REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED NOVEMBER 18, 1998

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated November 18, 1998, was considered clause by clause.

Moved by Councillor De Smedt,

That the Consent Agenda, Clauses 1,2,3,4 and 5, be adopted.

Councillor Timm-Rudolph requested that Clause 1 be pulled from the Consent Agenda.

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

Councillor Golden requested that Clause 5 be pulled from the Consent Agenda.

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

Mid-Canada Truck Services Ltd. - Request to Connect to City Water and Sewer Services
Files WS-5 (Vol. 18) & WW-2.4 (Vol. 9)

78 - 1. The Director of Water and Waste received a letter, dated May 15, 1998, from Mid-Canada Truck Services Ltd. requesting permission to connect to the City water system to service a 75,000 - 80,000 square foot corporate head office building that will be constructed in the spring of 1999. In a subsequent telephone conversation, Mid-Canada Truck Services Ltd. also requested permission to connect to the City sewer system.

The subject property is located on Brookside Boulevard at Inkster Boulevard in the Rural Municipality of Rosser. Brookside Boulevard is the boundary street between the R.M. of Rosser and the City of Winnipeg.

The City of Winnipeg Act allows Council the discretion to enter into a contract not exceeding 20 years to supply water and sewer services to a plant or establishment outside the City. In particular:

Clause 558 of the City of Winnipeg Act reads as follows:

" Contract for the Supply of Water

558 Where, in the opinion of Council, a corporation or person having a plant or establishment outside the City requires for the regular supply of that plant or establishment a quantity of water that justifies the City in making an agreement for the supply of it, the City may enter into a contract with the corporation or person for the supply of the water for a period not exceeding 20 years".

Clause 33(2) of Schedule A of the City of Winnipeg Act reads as follows:

" Agreements with other municipalities

33(2) The corporation may enter into a contract with any municipality outside the metropolitan area to receive and dispose of sewage and land drainage from the municipality, on such terms and conditions as may be agreed upon, for any period not exceeding 20 years; and it may renew any such contract for further periods not exceeding 20 years at any one time".

There is a 300 mm diameter watermain, and a 300 mm diameter wastewater sewer in Brookside Boulevard fronting the subject property. These mains were installed by local improvement in 1986 under By-laws 4525/87 and 4517/87. There is sufficient capacity in the City's mains to service the subject property at no additional infrastructure cost to the City.

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It should be noted this is not a precedent-setting situation. In 1976, the City and the R.M. of East St. Paul (the R.M.) entered into an Agreement by which approximately 2 kilometres of watermains, wastewater sewers and land drainage sewers were installed by local improvement in Glenway Avenue, between Henderson Highway and Raleigh Street (Glenway Avenue and Eastwood Drive are boundary streets on the north City limit).

The agreement required the R.M. to pay their share of these local improvements in equal annual installments over 10 years for watermains, and 20 years for sewers. The R.M. also agreed to comply with the City's usual conditions outlined in the Waterworks By-law, the Sewer By-law, and the Frontage By-law, including collecting the appropriate charges from the subject premises and paying the City as they become due. The R.M. residents on the north side of Eastwood Drive, between Henderson Highway and the Red River, also subsequently connected to the City water and sewer systems under similar conditions.

It should also be noted the recommendation does not include a surcharge on the water and sewer rates, as was contemplated for the City's participation in wastewater servicing for the R.M. of Headingley and the Cartier Regional water supply system. In this previous instance a surcharge of 5 - 20% was considered. The situation with Mid-Canada Truck Services Ltd. is different for the following reasons:

1. This is a single user where the terms and conditions for provision of service can be easily reviewed, identified and approved on a site-specific basis. This is straight forward compared to the agreements that were contemplated for supply of water and wastewater services to the Cartier Regional water supply system and the R.M. of Headingley, respectively. In these agreements, City services could have been provided to large areas of adjoining municipalities in comparison to the Mid-Canada Truck situation which provides servicing to a single user along a contiguous boundary street only.

2. The previous surcharge consideration was based on an attempt to demonstrate the distinction between adjoining municipalities and the City, and to indirectly influence development. These external factors do not apply to a single user on a boundary street.

3. There is no cost to the City to provide the infrastructure necessary to service this property. Sufficient infrastructure already exists fronting the subject property.

4. The previously mentioned Glenway Avenue Agreement with the R.M. of East St. Paul has no surcharge provisions.

The Water and Waste Department has recommended that the City enter into a contract with Mid-Canada Truck Services Ltd. for the supply of water and sewer services to their proposed 75,000 - 80,000 square foot corporate head office building subject to conditions, as set out below.

It should be noted that in addition to the $46,250.00 cash payment the City would receive in 1999, the City would also receive annual revenue from water and sewer billing charges based on annual consumption. Should Mid-Canada Truck Services elect to make payments for the water and sewer services over 10 and 20 year terms, respectively, the financial impact would show annual revenues of approximately $5,562.00 per year for the first 10 years and $2,287.00 thereafter for the next 10 years.

The Standing Policy Committee on Public Works recommends:

I. That the City enter into a contract with Mid-Canada Truck Services Ltd. for the supply of water and sewer services to their proposed 75,000 - 80,000 square foot corporate head office building to be located on Brookside Boulevard at Inkster Boulevard, in the R.M. of Rosser, subject to the following conditions:

   A. That Mid-Canada Truck Services pay to the City, as a one-time charge, prior to connecting to the City system, the now-current local improvement rates over their assessable frontage, as follows:

Watermains	625 feet x $36 per frontage foot	=	$22,500
Wastewater Sewers	625 feet x $38 per frontage foot	=	$23,750

or

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That Mid-Canada Truck Services pay to the City the annual rates for these services, including interest at the City's current borrowing rate plus 1% administration charge in equal annual installments over a 10 year term for watermains, and a twenty year term for wastewater sewers. The estimated 1999 rates are as follows:

Watermains	625 feet assessable frontage x $5.24 per frontage foot = $3,275.00 per annum for a 10 year term.
Wastewater Sewers	625 feet assessable frontage x $3.66 per frontage foot = $2,287.50 per annum for a 20 year term.

B. That Mid-Canada Truck Services Ltd. be subject to all applicable provisions of the Waterworks By-law No. 504/73 and the Sewer By-law No. 7070/97, and amendments thereto, including water metering and billing provisions contained therein.

C. That Mid-Canada Truck Services Ltd. be subject to all applicable provisions of the Frontage By-law 549/73 including annual payment of frontage levies as follows:

Watermain renewal frontage levy	currently $0.65 per frontage foot
Wastewater sewer renewal frontage levy	currently $1.45 per frontage foot

or as amended from time to time.

D. That the water and sewer service connections be installed by a licensed Water and Sewer Contractor satisfactory to the City, and that Mid-Canada Truck Services Ltd. be responsible for all costs associated with the installation, repair and maintenance of the said service connections from the mains in the street, including payment of applicable inspection and permit fees.

E. That it is understood and agreed that the contract shall be for the purpose of supplying water and sewer services to the proposed 75,000 - 80,000 square foot corporate head office building **only**, and that an amendment to the agreement will be required if Mid-Canada Truck Services Ltd. desires to connect additional buildings or properties to the City water and sewer systems at some future date.

F. That the contract be for a period not exceeding 20 years.

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.

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

Moved by Councillor De Smedt,
Adoption of the clause.

The motion for the adoption of the clause was put.

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

Yea: Councillors De Smedt, Gerbasi, Lazarenko, Lubosch, Smith, Steek, Deputy Mayor Thomas, Vandal, Eadie and His Worship Mayor Murray. 10

Nay: Councillors Angus, Clement, Golden, Prystanski, Timm-Rudolph and O'Shaughnessy. 6

and the motion for the adoption of the clause was declared carried.

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Installation of 16 Additional Parking Meters in the Downtown Area
File ST-2 (Vol. 21)

79 - 2. The Standing Policy Committee on Public Works has been advised that a review of the parking in the downtown and surrounding areas has indicated that parking could be allowed in some areas that are designated "No Parking Anytime", as follows:

- The Transit Department has been using the "No Parking 09:00 - 15:30, Monday to Friday" area on the west side of Donald Street immediately north of the nearside bus stop at Broadway for southbound service. This clearance can be shortened to allow two metered parking spaces.

- There are two southbound lanes and one northbound lane of traffic on Colony Street entering four traffic lanes on York Avenue. There is low left-turn movement at York Avenue and Memorial Boulevard, one block further east of Osborne Street. Therefore, allowing parking on the north side of York Avenue would not interfere with traffic on York Avenue. This will add an additional 11 metered parking spaces.

- Elgin Avenue contains a 14 metre roadway with parking permitted on the north side. Allowing parking also on the south side would not adversely affect traffic operations due to the extra roadway width available immediately west of Princess Street. This will allow the installation of three metered parking spaces.

These 16 additional parking meters will increase the annual parking meter revenue by approximately $15,000.00. The meters proposed to be installed at these locations have been salvaged from areas that were generating very little revenue.

The Standing Policy Committee on Public Works therefore recommends:

I. That "Two-Hour Metered Parking 09:00 - 15:30, Monday to Friday and 09:00 - 17:30, Saturday" be installed on the west side of Donald Street, between a point 41 metres south of the first public lane south of York Avenue and a point 15 metres further south thereof.

II. That "Two-Hour Metered Parking 09:00 - 15:30, Monday to Friday and 9:00 - 17:30, Saturday" be installed on the north side of York Avenue, between Colony Street and Memorial Boulevard.

III. That "Two-Hour Metered Parking 09:00 - 17:30, Monday to Saturday" be installed on the south side of Elgin Avenue, between the first public lane west of Princess Street and Princess Street.

IV. That Schedule "B" of City of Winnipeg Parking Meter By-law No. 6547/95 be amended to include the following:

West side Donald Street between York Avenue and Broadway.

North side York Avenue between Colony Street and Memorial Boulevard.

South side Elgin Avenue between Adelaide Street and Princess Street.

V. That the City Solicitor be instructed to prepare the necessary amending By-law for submission directly to Council for approval.

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

Adopted by consent.

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Removal of 64 Low Use Parking Meters
File ST-2 (Vol. 21)

80 - 3. The Standing Policy Committee on Public Works has been advised that the revenue collected from a number of parking meters in the periphery of the downtown has been reviewed and many of them should be relocated to more profitable areas. The current Public Works Department policy is to remove parking meters that do not generate at least $2.00 per meter per day.

Guidelines regarding the installation/removal of parking meters, stipulate that consideration should be given to removing parking meters on those streets where the cost of operating the meters exceeds the revenue obtained from them. Based on the $430,000.00 annual parking meter operating budget for 2,000 parking meters, and assuming 250 meter-days of operation, the average operating cost of each parking meter is $0.85 per day. Applying the principle of cost recovery and a reasonable rate of return on investment, each parking meter should produce a revenue of at least $2.00 per meter-day ($500.00 per year).

Pursuant to the Departmental review, the 64 metered parking spaces recommended for removal generate as little as $0.24 per meter-day, and in no instance more than $2.53 per meter-day, and therefore should be removed and relocated to an area that would generate more revenue. Although the block on the north side of Portage Avenue, between Young Street and Langside Street, did generate $0.53 per meter more than the $2.00 minimum deemed to warrant their removal, this block would then be the only metered block in the general area, except for the block west of the University of Winnipeg.

In order to ensure that parking turnover continues to be promoted on these streets, the parking meters should be replaced with signs indicating limited time parking.

The 64 meters will be relocated (as in-fill) to the central business district where it is anticipated that they will generate significantly more revenue.

The Standing Policy Committee on Public Works therefore recommends:

I. That the one-hour parking meters on the north side of Portage Avenue between Young Street and Sherbrook Street be replaced with “One-Hour Parking 09:00 - 15:30, Monday to Friday” signs.

II. That the one-hour parking meters on the west side of Carlton Street between Notre Dame Avenue and Cumberland Avenue be replaced with “Two-Hour Parking 09:00 - 17:30, Monday to Friday” signs.

III. That the two-hour parking meters on the north side of Cumberland Avenue between Carlton Street and Hargrave Street be replaced with “Two-Hour Parking 09:00 - 17:30, Monday to Friday” signs.

IV. That the two-hour parking meters on the west side of Hargrave Street between Cumberland Avenue and Notre Dame Avenue be replaced with “Two-Hour Parking 09:00 - 17:30, Monday to Friday” signs.

V. That the two-hour parking meters on the east side of Hargrave Street between Cumberland Avenue and Notre Dame Avenue be replaced with “Two-Hour Parking 09:00 - 17:30, Monday to Friday” signs.

VI. That the two-hour parking meters on the north side of Notre Dame Avenue between Adelaide Street and Hargrave Street be replaced with “Two-Hour Parking 09:00 - 15:30, Monday to Friday” signs.

VII. That the two-hour parking meters on the north side of Qu’Appelle Avenue west of Carlton Street be replaced with “Two-Hour Parking 09:00 - 17:30, Monday to Friday” signs.

VIII. That the City of Winnipeg Parking Meter By-law No. 6547/95 be amended as follows:

a) Schedule “A” be amended by deleting the following:

North side Portage Avenue between Westbrook Street and Sherbrook Street.

West side of Carlton Street between Cumberland Avenue and Notre Dame Avenue.

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b) Schedule "A" be amended by adding the following:

North side of Portage Avenue between Westbrook Street and Young Street.

c) Schedule "B" be amended by deleting the following:

North side of Cumberland Avenue between Hargrave Street and Carlton Street.

West side of Hargrave Street between Ellice Avenue and William Avenue.

East side of Hargrave Street between Ellice Avenue and William Avenue.

North side of Notre Dame Avenue between Adelaide Street and Hargrave Street.

North side of Qu'Appelle Avenue between Hargrave Street and Edmonton Street.

d) Schedule "B" be amended by adding the following:

West side of Hargrave Street between Ellice Avenue and Cumberland Avenue.

East side of Hargrave Street between Ellice Avenue and Cumberland Avenue.

North side of Qu'Appelle Avenue between Hargrave Street and Carlton Street.

IX. That the City Solicitor be instructed to prepare the necessary amending By-law for submission directly to Council for approval.

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

Moved by Councillor De Smedt,
Adoption of the clause.

Carried.

Truck Routes in the Assiniboia Community File ST-5.2 (Vol. 25)

81 - 4. The Public Works Department has been advised, by way of letter dated July 16, 1998, from Mr. Ross Adamson, P. Eng., a Consultant representing Winnport International Air Cargo Logistics, 204 - 2000 Wellington Avenue, that Winnport is constructing an air cargo terminal at 2280 Saskatchewan Avenue, located at the north-east corner of Saskatchewan Avenue and Whytewold Road, which is expected to be operational in September, 1998. He anticipates that it will generate approximately 60 truck trips weekly, 30 outbound and 30 inbound. Truck movements will occur at all times of the day. Initially, the truck movements will be in/out of the City and the configurations of the trucks used will be five axle semi-trailers constructed to RTAC standards with a maximum gross vehicle weight (G.V.W.) of 36,500 kg. Eventually, the G.V.W. of the trucks would rise to 39,590 kg, the maximum permissible under Provincial legislation for an RTAC vehicle with this configuration. As north-south deliveries to/from the U.S.A. and east-west deliveries across Canada increase, larger RTAC truck-trailer combinations with a G.V.W. of up to 62,500 kg are expected to be used.

Given the currently available Truck Route system in this sector of the City, trucks having a G.V.W. of up to 36,500 kg and travelling between the proposed facility and Route 90 would use Moray Street and Ness Avenue, in the time period between 07:00 and 19:00, Monday to Saturday, since both streets are Part-Time Truck Routes. At night and on Sundays, the routing would be Saskatchewan Avenue (a Part-Time Truck Route), Sturgeon Road and Portage Avenue. For those trucks with a G.V.W. greater than 36,500 kg and travelling into/out of the City, the routing would be Saskatchewan Avenue, the Perimeter Highway and Portage Avenue during the day, Monday to Saturday, and Saskatchewan Avenue, Sturgeon Road and the north Perimeter Highway at night, Monday to Saturday and all day Sunday.

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Due to the more circuitous routing under these circumstances, Mr. Adamson requested that Saskatchewan Avenue between Moray Street and the Perimeter Highway, Moray Street between Saskatchewan Avenue and Ness Avenue, and Ness Avenue between Moray Street and Route 90, be designated as Full-Time Truck Routes, which request was concurred in by the Assiniboia Community Committee, at its meeting held on September 22, 1998.

As much as is practical, truck travel within the City of Winnipeg should be confined to arterial streets which are designed and constructed to a greater thickness and higher strength than are residential streets. In the planning of an urban area, it is desirable to provide a grid of arterial streets and Truck Routes that are separated by no more than 1.6 km in order to:

- minimize the need to construct streets to the higher standard such as thicker and stronger pavement and wider roadways that are required to carry large trucks on a regular basis;

- ensure that there are a reasonable number of arterial streets and Truck Routes available for "through" truck traffic, thereby minimizing the need for trucks to drive through on residential streets; and

- ensure that a truck destined to/from a commercial or residential development does not have to travel any more than approximately 0.8 km on a residential street before reaching an arterial street or a Truck Route.

In the area north of Portage Avenue between the Perimeter Highway and St. James Street, outlined in Appendix "A", east-west Truck Routes, include:

- Saskatchewan Avenue between the Perimeter Highway and Moray Street (Part-Time);

- Silver Avenue/Murray Park Road between Sturgeon Road and Moray Street (Part-Time);

- Ness Avenue between Sturgeon Road and St. James (Part-Time between Sturgeon Road and Route 90 and Full-Time between Route 90 and St. James Street); and

- Portage Avenue between the Perimeter Highway and St. James Street;

north-south Truck Routes include:

- the Perimeter Highway;

- Sturgeon Road between Portage Avenue and the north City limit at Selkirk Avenue, with a 36,500 kg weight limit on the Sturgeon Road Bridge crossing of Sturgeon Creek;

- Moray Street between Ness Avenue and Saskatchewan Avenue (Part-Time);

- Century Street and King Edward Street (Route 90).

With the existing Truck Route System in the area between the Perimeter Highway and Route 90, other than Sturgeon Road, there are no Truck Routes available in the evening and on Sundays. In the evenings and on Sundays, not even Sturgeon Road is available for the heavier southerly oriented trucks because of the 36,500 kg weight limit on the Sturgeon Road Bridge crossing of Sturgeon Creek. In addition to the proposed air cargo terminal, facilities that generate truck traffic in this area include the Winnipeg International Airport, the former Saskatchewan Avenue Landfill Site which continues to be used as a snow dump, the Murray Industrial Park, as well as commercial facilities on and near Ness Avenue. With the lack of Truck Routes, particularly in the evening, because the Traffic By-law requires that trucks must take the shortest routing to/from a Truck Route, truck operators often find it necessary to use local north/south residential streets to access Portage Avenue, the only east-west Full-Time Truck Route.

On May 20, 1997, the Assiniboia Community Committee considered a report of the (then) Streets and Transportation Department dated April 24, 1997, and concurred in the recommendation contained therein, namely, that Silver Avenue/Murray Park Road between Sturgeon Road and Moray Street, and Saskatchewan Avenue between Sturgeon Road and Moray Street, be designated as Part-Time Truck Routes. The Community Committee also concurred in a recommendation that Moray Street between Ness Avenue and Saskatchewan Avenue be designated as a Part-Time Truck Route, but recommended that it be so designated for a six month trial period.

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In a subsequent report to the former Committee on Works and Operations, dated May 30, 1997, the (then) Streets and Transportation Department advised that it was not feasible to designate Silver Avenue/Murray Park Road and Saskatchewan Avenue between Sturgeon Road and Moray Street as Part-Time Truck Routes without also designating Moray Street between Ness Avenue and Saskatchewan Avenue as a Part-Time Truck Route, inasmuch as Silver Avenue/Murray Park Road and Saskatchewan Avenue would otherwise become stub-ended at Moray Street with no opportunity for through truck traffic to continue along an integrated system of Truck Routes. At their meeting on June 10, 1997, the former Committee on Works and Operations recommended that Silver Avenue/ Murray Park Road between Sturgeon Road and Moray Street, Saskatchewan Avenue between Sturgeon Road and Moray Street, and Moray Street between Ness Avenue and Saskatchewan Avenue, be designated as Part-Time Truck Routes. The necessary signage was posted shortly thereafter.

Prior to the establishment of Moray Street between Ness Avenue and Saskatchewan Avenue as a Part-Time Truck Route, in a typical 11 hour weekday between 07:00 and 18:00, Moray Street at a point north of Ness Avenue carried 300 trucks, 75 (25%) of which had more than six wheels. In the same 11 hour period, Moray Street at a point south of Ness Avenue carried 30 trucks, five (17%) of which had more than six wheels. By comparison, on average, in a typical 12 hour weekday between 07:00 and 19:00, a typical Truck Route in the City of Winnipeg carries approximately 1,000 trucks, 400 (40%) of which have more than six tires. That is, although the volume of truck traffic on Moray Street is less than an average Truck Route, there is a demand for truck movements in this area. Since the establishment of the Part-Time Truck Route on Moray Street between Ness Avenue and Saskatchewan Avenue, the Public Works Department has not received any complaints about truck traffic on Moray Street.

Saskatchewan Avenue between the Perimeter Highway and Moray Street, Silver Avenue/Murray Park Road between Sturgeon Road and Moray Street, Ness Avenue between Sturgeon Road and Century Street, and Moray Street between Ness Avenue and Saskatchewan Avenue, satisfy the criteria used by the Public Works Department to recommend the establishment of Full-Time Truck Routes, as outlined in Appendix “B”.

Designating these streets as Full-Time Truck Routes will result in a system of interconnected Truck Routes that will better serve the commercial development within this area.

Such designations will:

- provide for improved truck movements in this area, thereby reducing the trip length and time which is ultimately reflected in a reduction in the price of purchased goods and services that are transported by trucks;

- provide route connectivity upon which truck travel opportunities will be continuous within this area; and

- decrease the volume of truck traffic on many of the north-south residential streets between Portage Avenue and Saskatchewan Avenue west of Sturgeon Road, on Whytewold Road, and on streets such as Ferry Road, Berry Street and Silver Avenue.

There is reason to believe that implementation of the Truck Routes as herein recommended will enhance traffic safety and efficiency and will, on balance when viewed from the entire community’s perspective, enhance the quality of life for the residents. That is, through truck traffic, particularly at night and on Sundays, will be required to use the arterial/collector street system rather than local residential streets to/from their origin/destination.

There are no financial implications associated with this recommendation in that the necessary By-law and signage changes will be undertaken with existing budgeted resources.

The Standing Policy Committee on Public Works therefore recommends:

I. That the City of Winnipeg Traffic By-law No. 1573/77 be amended to effect the following changes from Part-Time Truck Routes to Full-Time Truck Routes, namely:

    1) Saskatchewan Avenue between the Perimeter Highway and Moray Street;
    2) Silver Avenue/Murray Park Road between Sturgeon Road and Moray Street;
    3) Moray Street between Ness Avenue and Saskatchewan Avenue; and
    4) Ness Avenue between Sturgeon Road and Century Street.

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II. That the City Solicitor 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 foregoing.

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

Adopted by consent.

The Speaker called the Deputy Speaker, Councillor Lazarenko, to the Chair and left the Chamber.

1999 Water, Sewer and Solid Waste Utility Rates File WW-2.3 (Vol. 12)

82 - 5. On November 18, 1998, the Standing Policy Committee on Public Works considered an Administrative report dated November 16, 1998, relative to the Water, Sewer and Solid Waste Utility Rates for 1999, including the following principles of operation adopted by Council on November 19, 1997, as part of the Utilities' Financial Plan to ensure the future predictability of Water and Sewer Utility rates and the continued financial stability of the Water and Sewer Utilities.

WATER, SEWER AND SOLID WASTE UTILITIES PRINCIPLES OF OPERATION

1. Self supporting utilities - The Utilities do not receive subsidies from the mill rate.

2. Cost of service - Water and Sewer customers pay rates which reflect the cost of providing the Utility service to them. The City of Winnipeg pays tipping fees which represent the average cost per tonne of processing waste. Rates for other municipalities and commercial customers are based on cost of service plus additional amounts.

3. Service debt - The Utility Revenue is sufficient to provide funding to cover principal and interest payments.

4. Working capital of 11% of sales - Water and Sewer Utility reserves are maintained to protect the Utility from fluctuations in revenue or expenditures due to fluctuations in consumption or other unforeseen circumstances.

5. The Solid Waste Utility will strive to maintain a minimum $1,000,000.00 in retained earnings. This reserve level is set to protect the utility from fluctuations in revenue due to fluctuations in tonnages processed at the landfill and through recycling.

6. Rates are planned over ten years - Rates are set in the Water and Sewer Utilities to try to eliminate significant fluctuations from year to year. A time frame of 10 years, two five-year planning cycles, has been established as a reasonable period for this purpose.

7. Transfer to mill rate - A transfer to the general revenue fund is established at 10% of sales revenue (net of transfers to capital reserves) as a reasonable return to the City on its investment in the Water and Sewer Utilities.

8. Additional transfers are made to the mill rate to support the fire hydrant, land drainage and refuse collection programs in the general revenue fund. A fixed transfer to support the fire hydrant and land drainage program has been phased-in. In 1999, these transfers support 100% of both the fire hydrant and the land drainage programs, with the exception of the debt servicing costs allocated to the land drainage program. In 1999, a fixed transfer to the refuse collection program will help offset the costs of this program until such time as the Solid Waste Alternative Service Delivery Study has been completed and future operations are more clearly defined.

9. Establishing reserves - Reserves are established for major capital projects to mitigate significant increases in rates and establish a "pay-as-you-go" philosophy for capital programs in the Utility.

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WATER AND SEWER RATES

Water and Sewer rates for 1999 are in accordance with previous years' projections and reports. The overall impact on a customer using the same amount of water and sewer services in 1999 versus 1998 is an increase in sewer and water charges in the range of 3.3% to 4.1%. Total revenue is expected to increase only 2.4% from the 1998 budget due to declining water use.

Again this year, 10-year financial projections have been prepared for the Water and Sewer Utilities. These projections take into consideration known future borrowing for the 10-year capital program, changes in operating expenditures and anticipated changes in consumption. In addition, these projections include adjustments to reflect the Utilities increase of their contribution to the General Revenue Fund to support the fire hydrant program in the Water Utility and the land drainage program in the Sewer Utility. The introduction of these additional supports to the mill rate over the past four years has moved the Utilities away from some of the stated principals of operation as noted above. As a result of funding these programs and the global savings allocations, in 1998, the Water and Sewer Utilities are contributing $8.0 million (17%) and $9.2 million (13%) respectively of their base sales revenue to the General Revenue Fund. The 17% contribution from the Water Utility is expected to decrease to 16% in 1999 as a result of lower costs of the fire hydrant program. The 13% contribution from the Sewer Utility is expected to increase to 14% in 1999 as the Land Drainage program (excluding the debt servicing costs) becomes fully funded by the Utility.

WATER RATES

The 1999 water rates as determined from the 10-year financial projections are consistent with the 1998 rate model. The Utility has maintained the same level of rate increases as proposed in 1998 to implement a "pay-as-you-go" policy for routine capital expenditures (excluding major projects such as the water treatment plant) commencing in 1999. Despite lower than budgeted revenues from reduced consumption and increased transfers to the General Revenue Fund, the Utility has improved its working capital position through sound fiscal management and concerted efforts to control expenditures. The proposed rate increase enables the Utility to cash finance general capital expenditures and minimize future debt servicing costs.

The water rate includes an increase in the provision for the Aqueduct Rehabilitation and Water Treatment Plant Reserve Funds. The Aqueduct Rehabilitation Reserve was established in 1992 to cash finance 100% of the project costs of $54 million. The Water Treatment Reserve was established in 1994 to enable the Utility to cash finance 50% of the project costs of $204 million. The 1999 - 2008 rate plan includes contributions to these reserves to allow the Utility to achieve these financing objectives. The total increase in these two reserve contributions is 8.0¢ in 1999.

SEWER RATES

The sewer rates as determined from the 10-year financial projections have improved over the 1998 rate model. The previous 10-year model held rates constant for 1998 to 2002 and Utility is now proposing an overall decrease of 1.06% in the 1999 sewer rate. The Utility has accomplished this rate decrease through an improved working capital position. Despite lower than budgeted revenues from reduced consumption and increased transfers to the General Revenue Fund, the Utility has improved its working capital position through sound fiscal management and concerted efforts to control expenditures.

The sewer rate includes a provision for the Environmental Projects Reserve Fund. The Environmental Projects Reserve was established in 1994 to fund currently known environmental projects. The full scope and financial impact of future environmental projects is uncertain and is largely dependant upon Provincial Legislation. A reduction of 2.5% in the base sewer rate enables the Utility to increase the contribution to the Environmental Projects Reserve by 3.8¢ while still achieving an overall rate decrease in 1999.

The Sewage Disposal capital program has been financed on a "pay-as-you-go" basis since January 1, 1996. No additional borrowing will be required into the foreseeable future for new capital projects.

COMBINED WATER AND SEWER RATES

The proposed changes to water and sewer rates in 1999 are summarized as follows:

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	1999 Proposed Rate (per 100 cubic feet)			1998 Combined Rate	$ Increase	% Increase [1]
	Water	Sewer	Combined			
Block 1	$2.54	$2.80	$5.34	$5.15	$0.19	3.70%
Block 2	$2.10	$2.80	$4.90	$4.74	$0.16	3.40%
Block 3	$1.65	$2.80	$4.45	$4.33	$0.12	2.80%

[1] Increase in reserve contributions account for 63% of the Block 1 increase, 91% of the Block 2 increase and 98% of the Block 3 increase.

Appendix E provides a ten year history of the combined water and sewer rates.
Appendix F illustrates the impact of the above rate changes on various typical customers.

The Water and Waste Department recommends no change in the fixed quarterly charge, which has not increased since 1996.

SEWER RATE STRUCTURE REVIEW

The Water and Waste Department, with the input from key stakeholders in the community, undertook a comprehensive review of the sewer rate structure and industry best practises. The recommendations and results of this review process will be communicated in a separate report. Any proposed changes to the existing rate structure that may result from the report and its recommendations cannot be implemented until the new Customer Information Billing System is implemented, which is scheduled for October, 1999.

KEY ASSUMPTIONS - 1999 WATER AND SEWER FINANCIAL PROJECTIONS

The following key assumptions are built into the financial projections:

1. Rates are developed from a 10-year financial projection. While the degree of uncertainty increases as projections extend beyond one or two years, it is critical to have a 10 year plan to coincide with capital/infrastructure planning and to develop a longer term rate strategy.

2. Consumption projections have decreased from the 1998 rate model. Research on the future trends in water consumption indicates consumption is not anticipated to continue to increase at historic rates. Price, economic conditions, weather and conservation initiatives are factors that contribute to this trend.

3. The utilities target to achieve a working capital reserve equal to 11% of net sales in each fifth year of the financial projection (ie. 2002 and 2007).

   The purpose of the working capital reserve is to provide medium-term stability and the ability to absorb losses in any given year when consumption falls short of anticipated levels and/or unforeseen emergency funds are required. Therefore, it is important that this reserve be made up of cash or near cash items which are defined as current assets (cash and accounts receivable) net of current liabilities (current accounts payable). The target of 11% is based upon historical data of consumption fluctuations.

4. The Water and Sewer financial projections have assumed that savings generated in 1997 and 1998 as a result of expenditure avoidance and program deferral will be retained by the Utilities. If the Utilities were required to transfer these savings to the General Revenue Fund, the Water Utility could not adopt a “pay-as-you-go” capital spending program which would result in significantly higher costs in the long run and the Sewer Utility could not pass on a rate decrease to customers until the year 2002.

TRANSFERS TO THE GENERAL REVENUE FUND

The 1999 transfers to the General Revenue Fund are expected to be $7,898,000.00 from the Water Utility and $9,416,000.00 from the Sewer Utility which represents an increase of $154,716.00 from the 1998 Water Budget and an increase of $114,657.00 from the 1998 Sewer Budget. The combined increase of $269,373.00 results from higher revenues in the Water Utility and the Sewer Utility fully funding (with the exception of debt service costs) the land drainage program.

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The 1998 Budgets and transfers to the General Revenue Fund were increased to include a provision for global savings. In addition to the regular transfers (i.e. 10% of net sales plus the fire hydrant and land drainage programs), the Water and Sewer Utilities contributed $465,000.00 and $352,000.00, respectively, to the General Revenue Fund through vacancy and expenditure management.

SOLID WASTE DISPOSAL UTILITY RATES

Landfill Operations

The completion of the BFI Landfill in Rosser, Manitoba in 1996 has had significant financial impacts on the Solid Waste Disposal Utility and the General Revenue Fund. The City closed the Summit Road Landfill in 1998 as a cost-saving measure and has experienced a significant reduction in the amount of commercial disposal.

The Solid Waste Utility charges the City of Winnipeg a tipping fee for disposal of residential waste. The fee charged has historically been based on the full cost of disposal per tonne of waste processed. The full cost of disposal includes operating expenditures, debt service costs incurred on landfill capital expenditures and other administrative costs associated with operating the landfill.

The significant decline in commercial tonnages will not impact the cost per tonne in 1999. The expected decrease in commercial tonnages will be offset by an expected increase in residential tonnages, and total tonnages processed (commercial and residential) in 1999 will be comparable to 1998 levels.

Based on the analysis of the 1998 and 1999 budgeted expenditures and the anticipated tonnages to be processed, the average cost per tonne was $27.00 in 1998 and will be $21.00 in 1999. Landfill operating costs have decreased in 1999 due to debenture maturity and reduced costs associated with the closure of the Summit Landfill. A tipping fee rate for the City of Winnipeg will be $21.50 per tonne for 1999, which includes a 50¢ per tonne contribution to the Brady Landfill Rehabilitation Reserve. Commencing in 1999, the Utility is proposing that the reserve contribution be levied against all tonnages processed (formerly only commercial tonnages were assessed the reserve charge) in response to declining commercial consumption and to more adequately fund future liabilities associated with the Brady Road Landfill and all abandoned landfills the Utility is responsible for. The lower rate will result in an overall reduction in the City of Winnipeg tipping fees of $1.5 million ($1.45 million in the refuse collection program and $0.05 million in other City departments).

The Utility is proposing an increase in the small vehicle load fee from $2.00 per vehicle in 1998 to $3.00 per vehicle in 1999. The actual cost of handling each small load is estimated to be $7.99. Based upon the cost of providing this service and a comparison to BFI's small vehicle load fee (currently $5.00), the Utility is proposing a increase in this fee to $5.00 over three years.

Recycling Program

The recycling program has also impacted the Utility budget. Recycling tonnages will modestly increase in 1999, but the commodity prices for the sale of recyclables are expected to remain low, resulting in a net program cost of $770,000.00 in 1999. This represents an improvement over the 1998 budget at a net cost of $984,000.00, but is higher than the 1998 projected net cost of $594,000.00. In 1999, it is expected that the Manitoba Product Stewardship Corporation will provide funding equal to $128.00 per tonne recycled. The Utility is continuing to review and optimize this developing program.

Take Pride

The Take Pride Winnipeg program, which is funded by $4.00 per tonne of the commercial tipping fee will see a decrease from forecasted amounts of $252,000.00 in 1998 to $232,000.00 in 1999. These reductions are directly related to anticipated reductions in commercial waste tonnages disposed of at the landfill. As part of the 1999/2000 Current Estimates process, the Utility has submitted a *Proposal for Savings* to reduce the Take Pride Winnipeg contribution from $4.00 to $2.00 per commercial tonne or $116,000.00 in 1999, consistent with the BFI contributions.

Transfers to the General Revenue Fund

In order to offset the costs of the refuse collection program, the Utility will transfer $620,000.00 to the General Revenue Fund in 1999. The base transfer in 1998, which includes a $153,000.00 contribution from vacancy and expenditure management, is $753,000.00. The Utility is projecting a surplus in 1998 and will transfer an

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additional $960,000.00 to the General Revenue Fund to offset the projected 1998 deficit in the refuse collection program. The total transfers in 1998 will be $1,713,000.00.

As predicted, the BFI Landfill has negatively affected both the Solid Waste Utility and the General Revenue Fund. In addition, suppressed recyclable commodity prices has resulted in additional costs for the Utility. While the Utility has contributed significant amounts to the General Revenue Fund in the past, and will continue to do so in 1998 and 1999, this is not a long-term solution. Continuation of these transfers combined with reduced revenues and increased costs is resulting in a gradual deterioration of the Utility's retained earnings.

Solid Waste Alternative Service Delivery (ASD) Feasibility Study

An ASD feasibility study was recently completed. The recommendations and results of this study will be communicated in a separate report. In accordance with the Policy and Framework for Alternative Services Delivery in the City of Winnipeg, in 1999, the Utility will build upon the results of this study and develop comprehensive business plans for the preferred ASD options that will improve operating efficiencies and contribute to the financial viability of the solid waste disposal and collection programs.

COMMUNICATIONS

Key Messages

1. Customers of the Water and Sewer Utilities are beginning to see the "light at the end of the tunnel" following many years of rate increases.

   The 1999 increase in the combined water and sewer rate is the lowest in 10 years. For the typical family with a bill of $124.24 per quarter, the annual cost for water and sewer services will increase $16.00 annually or .31¢ per week.

   - The fixed quarterly charge remains unchanged. It has not increased since 1996.
   - This is the second year that the sewer rate has not increased and the first time in many years that the sewer rate has actually dropped.
   - The total cost of water and sewer services are expected to increase by approximately 3.6% in the year 2000 and 1.6% in 2001. By the year 2002, rate increases should fall below the rate of inflation.

2. Rate increases in the cost of water will continue in the short term as part of the City's strategy to save its citizens millions of dollars over the long-term.

   - Cash financing through reserves will save $50 million in interest costs for the Shoal Lake Aqueduct rehabilitation and will permit the City to finance 50% of the projected cost of the $204 million water treatment plant.

3. Despite the drop in tonnage caused by increased competition for the BFI Landfill in Rosser, commercial tipping fees will remain the same at $40.00. Operating costs for the landfill program have dropped as a result of the closure of the Summit Road Landfill and a decline in debt changes.

Strategy

The proposed communication strategy would involve a number of elements: briefing session for Councillors prior to Council consideration of the proposed rates; briefing session for front-line staff to insure key messages are consistently conveyed; a rate brochure for residential customers distributed through utility bills; a public notice to business customers in the daily newspaper(s); letters to the Utilities' major customers; and signs posted at the landfill well in advance of the date the new small vehicle load fee takes effect. Implementation of these activities will occur in November and December.

The following appendices are provided for the information of Council, namely:

APPENDIX "A" - Schedule of recommended increases to miscellaneous fees and charges.

APPENDIX "B" - History of Water, Sewer and Solid Waste Rates for the past seven years.

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APPENDIX "C" - Ten year financial projection of revenue, expenditures and working capital for the Waterworks System Fund based on the recommendations contained in this report.

APPENDIX "D" - Ten year financial projection of revenue, expenditures and working capital for the Sewage Disposal System Fund based on the recommendations contained in this report.

APPENDIX "E" - History of the Combined Water and Sewer Rate for the past ten years.

APPENDIX "F" - The impact of the Water and Sewer recommendations on sample customers January 1st, 1999.

APPENDIX "G" - The Solid Waste Disposal Utility 1998 forecast, and 1999 budget summary.

The Water and Waste Department recommends:

I. That the water rates, based on water used, be increased January 1st, 1999, as follows:

from $2.32 to $2.54 per 100 cu. ft. from 0 - 9,600 cu. ft./quarter (Block 1)
from $1.91 to $2.10 per 100 cu. ft. from 9,601 - 96,000 cu. ft./quarter (Block 2)
from $1.50 to $1.65 per 100 cu. ft. over 96,000 cu. ft./quarter (Block 3)

which includes 21.5¢ per 100 cubic feet for the Aqueduct Rehabilitation Reserve and 42.0¢ per 100 cubic feet for the Water Treatment Reserve.

II. That the sewer rate, based on water used, be decreased January 1, 1999, from $2.83 to $2.80 per 100 cubic feet, which includes 24.6¢ per 100 cubic feet for the Environmental Projects Reserve.

III. That the Administration be delegated the authority to convert the water and sewer billing unit of measure from rate per 100 cubic feet to rate per kilolitre upon implementation of the new Customer Information and Billing System.

IV. That the overstrength wastewater surcharge factors, be amended January 1, 1999, as follows:

Rn factor (cost of treating normal sewage) be decreased from $0.5455 to $0.5118 per kilolitre
Fs factor (cost of treating suspended solids) remain unchanged at 0.33
Fp factor (cost of treating BOD) be increased from 0.46 to 0.47.

V. That the landfill tipping fee charged for commercial disposal remain at $40.00 per tonne.

VI. That the landfill tipping fee charged to The City of Winnipeg for residential disposal decrease from $27.00 to $21.50 per tonne for 1999.

VII. That the landfill tipping fee charged to municipalities outside the City of Winnipeg be set at $25.80 per tonne for 1999 (in accordance with a policy to charge a tipping fee equal to the internal tipping fee plus 20% to other municipalities).

VIII. That the small vehicle load fee be increased from $2.00 to $3.00 per vehicle effective January 1, 1999.

IX. That the additional fees and charges outlined on Appendix "A" be approved effective January 1, 1999.

X. That the City Solicitor be instructed to prepare the necessary amending By-law for submission directly to Council at the November 25, 1998 meeting.

The Standing Policy Committee on Public Works considered this matter and submits same to Executive Policy Committee without recommendation.

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

The Executive Policy Committee concurred in the recommendations of the Administration as outlined above and submits same to Council.

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For the information of Council, the matter of Water, Sewer and Solid Waste Utility Rates beyond 1999 and in the long term will be reviewed by the Executive Policy Committee.

Moved by Councillor De Smedt,
That the clause be considered.

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

Moved by Councillor Prystanski,
That Recommendation VIII - "small vehicle load fee", be voted on separately.

Carried.

The Speaker returned to the Chamber and resumed the Chair.

Recommendation VIII - "small vehicle load fee", was put.

His Worship Mayor Murray called for the yeas and nays, which were as follows:-

Yea: Councillors De Smedt, Gerbasi, Lubosch, Deputy Mayor Thomas, Vandal, Eadie, His Worship Mayor Murray and Councillor O'Shaughnessy. 8

Nay: Councillors Angus, Clement, Golden, Lazarenko, Prystanski, Smith, Steek and Timm-Rudolph. 8

and Recommendation VIII was declared lost in accordance with Rule 58 of the Procedure By-law.

Recommendations I-VII and IX-X were put.

His Worship Mayor Murray called for the yeas and nays, which were as follows:-

Yea: Councillors Clement, De Smedt, Gerbasi, Lubosch, Smith, Deputy Mayor Thomas, Vandal, Eadie and His Worship Mayor Murray. 9

Nay: Councillors Angus, Golden, Lazarenko, Prystanski, Steek, Timm-Rudolph and O'Shaughnessy. 7

and Recommendations I-VII and IX-X were declared carried.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

83 - 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. 7314/98, 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. 7315/98, 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(31) (Vol. 1)

By-law No. 7317/98, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1999. File SL(1999) (Vol. 1)

Standing Policy Committee on Public Works - Consideration of By-laws (continued)

On motion of Councillor De Smedt, the rule was suspended and 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. 7254/98, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1998. File SL(1998) (Vol. 1)

By-law No. 7328/98, a by-law of The City of Winnipeg to amend By-law No. 504/73, being the Water Works By-law. File WW-2.3 (Vol. 12)

By-law No. 7330/98, a by-law of The City of Winnipeg to estimate and fix the surcharges as provided for in By-law No. 7070/97, being the Sewer By-law. File WW-2.3 (Vol. 12)

On motion of Councillor De Smedt, the rule was suspended and By-law No. 7329/98, as amended, a by-law of The City of Winnipeg to amend The Solid Waste By-law No. l340/76, was read a first time. File WW-2.3 (Vol. 12)

Councillor De Smedt moved that this constitute the first reading of By-law No. 7329/98, as amended, which motion was carried.

Moved by Councillor De Smedt,
That By-law No. 7329/98, as amended, be read a second time.

The motion that By-law No. 7329/98, as amended, be read a second time was put.

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

Yea: Councillors Angus, Clement, De Smedt, Gerbasi, Lubosch, Prystanski, Smith, Steek, Deputy Mayor Thomas, Vandal, Eadie, His Worship Mayor Murray and Councillor O'Shaughnessy. 13

Nay: Councillors Golden, Lazarenko and Timm-Rudolph. 3

and the motion that By-law No. 7329/98, as amended, be read a second time was declared carried.

Councillor De Smedt moved that this constitute the second reading of By-law No. 7329/98, as amended, which motion was carried.

Councillors Golden, Lazarenko and Timm-Rudolph asked to be recorded as having voted against the motion that this constitute the second reading of By-law No. 7329/98, as amended.

Moved by Councillor De Smedt,
That the rule be suspended to allow By-law No. 7329/98, as amended, to be read a third time.

The motion to suspend the rule was put.

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

Yea: Councillors Angus, Clement, De Smedt, Gerbasi, Lubosch, Prystanski, Smith, Steek, Deputy Mayor Thomas, Vandal, Eadie, His Worship Mayor Murray and Councillor O'Shaughnessy. 13

Nay: Councillors Golden, Lazarenko and Timm-Rudolph. 3

and the motion to suspend the rule was declared carried.

Standing Policy Committee on Public Works - Consideration of By-laws (continued)

On motion of Councillor De Smedt, By-law No. 7329/98, as amended, was read a third time and was passed and ordered to be signed and sealed.

Councillors Lazarenko, Timm-Rudolph and Golden asked to be recorded as having voted against the third reading of By-law No. 7329/98, as amended, in accordance with Rule 50.7 of the Procedure By-law.

Moved by Councillor Eadie,
That the rule be suspended to allow Council to continue beyond the hour of 12:00 noon, to conclude its deliberations.

Carried.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

84 - In reference to autobins in the City that had been burned but not replaced, Councillor Prystanski questioned when they would be replaced.

Councillor De Smedt agreed to take the question under advisement.

Councillor Prystanski requested Councillor De Smedt, as Chair of the Standing Policy Committee on Public Works, to provide a report to Council on the Main / Norwood Bridge cost overruns, identifying which parties may have been privy to the knowledge and for how long they held this knowledge.

Councillor De Smedt indicated that an audit had been requested and that the report would be shared with all Members of Council.

In reference to recent discussions surrounding the $200 million water treatment plant, Councillor Steek requested an update on the proposed plant and inquired if it was under Federal or Provincial legislation and requested that the matter be brought forward at the next meeting of the Standing Policy Committee on Public Works.

Councillor De Smedt advised that Council would be receiving a technical briefing on the matter in the near future, and that an overview would be shared with all Members of Council.

Councillor Timm-Rudolph requested an update on the status of the Hydro Report.

Councillor De Smedt agreed to take the question under advisement.

Councillor Timm-Rudolph further stated that she understood that the report would be ready in November and again questioned when Members of Council would receive it.

The Speaker referred the question to His Worship Mayor Murray who advised that he believed Council was informed that it would be provided in March. His Worship further noted that he would endeavour to obtain an update by the end of the week on what the schedule was for releasing the report.

In reference to a statement from the Mayor that the $5 million snow budget surplus would be sorely needed for shortfalls and for expenditures in 1999, Councillor Angus questioned if the snow reserve policy has been changed.

His Worship advised that the snow reserve policy had not changed and that Council would be following existing policies.