Federal/Provincial Flood Proofing Program (Phase 1). This phase of the program provides for individual flood proofing (individual ring dikes, house raising or house relocation) and for community ring dikes for properties primarily within the flooded area south of the Red River Floodway.

In a December 22, 1997, meeting between administrative officials of the City and those from the Provincial Departments of Natural Resources and Government Services, the Province indicated that the City should undertake an engineering feasibility study for the properties in the City north of the Floodway that would fall under the "community ring dike" category of the Federal/Provincial Flood Proofing Program.

At its reconvened meeting held on March 26, 1998, Council adopted the Report of the Standing Policy Committee on Public Works dated February 10, 1998, which recommended that "funding for consulting services for an engineering feasibility study project to investigate the feasibility, alternatives and costs of "community ring dike" sites be approved...in the amount of $200,000.00...". This approval was later reaffirmed at the July 7, 1998, meeting of the Standing Policy Committee on Public Works.

In July, 1998, the Federal and Provincial Governments provided an additional $6 million to the Federal/Provincial Flood Proofing Program (Phase 1) and $300,000.00 was allocated to engineering studies for secondary dikes in the City. As a result, the City's study is eligible for cost-sharing with the other levels of government. Both the Federal and Provincial Governments have become partners in the study and are represented on the Study Steering Committee.

In December 1998, after preparing detailed terms of reference and collecting comments from residents in community ring dike locations, the City issued a Request for Proposals to eight consulting engineering firms in the City for the Community Ring (Secondary) Dike Sites Feasibility Study. The deadline for receipt of proposals was January 27, 1999.

On January 18, 1999, the Federal Government announced an additional $50 million in flood proofing funding (Phase 2 of the Federal/Provincial Flood Proofing Program). Of this, $5 million has been allocated to detailed design and construction of secondary dikes in the City. The Province of Manitoba is expected to match this funding, as they have done in the past.

The Federal Government has prepared a draft agreement between Canada, Manitoba and the City of Winnipeg on Secondary Dike Enhancements, a copy of which is on file in the Office of the City Clerk.

The purpose of the agreement is to enable the implementation of secondary dike works within the City of Winnipeg through a cost-shared funding arrangement. The primary objectives of the agreement are to:

a) assist the City of Winnipeg to provide a level of protection to maintain and continue to attract industry and businesses;

Report of the Standing Policy Committee on Public Works dated February 1, 1999

b) stabilize economic activity in the City of Winnipeg that has been affected by flooding;

c) minimize the fiscal liabilities of governments, businesses and individuals which occur in the City of Winnipeg due to severe flooding, and;

d) reduce the potential for damage and disruption in the City due to flooding.

The work to be undertaken under this agreement is an engineering feasibility study of community ring dike sites in the City. The estimated cost of the study is $500,000.00 to $700,000.00. Funding to be provided by the Federal and Provincial Governments for the study is to be from Phase 1 of the Federal/Provincial Flood Proofing Program. Inasmuch as this phase has only provided $300,000.00 toward engineering studies for secondary dikes in the City, the study will be awarded in stages. The first stage can be awarded for a total of $333,000.00 and cost-sharing is to be 45% Federal ($150,000.00), 45% Provincial ($150,000.00) and 10% City ($33,000.00). The funding to be provided by the City is to be financed by debt and is from the $200,000.00 approved by Council on March 26, 1998, and reaffirmed on July 7, 1998. Another agreement or an amendment to the subject agreement will be required to award the second stage of the engineering study.

The agreement provides for the City to act as the project manager for the feasibility study. As such, the City's responsibilities include providing assistance in the delivery of the project, and acquiring professional and other services. The responsibilities of the other levels of government include assisting the City in carrying out its duties.

The agreement further provides for all three levels of government to undertake the development and delivery of a program of public information respecting the implementation of the agreement.

The City Administration is currently in the process of reviewing the details of the agreement. Authorization is being sought from Council for the Administration to participate in discussions and deliberations on the details of the agreement and for the Proper Officers to finalize the agreement. After finalization of the agreement, the City will be able to assign the engineering study to the successful consulting firm. Some of the field investigations will likely involve approaching the riverbank from the frozen rivers. If this report were to be forwarded after the agreement is finalized, the assignment of the engineering study will not be possible before the spring thaw. By submitting the draft agreement for Council's consideration at this time, Council approval and finalization of the agreement can occur concurrently.

The City’s contribution will be financed from previously approved capital funds, as indicated on the Financial Impact Statement identified as Appendix “A”, originally attached to the Report of the Standing Policy Committee on Public Works dated February 10, 1998, and adopted by Council at its meeting held on March 26, 1998.

The Standing Policy Committee on Public Works recommends:

I. That the Canada - Manitoba - City of Winnipeg Agreement on Secondary Dike Enhancements (specifically an engineering feasibility study of community ring dike sites in the City) be approved as described herein.

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

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

Winnipeg Water Treatment Plant - Public Consultation File WS-7 (Vol. 3)

349 - ***Note: Clause 3 has been laid over by the Executive Policy Committee.***

Laid over by the Executive Policy Committee

Report of the Standing Policy Committee on Public Works dated February 1, 1999

Amendment to Winnipeg Parking Meter By-law No. 6547/95 - Installation of One-Hour Parking Meters on the west side of Garry Street, between Graham Avenue and St. Mary AvenueFile ST-2 (Vol. 21)

350 - 4. The Standing Policy Committee on Public Works has been advised that a request has been received from Doug Clark, Executive Director, Downtown Winnipeg Business Improvement Zone, to have the 30-minute parking meters on Garry Street changed to one-hour parking meters for general use in the Central Business District.

Observations have shown that the nine 30-minute parking meters on the west side of Garry Street, between Graham Avenue and St. Mary Avenue, are being under-utilized. A one-hour time limit is warranted and will improve utilization of these parking spaces.

Garry Street contains a four-lane roadway and functions one-way southbound. There is metered parking on both sides of the street. There are nine metered parking spaces on the west side of Garry Street, between Graham and St. Mary Avenues, all of which have a 30-minute time limit between 07:00-17:30, Monday to Saturday. Canada Post adjoins the west side of Garry Street and several office buildings front the east side of Garry Street in this block. These 30-minute parking meters were originally installed to discourage overnight parking by Canada Post employees and provide short-term parking for Canada Post customers.

As part of the construction of the Graham Avenue Transit Mall, nine 30-minute metered parking spaces were installed on the frontage road on the south side of Graham Avenue in front of the Post Office building. In addition, six parking meters were removed from the west side of Garry Street immediately south of Graham Avenue and replaced with a loading zone to address the need for short-term stopping.

In response to a letter from the Public Works Department to the Canada Post Corporation, Mr. Ed Zubinski indicated that Canada Post prefers that the nine meters remain as 30-minute time limit to discourage overnight parking on Garry Street.

The guidelines used for the installation of meters are that at least 65% of the available space hours should be used throughout the day. A recent parking survey at the nine metered spaces indicated that an average of 23% of the available hours were utilized. This study indicates that the demand for a 30-minute parking time limit on Garry Street has diminished and that these nine metered spaces are being under-utilized. Several observations conducted by the Public Works Department indicated that the loading zone on the west side of Garry Street south of Graham Avenue, and the parking meters on the frontage road on the south side of Graham Avenue accommodated the short-term stopping/parking needs of customers attending the Canada Post Building.

Based on these studies, the time limit of the nine metered parking spaces on Garry Street should be changed to one-hour parking, 07:00 - 17:30, Monday to Saturday, to provide motorists a longer period of time to conduct business at the Post Office and the surrounding businesses. This will result in better utilization of these parking spaces.

In comparison with the revenues generated by the one-hour parking meters on the east side of Garry Street, between Graham Avenue and St. Mary Avenue, the nine one-hour parking meters on the west side of Garry Street are estimated to generate 2.5 times more revenue than presently generated. This is approximately an additional $7,500.00 per year. Replacement of the 30-minute parking meters with one-hour parking meters will be performed during normal working day activities without impacting the operating budget.

The Standing Policy Committee on Public Works therefore recommends:

I. That the 30-minute 07:00-17:30, Monday to Saturday, parking meters on the west side of Garry Street, between Graham Avenue and St. Mary Avenue, be replaced with one-hour 07:00-17:30, Monday to Saturday, parking meters.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending By-law, for submission directly to Council for approval.

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

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Report of the Standing Policy Committee on Public Works dated February 1, 1999

Adopted by consent.

Award of Building Cleaning Services for the following locations:
66 Allard Avenue P.D. 98-156 "A"
545 Watt Street P.D. 98-156 "B"
565 Watt Street P.D. 98-156 "C"
575 Larsen Avenue P.D. 98-156 "D"
328 Whittier Avenue P.D. 98-156 "E"
180 Poplar Avenue P.D. 98-156 "F"
552, rue Plinguet P.D. 98-156 "G"
1229 Springfield Road P.D. 98-156 "H"
370 Daly Street North P.D. 98-156 "I"
1375 McPhillips Street P.D. 98-156 "J"
2835 Pembina Highway P.D. 98-156 "K"
File GL-9 (Vol. 12) [c/r FB-1 (Vol. 6)]

351 - 5. The Standing Policy Committee on Public Works has been advised that the tender call for Building Cleaning Services at the above-referenced locations was initiated by the Public Works Department, Building Services Division in October 1998. Out of 13 cleaning companies requesting specifications, four building cleaning companies returned bids.

The four companies returning bids met all the specifications.

In response to the tender call, the following firms submitted bids for a one year period:

TOTAL BID PRICE						
FIRMS	A	B	C	D	E	F
MacDonald Building Maintenance	No Bid	$6,000.00	$3,216.00	$7,200.00	$3,216.00	$3,600.00
T.P.O. Janitorial Services	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid
A. Leader Building Cleaning	$7,500.00	$7,800.00	$2,700.00	$7,500.00	$6,564.00	$8,220.00
Correia Enterprises T/A Bee Clean	$9,258.00	$8,280.00	$2,880.00	$19,200.00	$13,716.00	$16,524.00

FIRMS	G	H	I	J	K
MacDonald Building Maintenance	$987.96	$1,317.24	No Bid	$3,108.00	$2,388.00
T.P.O. Janitorial Services	$2,100.00	$2,220.00	$3,060.00	$3,060.00	$3,660.00
A. Leader Building Cleaning	$1,764.00	$2,988.00	$3,070.00	$3,988.00	$3,840.00
Correia Enterprises T/A Bee Clean	$1,320.00	$1,320.00	$2,640.00	$4,800.000	$3,180.00

However, in accordance with Clause SC:7, the initial term of this contract, one year, will be as stipulated in Clause SC:8 which states:

SC:8: Commencement of Work

Due to differing expiry dates of current contracts for each location, the work shall commence at the locations as follows:

Report of the Standing Policy Committee on Public Works dated February 1, 1999

A)	*66 Allard Avenue*	*February 1, 1999 to December 31, 1999*
B)	*545 Watt Street*	*February 1, 1999 to December 31, 1999*
C)	*565 Watt Street*	*February 1, 1999 to December 31, 1999*
D)	*575 Larsen Avenue*	*February 1, 1999 to December 31, 1999*
E)	*328 Whittier Avenue*	*February 1, 1999 to December 31, 1999*
F)	*180 Poplar Avenue*	*February 1, 1999 to December 31, 1999*
G)	*552, rue Plinguet*	*February 1, 1999 to December 31, 1999*
H)	*1229 Springfield Road*	*February 1, 1999 to December 31, 1999*
I)	*370 Daly Street North*	*February 1, 1999 to December 31, 1999*
J)	*1375 McPhillips Street*	*February 1, 1999 to December 31, 1999*
K)	*2835 Pembina Highway*	*February 1, 1999 to December 31, 1999*

Correia Enterprises T/A Bee Clean met all of the requirements with respect to location “I” and has the necessary resources to perform the work.

MacDonald Building Maintenance met all of the requirements with respect to locations “B”, “D”, “E”, “F”, “G”, “H”, “J” and “K” and has the necessary resources to perform the work.

During the evaluation process, the following was noted on the remarks column of the Comparison of Tender form submitted by Materials Management:

NOTE: A. Leader Building Cleaning did not acknowledge addendum.

Note - The fact that A. Leader Building Cleaning neglected to acknowledge the addendum is not a material informality because the addendum pertained to a second site inspection which did not require their attendance.

Notwithstanding the above, A. Leader Building Cleaning met all of the requirements with respect to locations “A” and “C” and has the resources to perform the work.

In evaluating the bids, the location at 1375 McPhillips Street (J) was awarded to the next lowest bidder, MacDonald Building Maintenance. The lowest bidder was T.P.O. Janitorial Services, however, this bid was only $48.00 lower than the next lowest bidder. This difference did not warrant the cost of processing and administering a separate contract. (Clause SC:10 #3)

Materials Management has advised that one tender submission was accompanied by a Letter of Credit in the amount of $1,551.66; one tender submission was accompanied by five Bank Drafts in the amount of $915.00, $765.00, $765.00, $555.00 and $525.00, respectively; one tender submission was accompanied by a Certified Cheque in the amount of $13,983.00. One tender submission was accompanied by a Bid Bond and Agreement to Bond. All tender deposits have been certified by Legal Services and were delivered to the Money Management and Treasury Branch on December 3, 1998.

Sufficient funds for these contracts are identified in the Current Estimates, with account numbers being as follows:

A)	66 Allard Avenue	$6,875.00	53-552103-250406222104
B)	545 Watt Street	$5,500.00	53-552103-256202
C)	565 Watt Street	$2,475.00	53-552103-256202
D)	575 Larsen Avenue	$6,600.00	53-552103-256202
E)	328 Whittier Avenue	$2,948.00	53-552103-256202
F)	180 Poplar Avenue	$3,300.00	53-552103-256202
G)	552, rue Plinguet	$ 905.63	53-552103-256202
H)	1229 Springfield Road	$1,207.47	53-552103-256202
I)	370 Daly Street North	$2,420.00	01-552103-185302
J)	1375 McPhillips Street	$2,805.00	53-552103-250405
K)	2835 Pembina Highway	$2,189.00	53-552103-250405

This contract will allow up to four one-year extensions, with price adjustments per specifications. Bids are open for acceptance until January 24, 1999.

The Standing Policy Committee on Public Works recommends:

I. That the tender submitted by A. Leader Building Cleaning for the following locations be accepted:

"A" 66 Allard Avenue for an eleven (11) month period, beginning February 1, 1999 to December 31, 1999.
Monthly cost of $625.00. Price per term $6,875.00 (11 months).

"C" 565 Watt Street for an eleven (11) month period, beginning February 1, 1999 to December 31, 1999.
Monthly cost of $225.00. Price per term $2,475.00 (11 months).

II. That the tender submitted by MacDonald Building Maintenance of Canada Ltd. for the following locations be accepted:

"B" 545 Watt Street for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $500.00. Price per term $5,500.00 (11 months).

"D" 575 Larsen Avenue for an eleven (11) month period beginning February 1, 1999 to December 31,
1999.
Monthly cost of $600.00. Price per term $6,600.00 (11 months).

"E" 328 Whittier Avenue for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $268.00. Price per term $2,948.00 (11 months).

"F" 180 Poplar Avenue for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $300.00. Price per term $3,300.00 (11 months).

"G" 552, rue Plinguet for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $82.33. Price per term $905.63 (11 months).

"H" 1229 Springfield Road for an eleven (11) month period beginning February 1, 1999 to December
31, 1999.
Monthly cost of $109.77. Price per term $1,207.47 (11 months).

"J" 1375 McPhillips Street for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $255.00. Price per term $2,805.00 (11 months).

"K" 2835 Pembina Highway for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $199.00. Price per term $2,189.00 (11 months).

III. That the tender submitted by Correia Enterprises T/A Bee Clean for the following location be accepted:

"I" 370 Daly Street for an eleven (11) month period beginning February 1, 1999 to December 31, 1999.
Monthly cost of $220.00. Price per term $2,420.00 (11 months).

IV. That the Director of Public Works be authorized to award any extensions of the contract, provided for therein prior to the approval of budgeted funds for the year of the extension, if he considers it necessary or advisable. Yearly cost estimates for the additional four years being as follows:

2000	$ 40,832.00
2001	$ 41,060.00
2002	$ 41,292.00
2003	$ 41,534.00

Please Note: The labour portion of the above estimates does not reflect any future changes in Statutory Minimum Wage rates.

V. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing, including the execution of any document related thereto.

Adopted by consent.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED FEBRUARY 15, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated February 15, 1999, was considered.

Hired Hourly Dump Trucks
File SC (Vol. 3)

352 - ***Note: Clause 1 has been laid over by the Executive Policy Committee.***

Laid over by the Executive Policy Committee

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

353 - On motion of Councillor De Smedt, 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. 7374/99, a by-law of The City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law. File ST-5.2 (Vol. 25)

By-law No. 7375/99, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. File SC-1(32) (Vol. 1)

By-law No. 7376/99, a by-law of The City of Winnipeg to amend By-law No. 7294/98, being the Lot Grading By-law. File SD-1 (Vol. 1)