REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 8, 1997

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated July 8, 1997, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clauses 1,2,3,4,5,6, and 8 be adopted.

Carried.

Approval for Funding for Watermain Renewal under Tache Avenue
File WW-2.4 (35)(Vol. 1)

873 - 1. The Committee on Works and Operations has been advised that maintenance problems have been experienced with this 40 year old, 150 millimetre diameter, cast iron watermain under Tache Avenue for the last few years. This watermain is under the roadway and the repeated watermain breaks are causing problems to the pavement integrity as well as causing major traffic inconveniences.

Streetscaping works on Tache Avenue are proposed to commence during the 1997 construction season. These works include decorative inlaid sidewalk stone placed between the face of the existing sidewalk and the back of the existing curb.

To eliminate future traffic problems and inconveniences, the watermain is proposed for renewal on an alignment under the sidewalk where the streetscaping works are proposed. It will be cost effective to renew the watermain prior to any streetscaping works.

The financial status of this Watermain Renewal project is as follows:

1997 Watermain Renewal Program - Allowance for Unforseen Available		$1,676,500.00
Tache Avenue Watermain Renewal		
Estimated Construction Cost	$40,000.00	
Engineering (16%)	$ 6,400.00	
Contingency (10%)	$ 4,000.00	
GST (3%)	$ 1,200.00	
Total Estimated Cost	$51,600.00	$51,600.00
Estimated Allowance for Unforseen Residual		$1,624,900.00

Wardrop Engineering Inc. is performing the engineering services for the design, specifications and installation of this project.

Council approval is required for additional projects to be funded from the 1997 Watermain Renewal Program - Allowance for Unforseen.

The Committee on Works and Operations recommends:

I. That the watermain under Tache Avenue from St. Mary's Road to Kitson Street be renewed in 1997 with the required funding of $51,600.00 to be drawn from the 1997 Watermain Renewal Program - Allowance for Unforseen.

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

Adopted by consent.

Approval for Funding for Watermain and Sewer Renewals in various locations File WW-2.4 (Vol. 8)

874 - 2. The Committee on Works and Operations has been advised that on June 4, 1997, the Streets and Transportation Department advised that approval had been received for the commencement of the Infrastructure Reconstruction/Rehabilitation Program. As part of the preliminary engineering prior to selection of locations for the program the Water and Waste Department provided comments relative to the condition of the existing watermain and sewermain. The need for renewal of the watermain and sewermains within the limits described, were identified.

The original date of installation of the watermain in Country Club Boulevard is approximately 1957. The material type is cast iron. The watermain sections to the north and south were previously renewed in 1985 and 1971 respectively. This in effect, makes the subject watermain "isolated", which is prone to accelerated corrosion. The existing watermain alignment is within 1.0m of the pavement edge. A renewed watermain will provide the opportunity to establish an alignment further away from the pavement, which will reduce future maintenance costs. There are two (2) watermain repairs within the last five (5) years within these limits.

The sewer in the west side of Country Club Boulevard was installed in 1961 and constructed of concrete. The segment from Meadowside Dr to the 1st MH north of Meadowside Dr indicates signs of distress ranging from broken pipe to mineral deposits as per the sewer televising reports dated January 12, 1988. One section of pipe indicates that the watermain was installed "through" the top of the sewermain, at the time of its renewal across Country Club Boulevard at Summerlands Boulevard which would compromise its structural integrity.

The watermain in Valour Road from Wellington Avenue to Sargent Avenue was originally installed in 1916. The material type is cast iron. The existing alignment of the watermain is beneath the pavement, in part, due to a non-standard width of right-of-way. A renewed watermain will provide the opportunity to establish an alignment in the boulevard which is less expensive to maintain.

The watermain in Polson Avenue from Powers Street to Andrews Street is 150mm cast iron and constructed in 1908. The intersection of Powers Street was renewed in 1993. The section in Polson Avenue that was not renewed has two (2) watermain repairs in 1983 and 1994. The existing watermain is at an alignment 0.8m from the pavement edge and an alignment further away from the pavement edge will reduce future maintenance costs.

The watermain in Parr Street from Redwood Avenue to Burrows Avenue was originally installed in approximately 1905 and is made of cast iron. There have been a total of five (5) watermain repairs within these limits between the period of June 1986 and November 1995. The watermain diameter is also in need of upsizing through these renewal limits.

As the proposed watermain and sewermain renewal work will be assigned, for engineering services, to the same consultant responsible for the Street Infrastructure Work for these locations, a timely and efficient delivery of services and minimal disruption to area residents will be ensured.

The financial status of the watermain renewal projects are as follows:

Report of the Committee on Works and Operations dated July 8, 1997

Watermain Allowance for Unforseen Available		$1,676,500.00
Country Club Boulevard from Meadowside Drive to McBey Avenue		
Estimated Construction Cost	$100,000.00	
Engineering (15%)	$ 15,000.00	
Contingency	$ 5,000.00	
Total Estimated Cost	$ 120,000.00	
Valour Road from Wellington Avenue to Sargent Avenue		
Estimated Construction Cost	$140,000.00	
Engineering (15%)	$ 27,000.00	
Contingency	$ 12,000.00	
Total Estimated Cost	$ 179,000.00	
Polson Avenue from Powers Street to Andrews Street		
Estimated Construction Cost	$106,000.00	
Engineering (15%)	$ 16,000.00	
Contingency	$ 10,000.00	
Total Estimated Cost	$132,000.00	
Parr Street from Redwood Avenue to Burrows Avenue		
Estimated Construction Cost	$100,000.00	
Engineering (15%)	$ 15,000.00	
Contingency	$ 10,000.00	
Total Estimated Cost	$125,000.00	$ 556,000.00
Watermain Allowance for Unforseen Residual		$1,120,500.00

The financial status of the sewermain renewal project is as follows:

Country Club Boulevard from the MH at Meadowside Drive to the 1st MH north of Meadowside Drive		
Combined Sewer Renewal Reserve Available		$970,000.00
Estimated Construction Cost	$110,000.00	
Engineering (15%)	$ 17,000.00	
Contingency	$ 3,000.00	
Total Estimated Cost	$130,000.00	$130,000.00
Estimated Combined Sewer Renewal Reserve Residual		$ 840,000.00

As part of the proposed 1997 Streets and Transportation Department Infrastructure Reconstruction/Rehabilitation Program, the subject underground services require renewal prior to any surface improvements.

Council approval is required for projects funded from the 1997 Watermain Renewal and Combined Sewer Renewal Allowances for Unforseen.

The Committee on Works and Operations therefore recommends:

I. That funding in the amount of $556,000.00 for the renewal of the watermains and $130,000.00 for the renewal of the sewermain as summarized in Appendix “A”, be accommodated through the respective Watermain and Combined Sewer Allowances for Unforseen.

Report of the Committee on Works and Operations dated July 8, 1997

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

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

Adopted by consent.

Proposed Revisions to the Sewer Utility By-law No. 5058/88
File WW-2.3 (Vol. 11)

875 - 3. The Committee on Works and Operations has been advised that the original Sewer By-law No. 505/73 was in effect from 1973, when the City of Winnipeg and its neighbouring municipalities were amalgamated, until the By-law was revised in 1988. On December 7, 1988, Council adopted the new Sewer Utility By-law No. 5058/88.

The City's current Sewer Utility By-law No. 5058/88 required revisions to deal with new environmental concerns, remove outdated terminology, and update and make additions to all parts of the By-law.

Copies of the draft By-law were forwarded to all City Councillors, City Departmental heads, and 200 other stakeholders for review and comment. Minor changes were made to the draft as a result of the stakeholder consultation process.

Significant changes to the By-law are discussed in the report dated July 2, 1997, which is on file in the Office of the City Clerk.

The Water and Waste Department recommends that six months time be provided for those stakeholders affected by the changes and that the Sewer Utility By-law come into force and take effect on January 1, 1998, subject to Council's approval.

On July 8, 1997, the Committee on Works and Operations considered the report from the Commissioner of Works and Operations dated June 26, 1997 and heard in delegation Mr. B. MacBride, Director of Water and Waste and Mr. A. Permut, Manager of Laboratory Services with respect to the proposed changes to the Sewer By-law.

Following deliberations, the Committee passed an amendment which effects Part 9.5, Design and Contract Standards, as outlined on Appendix "A".

The Committee on Works and Operations submits for favourable consideration draft By-law No. 7070/97, as amended and therefore recommends:

I. That the new Sewer Utility By-law, as outlined in Appendix "B", be adopted and come into force and take effect on January 1, 1998 and that the old Sewer Utility By-law No. 5058/88 and amendments thereto be repealed.

II. That the City Solicitor/Manager of Legal Services do all things necessary for the implementation in accordance with terms of The City of Winnipeg Act.

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

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

Adopted by consent.

Report of the Committee on Works and Operations dated July 8, 1997

1997 Local Improvements Program
1) East Kildonan-Transcona Community
2) Riel Community
File SL(1997) (Vol. 1)

876 - 4. The Committee on Works and Operations has been advised of the following proposed local improvements:

WARD	TYPE	DESCRIPTION	PROJECT COST
East Kildonan-Transcona Community			
Elmwood	Waste water Sewer *	In Panet Road from a point approximately 33 feet south of the north line of Munroe Avenue to the south line of the C.P.R. Keewatin Subdivision Right-of-Way	$90,000.00
Elmwood	Ornamental Lane Lighting *	On the first north-south lane east of Moncton Avenue from Concordia Avenue to Molson Street including the east-west lane outlet to Moncton Avenue	$10,500.00
Transcona	Ornamental Lane Lighting *	On the first east-west lane south of Kildare Avenue East from Edmund Gale Drive to Chadwick Crescent	$7,300.00
Transcona	Ornamental Lane Lighting	On the lane in the block bounded by Baxter Bay, Wynford Drive and Ainsdale Way	$5,300.00
Transcona	Ornamental Lane Lighting	On the lane in the block bounded by Green Valley Bay and Louelda Street	$4,000.00
Riel Community			
St. Norbert	Ornamental Lane Lighting *	On the first east-west lane south of Lake Fall Place from Gull Lake Road to and including the north-south lane outlet to Lake Fall Place east of Gull Lake Road	$3,000.00
St. Norbert	Lane Lighting *	On the first north-south lane west of Pembina Highway from South Park Drive to Markham Road	$500.00
TOTAL			$120,600.00

* Advertised on March 19, 1997

The Committee on Works and Operations therefore recommends:

I. That the local improvement projects outlined herein, in the total amount of $120,600.00, be approved for installation in 1997, to be funded from the 1991 Unused Borrowing Authority - Local Improvement Category.

II. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

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

Adopted by consent.

Closing of portion of DeVos Road and construction of a concrete turnaround File SC-3 (Vol. 6) [c/r DAC 3/94 and DAOC 4/95]

877 - 5. At its reconvened meeting of June 26, 1997, Council ruled automatic referral of the following motion to the Committee on Works and Operations, under Rule 16.1 of the Procedure By-law No. 5400/96:

Moved by Councillor Angus,
Seconded by Councillor Clement,

WHEREAS Council on November 16, 1994 approved By-law No. 6480/94 closing a portion of DeVos Road, east of Waverley Street to facilitate the registration of a subdivision plan in conjunction with the approval of subdivision/rezoning application DASZ 23/93; and

AND WHEREAS at the request of and for the benefit to the local businesses on DeVos Road, Council also recommended that said portion of the DeVos Road remain physically open in its present configuration and maintained as the equivalent to a public road until such time as:

i) the intersection of DeVos Road, Pembina Highway and the Perimeter Highway is improved to provide safe and convenient access, including provision of traffic control signals, to the industrial and commercial properties on DeVos Road;

ii) a reinforced concrete turnaround, of at least 130 feet radius, for truck traffic is constructed at or near the west terminus of the DeVos Road right-of-way;

both to the satisfaction to the Commissioner of Works and Operations;

AND WHEREAS Council on May 22, 1996 approved capital funding towards the construction of a turnaround off DeVos Road necessitated by the closing of the roadway;

AND WHEREAS the City of Winnipeg is committed to the Developer to turn over the closed portion of DeVos Road within a reasonable time frame and the developer is unable to complete the servicing and the development of the subdivision without the physical closing of DeVos Road;

AND WHEREAS the City of Winnipeg still supports the closing of this portion of DeVos Road and also to the residents along this section of road in order to eliminate the on-going dust and noise due to the truck traffic on DeVos Road;

AND WHEREAS negotiations to acquire the land required for the turnaround has been unsuccessful to date;

THEREFORE BE IT RESOLVED:

I) that part ii) of the resolution passed by Council on November 16, 1994, namely, "a reinforced concrete turnaround, of at least 130 feet radius, for truck traffic is constructed at or near the west terminus of the DeVos Road right-of-way" be rescinded;

II) that the City construct the reinforced concrete turnaround, of at least 130 feet radius, for truck traffic at or near the west terminus of the DeVos Road right-of-way once the negotiations for the acquisition of the lands have been completed;

III) this portion of DeVos Road be physically closed; and

IV) this recommendation be automatically referred to the Committee on Works and Operations for their consideration of this matter.

Report of the Committee on Works and Operations dated July 8, 1997

The Committee on Works and Operations submits the following to Council for ratification and recommends:

I. That part ii) of the resolution passed by Council on November 16, 1994, namely, "a reinforced concrete turnaround, of at least 130 feet radius, for truck traffic is constructed at or near the west terminus of the DeVos Road right-of-way" be rescinded.

II. That the City construct the reinforced concrete turnaround, of at least 130 feet radius, for truck traffic at or near the west terminus of the DeVos Road right-of-way once the negotiations for the acquisition of the lands have been completed.

III. This portion of DeVos Road be physically closed as authorized by By-law No. 6480/94, upon compliance with Council's motion of November 16, 1994, as hereby amended.

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

Adopted by consent.

Regional Streets and Truck Routes in the area between the Main/Norwood Bridges and Donald Street File ST-5.2 (Vol. 24)

878 - 6. The Committee on Works and Operations has been advised that reconstruction of the street system in the area between Donald Street and Main Street, related to the Main Street and Norwood Bridges Project, is expected to be completed by October of 1997.

The street commonly referred to as the Donald Street Diversion will be closed to through traffic which will be redirected north to Stradbrook Avenue. Therefore, it will be deleted from the Regional Street and Truck Route System as outlined in Appendix "A". The remaining portion of street will serve the adjacent apartment complex and become a local street and a non-Truck Route. It has yet to be named by the City Centre Community Committee.

A new two-way street, proposed to be called Stradbrook Avenue, which will be constructed just north of and parallel to the C.N.R. Mainline, and extend between the former north-south leg of Stradbrook Avenue and Main Street, will be designated a Regional Street and a Full-Time Truck Route.

The former north-south section of Stradbrook Avenue is proposed to be named Harkness Avenue in order that street continuity is achieved along this north-south route. The former section of Stradbrook Avenue between Main Street and Harkness Avenue, which is proposed to be named River Avenue, will become a local street and a non-Truck Route.

The recommendations contained herein will appropriately designate those routes in the area that are intended to be Regional Streets and Full-Time Truck Routes and rescind those streets that are no longer required as Regional Streets and/or Truck Routes.

On July 8, 1997, the Committee on Works and Operations considered the Report from the Director of Streets and Transportation, dated June 26, 1997 and approved the following amendment which has also been incorporated in the recommendations as set out below:

- That the following be amended by adding as Recommendation II. C. "That Mayfair Road be deleted as a Full-Time Truck Route."

Report of the Committee on Works and Operations dated July 8, 1997

The Committee on Works and Operations concurred in the recommendations of the Director of Streets and Transportation, as amended, and recommends:

I. That the newly constructed two-way section of street parallel to the C.N.R. Mainline between Main Street and the point at which Stradbrook Avenue curves to the north, which is proposed to be called Stradbrook Avenue, be designated a Regional Street and a Full-Time Truck Route.

II. That the following streets be rescinded as Regional Streets and as Full-Time Truck Routes:

A. The street formerly known as Stradbrook Avenue between Main Street and Harkness Avenue, which is proposed to be called River Avenue.

B. The street commonly referred to as the Donald Street Diversion parallel to the C.N.R. Mainline and east of Donald Street, which is proposed to be changed to a name yet to be determined by the City Centre Community Committee.

C. That Mayfair Road be deleted as a Full-Time Truck Route.

III. That City Solicitor/Manager of Legal Services be requested to prepare the necessary amending by-laws to give effect to these Regional Street and Truck Route changes, including any changes in street names in this area that affect the Truck Route schedules.

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

Adopted by consent.

(See Minute No. 933 for attachment)

Streets Maintenance Program, Sidewalk Repair, Curb Renewal - Deficit Avoidance Plan File F-1 (Vol. 14)

879 - 7. On July 8, 1997, the Committee on Works and Operations passed the following motion, namely:

WHEREAS the Administration identified a potential year end deficit of $14.1 million on property tax operations;

AND WHEREAS the Deficit Avoidance Plan adopted by EPC on June 18, 1997 has a total of $18.5 million in reduction and anticipated revenues;

AND WHEREAS foregoing annually scheduled infrastructure maintenance may cause excessive and accelerated deterioration and premature failure of our City's infrastructure;

AND WHEREAS the ongoing maintenance of our City's infrastructure is critical to the overall health and vitality of our City's communities and business economy;

THEREFORE BE IT RESOLVED that the $1,000,000 budgeted for streets maintenance programs including crack sealing (600,000), sidewalk repair (300,000) and curb renewal (100,000) be re-affirmed for the year 1997.

and submits this resolution to Council for approval.

In view of the financial analysis report and forecast - June 30th, 1997 and projections for the year ending December 31st, 1997, dated July 22, 1997 from the Chief Commissioner, and reviewed by the Chief Financial Officer; and based on the Chief Financial Officer's advice that reinstating this particular program could put the City in a deficit position, the Executive Policy Committee recommends to Council that the resolution not be concurred in.

Report of the Committee on Works and Operations dated July 8, 1997

Moved by Councillor Clement,
That the clause be considered.

Carried.

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

The Speaker called the Deputy Speaker, Councillor Prystanski, to the Chair in order to participate in the debate, and after speaking, resumed the Chair.

The Speaker advised that Council would first consider the recommendation of the Executive Policy Committee.

Councillor Thomas challenged the ruling of the Chair.

The question, “Shall the ruling of the Chair be sustained?” was put.

The Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Prystanski, Clement, Golden, Lazarenko, Lubosch, Phillips, Silva, Steek, Timm-Rudolph, Deputy Mayor Eadie and Councillor Angus. 11

Nay: Councillors Murray, Thomas and Vandal. 3

and the ruling of the Chair was sustained.

The recommendation of the Executive Policy Committee was put.

The Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Prystanski, Clement, Phillips, Silva, Timm-Rudolph, Deputy Mayor Eadie and Councillor Angus. 7

Nay: Councillors Golden, Lazarenko, Lubosch, Murray, Steek, Thomas and Vandal. 7

and the recommendation of the Executive Policy Committee was declared lost in accordance with Rule 58 of the Procedure By-law.
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The recommendation of the Committee on Works and Operations was put.

The Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Golden, Lazarenko, Lubosch, Murray, Steek, Thomas and Vandal. 7

Nay: Councillors Prystanski, Clement, Phillips, Silva, Timm-Rudolph, Deputy Mayor Eadie and Councillor Angus. 7

and the recommendation of the Committee on Works and Operations was declared lost in accordance with Rule 58 of the Procedure By-law.

Report of the Committee on Works and Operations dated July 8, 1997

Acquisition of Property for the Shoal Lake Aqueduct Right-of-Way Drainage Improvement Project - Miles 13.7 to 17.4
File WW-3.1 (Vol. 2) [c/r FI-2 (Vol. 12)]

880 - 8. The Committee on Works and Operations has been advised that Capital funding in the amount of approximately $30.5 million has been approved between 1988 and 1997 to undertake aqueduct assessment and rehabilitation activities. In 1992, the Water and Waste Department retained CH2M Gore & Storrie Limited to carry out an independent engineering review of the need and timing of the rehabilitation of the Shoal Lake Aqueduct from Mile 17.05 to Mile 26.32. On March 30, 1993, the Board of Commissioners received the conclusions of CH2M Gore & Storrie review. A subsequent final report on the worst section of the Aqueduct was received as information by the Committee on Works and Operations on January 17, 1994. The results indicated that immediate twinning of this section was not required and that rehabilitation was possible. The CH2M Gore & Storrie assignment was subsequently increased to include the Shoal Lake Aqueduct from the Intake at Shoal Lake to the Deacon Reservoirs. In 1996, a detailed condition inspection and assessment was completed which identified inadequacies of the overflow structure at Mile 17.05 and its associated downstream watercourse. The inadequacies of the overflow structure have been addressed, however drainage improvements to the downstream watercourse are yet to be completed.

The master drainage plan for the Shoal Lake Aqueduct Right-Of-Way from the Red River Floodway (Mile 12.5) to Provincial Trunk Highway No. 12 (Mile 26) recommends improvements to the drainage system serving the Aqueduct right-of-way. The improvements include the regrading of three ditches and the installation of new crossing structures at road and track crossings. The three ditches are located on the north side of the Aqueduct, between the Aqueduct berm and the G.W.W.D. railway track berm and on the south side of the railway track berm.

There are nine (9) properties that the City wishes to acquire as well as negotiate temporary construction easements and agreements with those interest holders with respect to the above. The Land and Development Services Department has prepared a cost estimate of $64,000 for the property acquisition.

The Land and Development Services Department plans to tender the project prior to having secured the property interests, however contract award will not occur until the property is secured.

The Water and Waste Department and its project consultant have discussed the technical aspect of the drainage improvement scheme with the landowners adjacent to the aqueduct right-of-way and the area drainage regulatory agency, the Cooks Creek Conservation District. All parties are very supportive of the drainage scheme and are eager for the project to proceed, although there has not yet been an agreement as to the details and compensation expected.

The Committee on Works and Operations has concurred with the need for the acquisition of land and referred the acquisition to the Board of Commissioners for instructions to the Director of Land and Development Services Department to proceed with negotiations for the property acquisitions required for the Shoal Lake Aqueduct Right-of-Way Drainage Improvement works.

The Committee has also concurred that the Board of Commissioners authorize the Director of Water and Waste to advertise for public tender, the Shoal Lake Aqueduct Right-of-Way Drainage Improvement Project prior to securing the property interests, which award will not occur until the property interests have been secured.

The Committee on Works and Operations recommends:

I. That the utilization of Capital funds from the Shoal Lake Aqueduct Condition Assessment and Rehabilitation project for the acquisition of the required properties be approved;

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

Adopted by consent.

REPORT "A" OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 8, 1997

Change in Full-Time Truck Route designation of Hespeler Avenue File ST-5.2 (Vol. 24)

881 - ***Note: Clause 1 has been laid over by the Executive Policy Committee for 60 days in order for the Administration to report back to the Executive Policy Committee.***

Laid over by the Executive Policy Committee for 60 days in order for the Administration to report back to the Executive Policy Committee

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

882 - WHEREAS the financial update which Council received yesterday (July 22, 1997) at Executive Policy Committee proposed transferring $2 m from transit revenue to deficit avoidance (Appendix I);

AND WHEREAS the information released on July 17, 1997 (Appendix II) includes $100,000 in service cuts passed by Council in deficit avoidance;

AND WHEREAS the cuts proposed (Appendix III) will cause undue hardship to weekend users of the elected routes;

AND WHEREAS it is disruptive to service to make these one time cuts and then reinstate the cuts for a new budget year;

THEREFORE BE IT RESOLVED that the transit service cuts be reinstated and that the money be utilized from the unanticipated additional transit revenue.

The Speaker recognized Councillor Clement who called notice on the motion in accordance with Rule 17.1 of the Procedure By-law.

Moved by Councillor Thomas,
That the rule be suspended to allow consideration of the motion at this time.

The motion to suspend the rule was put.

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

Yea: Councillors Lazarenko, Lubosch, Murray, Steek, Thomas and Vandal. 6

Nay: Councillors Prystanski, Clement, Phillips, Silva, Timm-Rudolph, Deputy Mayor Eadie and Councillor Angus. 7

and the motion to suspend the rule was declared lost.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

883 - On motion of Councillor Clement, 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. 7061/97, a by-law of The City of Winnipeg to prohibit the sounding of engine whistles at certain Canadian Pacific Railway crossings in The City of Winnipeg. File ER-1.2 (Vol. 14)

By-law No. 7062/97, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1997. File SL (1997) (Vol. 1)

By-law No. 7070/97, a by-law of The City of Winnipeg to revise and consolidate certain By-laws relating to the Wastewater System and Land Drainage Works; the Fixing of Sewer Rates and the Billing and Collection thereof. File WW-2.3 (Vol. 11)

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

884 - Councillor Thomas referenced the motion proposed by Councillors Thomas and Murray, requesting reinstatement of $100,000 to prevent implementation of transit cuts to routes throughout the City, and questioned why the Chairperson of the Committee on Works and Operations had called Notice of Motion.

Councillor Clement advised that he questioned the figures referenced in the motion, noting that the $100,000 appeared contrary to information provided to the Executive Policy Committee on July 22, 1997, which outlined savings of $200,000 from implementation of transit route changes, not $100,000. Councillor Clement further advised that, although the cuts also affect his constituents, the motion is not in keeping with the deficit avoidance plan adopted by Council.

In response, Councillor Thomas quoted from a press release issued from the Office of the Mayor on July 17, 1997, noting that $100,000 was from service reductions to transit routes, and questioned if Councillor Clement was aware that the figure had been verified by the Transit Department.

Councillor Clement replied in the negative.

Councillor Murray referred to his previously presented transit strategy and the fact that additional revenue of $2 million had been generated to date in 1997 by making changes in accordance with the transit strategy. He requested clarification of the current transit strategy as recent route cuts and depletion of transit reserves appear to contradict Council policy.

Councillor Murray reiterated that the predicted 1998 transit revenue will not be generated if the policy is not adhered to and reserves emptied, and questioned how the 1998 budget will be met when figures were based on increased transit activity generating an approximate $4 million operating revenue contribution back to general reserves.

Councillor Clement advised that other alternatives were not available and noted that those issues would have to be dealt with when the 1998 budget is reviewed.

Councillor Murray noted that additional funds had been added to the budget for a number of purposes and suggested that it would be fiscally prudent to take funds from non-service corporate accounts, which remain largely unspent and discretionary, in order to restore transit services and the reserve.

Councillor Clement noted that the budget was passed by Council on March 20, 1997 and suggested that it is the purview of any member of Council to put forward a motion to change the budget.