REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MAY 13, 1997

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated May 13, 1997, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clause 2, be adopted.

Carried.

Award of Contract for the Provision of Transportation Service for Disabled Persons - PD 97-054
File TT-1.3 (Vol. 11)

716 - 1. The Committee on Works and Operations has been advised that as part of the 1996 Current Budget review, Council approved the contracting out of 100% of the Handi-Transit service that was being provided utilizing Winnipeg Transit vehicles and drivers (public sector forces carried 30% of the total Handi-Transit passengers at that time). A Request For Proposals (RFP) was issued for this work. The existing contracts with the private sector, who were carrying 70% of the Handi-Transit passengers, were also expiring at this time and these work volumes were included in the same RFP. Proposals for six different work items were requested. One of the work items specified a requirement for larger vehicles with a minium capacity of 4 wheelchairs and 4 seated passengers. There are some Handi-Transit customers who have special requirements that cannot be accommodated by the smaller vans, minivans, or accessible taxis used by the private transportation industry to transport persons in wheelchairs. This particular work item accounted for approximately 10% of the total passengers carried by Handi-Transit.

A number of acceptable bids were received for the majority of work items listed in the RFP. However, no acceptable bids were received for the work item requiring larger vehicles. Contracts were awarded to four companies for all of the Handi-Transit work items specified in the RFP except for the item requiring larger vehicles. Winnipeg Transit had to continue to operate this particular segment of the Handi-Transit service.

The RFP issued in 1996 required that bidders provide their own fleet of vehicles. This was not a problem for the RFP work items that specified a 4-door sedan (taxicabs would be acceptable) or a vehicle that would accommodate 2 wheelchairs (accessible taxi minivans already in use by the commercial wheelchair service companies met this requirement). However, there was limited interest in the work item specifying the larger 4 wheelchair capacity vehicle. One of the likely reasons was the high capital investment required for this type of vehicle. Another possible reason was the relatively long and uncertain delivery dates after the vehicle was ordered. Even if a bidder had the capital to purchase the vehicles, the uncertain delivery date made it difficult for a bidder to make a contract commitment to a specific start up date. The current proposal to complete the contracting out of Handi-Transit reflects these issues.

A new RFP was issued on March 17, 1997 specifying the requirement for larger vehicles (with a capacity of 4 wheelchairs and 4 seated passengers) for the provision of transportation service for approximately 10% of the Handi-Transit customers who require this type of vehicle. The work volumes and terms and conditions of this RFP were identical to the RFP issued last year for this specific work item. However, the current RFP gave bidders the option of making an offer to purchase seven of the fleet of Handi-Transit vehicles owned by the City in order to operate the Handi-Transit service contract.

Report of the Committee on Works and Operations dated May 13, 1997

The RFP closed on April 4, 1997 and proposals were received from the following:

1. Coachmen Accessible Wheelchair Lift & Services
2. Handi Shuttle Services
3. Laidlaw Transit Ltd. d/a/b Grey Goose Bus Lines
4. Samuel Van Norman
5. Gurdev Singh and Kamaljit Johal
6. Ranjit Lauhal and Gurinder Kler
7. Vital Transit Service Ltd.

The offers are open for acceptance until noon on June 3, 1997 and in view of the effective date of the contract being June 15, 1997, Council approval prior to that date is necessary.

The proposals received from Coachmen Accessible Wheelchair Lift & Services and Ranjit Lauhal/ Gurinder Kler were declared "non-responsive" by the Manager of Materials due to a lack of acceptable bid security. The Manager of Materials has advised that the remaining five submissions were accompanied by acceptable bid security and have been certified by Legal Services. These remaining proposals were evaluated based on the following criteria and rating scale:

Present value of total contract price and vehicle purchase offer	50%
Qualifications and experience	30%
Business plan	20%

The proposal evaluation is summarized in the table below. More detailed information regarding the evaluation is contained in Appendices A, B, and C.

BIDDER	PRICE (50%)	QUAL/EXPER (30%)	BUS. PLAN (20%)	TOTAL (100%)
HANDI SHUTTLE	47	20	17	84
LAIDLAW	38	25	20	83
SAM VAN NORMAN	50	10	15	75
SINGH/JOHAL	49	20	20	89
VITAL TRANSIT	33	26	20	79

In terms of Price, the two established transportation companies (Laidlaw and Vital Transit) submitted the highest prices for the operation of service (see Appendix A). The lowest service price was submitted by Sam Van Norman. The highest purchase offer for the 7 Handi-Transit vehicles was submitted by Singh/Johal. On the basis of net value to the City (calculated by taking the present value of the 5 year service contract and deducting the price offered for the vehicles), the proposal from Sam Van Norman was evaluated as the lowest bid and received the maximum rating of 50 points. The other proposals were rated on a proportional scale between the lowest bid and the cost to operate this service with City forces.

In terms of Qualifications/Experience, the two established transportation companies (Laidlaw and Vital Transit) received the highest ratings because of their extensive transportation experience involving school children, seniors, and disabled persons. Vital Transit, for example, has been in operation since 1975. The lowest rated proposal was from Sam Van Norman who has only been in the taxi business since 1991 and has been working on the current Handi-Transit contract since July of 1996.

In terms of Business Plan, detailed and well presented business plans were prepared by Laidlaw, Vital Transit and Singh/Johal and were rated equal in quality. The other two proposals were rated slightly lower. All bidders had given the preparation of the business plan a good deal of consideration.

Evaluation summary: Based on the evaluation criteria and rating scale specified in this RFP package, the proposal submitted by Singh/Johal was evaluated as the superior proposal. Their proposal does not involve the use of any subcontractors. The Transit Department is familiar with the work of this bidder and is confident the bidder has the resources, experience and capability to perform the work in accordance with all of the terms, specifications and conditions of this contract. Awarding the contract to this bidder will save the City in excess of $240,000 each year for the duration of the five year contract.

Report of the Committee on Works and Operations dated May 13, 1997

In view of the fact that the contract award being recommended is a multi-year contract to be funded through the annual current budget, Council approval is required.

The Transit Department has recommended that the contract be awarded as follows:

I. That a contract for the provision of transportation services for disabled persons, as outlined in RFP Package PD 97-054, for a five year period from June 15, 1997 to June 14, 2002 be awarded to Gurdev Singh/Kamaljit Johal in the amount of $2,602,295.00 (exclusive of GST) and that their purchase offer in the amount of $368,237.00 for seven City-owned Handi-Transit vans be accepted.

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

The Committee on Works and Operations, due to a tie vote, submits the award of contract for the provision of transportation service for disabled persons - PD 97-054 to Council without recommendation.

The Executive Policy Committee concurs with the recommendations of the Transit Department as follows, namely:

I. That a contract for the provision of transportation services for disabled persons, as outlined in RFP Package PD 97-054, for a five year period from June 15, 1997 to June 14, 2002 be awarded to Gurdev Singh/Kamaljit Johal in the amount of $2,602,295.00 (exclusive of GST) and that their purchase offer in the amount of $368,237.00 for seven City-owned Handi-Transit vans be accepted.

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

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

Moved by Councillor Clement,
Adoption of the clause.

In amendment,

Moved by Her Worship Mayor Thompson,
That the recommendation of the Executive Policy Committee be adopted.

The amendment proposed by the Executive Policy Committee was put and declared carried.

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

Councillors Thomas and Vandal asked to be recorded as having voted against the clause, as amended, in accordance with Rule 50.7 of the Procedure By-law.

Report of the Committee on Works and Operations dated May 13, 1997

Approval for Funding Transfer for the Upgrading of the Watermains under Harvard Avenue East, Kanata Street, Park Circle and Roanoke Street, and for the correction of the Dead End Watermain under Panet Road
File WW-2.4(33) (Vol. 1)

717 - 2. The Committee on Works and Operations has been advised that the Dead End Watermain Program was a separate annual Capital program from 1982 to 1996, which purpose was to improve customer reliability and service, operational flexibility, and water quality (by the elimination of stagnant water).

In 1997 the Dead End Watermain Program was made a part of the Watermain Renewal Program. Thus the Dead End Main program is financed through the Watermain Renewal Reserve Fund instead of the utility-supported borrowing, as in past practice.

The proposed upgrade to the watermains under the East Transcona residential streets is to correct a substandard situation. Approximately 20 residences, in groups of 3 to 6 homes, are being serviced by a 20mm, 25mm or 38mm diameter copper pipe acting as a watermain. These deficient sized watermains are dead ended. Fire protection for these homes is also deficient.

The dead end watermain under Panet Road was observed during the ongoing Nairn Avenue Watermain Renewal Program. For better reliability and service to residents and businesses along Nairn Avenue and Panet Road, this dead end watermain should be extended approximately 175m south from the CNR Main Line right-of-way to connect to the Mission Street watermain.

These works planned for the East Transcona residential area will correct the substandard watermains resulting in the elimination of the extreme pressure fluctuations that the Customers are presently experiencing. These works will also improve fire protection within the region.

Several businesses along Nairn Avenue and Panet Road, such as the Cavalier Hotel and Princess Auto, are serviced from the Panet Road dead end watermain. The watermain upgrade will provide improved service and reliability, as well as improved fire protection for the region.

Financial Status of Watermain Upgrade Projects		
1997 Watermain Renewal Program - Allowance for Unforseen Available		$ 2,041,000.00
Estimated Construction Cost		
Harvard Avenue East	$ 82,000.00	
Kanata Street	90,000.00	
Park Circle	65,000.00	
Roanoke Street	30,000.00	
Total Estimated Construction Cost	$ 267,000.00	
Engineering (16%)	42,700.00	
Contingency (10%)	27,700.00	
GST (3%)	10,100.00	
Total Estimated Cost	$ 347,500.00	$347,500.00
Estimated Allowance for Unforseen Residual		$1,693,500.00

Report of the Committee on Works and Operations dated May 13, 1997

Financial Status of the Dead End Watermain Project on Panet Road		
Dead End Watermain funds available from 1996 and earlier		$ 83,760.00
Estimated Construction Cost	$ 63,000.00	
Engineering (16%)	10,180.00	
Contingency (10%)	6,300.00	
GST (3%)	2,400.00	
Total Estimated Cost	$ 81,780.00	$ 81,780.00
Estimated Dead End Watermains Residual		$ 1,980.00

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

Council approval is required for projects funded from the 1997 Watermain Renewal Program Allowance for Unforseen and from the 1996 Dead End Watermain Program.

The Committee on Works and Operations therefore recommends:

I. That funding in the amount of $428,300.00 for the upgrade of the watermains under Harvard Avenue East from Day Street to Kanata Street, Kanata Street from Harvard Avenue East to Whittier Avenue East, Park Circle south half from Ravelston Avenue East and Roanoke Street from Harvard Avenue East to Kern Drive, and for the correction of the Dead End Watermain under Panet Road from Mission Street to approximately 175m North be accommodated though the 1997 Watermain Renewal Program Allowance for Unforseen and the 1996 Dead End Watermain Program.

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.

Parking Privilege Cards
File ST-2 (Vol. 21)

718 - 3. The Committee on Works and Operations has been advised that up to and including 1991, The City of Winnipeg extended free parking privileges to vehicles owned by the Federal and Provincial governments, including crown corporations, boards and commissions thereof, with the owner's name painted thereon. Employees of these organizations who were required to use a personal vehicle in the course of their employment were provided with parking privilege cards free of charge.

Commencing in 1992, the City implemented an annual charge applicable to the Federal and Provincial Governments and their corporations, boards and commissions for such privileges.

The Manitoba Telephone System (MTS), in view of their significant Winnipeg based fleet and the volume of downtown service requirements approached the City seeking consideration of an alternative to the issuance of parking privilege cards to individual vehicles. Pursuant to that request, the City approved a recommendation to extend a parking privilege waiver to MTS exempting their vehicles from having to display a parking privilege card. In exchange MTS paid an annual fee to the City. The original fee adopted was $50,000 per year and the current annual fee is $54,315.

Late in 1996, the Manitoba Telephone System was privatized through an offering of shares to the public. This move to privatize the corporation made MTS ineligible for parking privileges accorded pursuant to the City's Parking Meter By-Law and the adopted waiver. The Parking Meter By-law, Section 10, states that:

"..., a metered space may be used without charge:...

Report of the Committee on Works and Operations dated May 13, 1997

(b) by a vehicle of or employed by The City of Winnipeg, or the Armed Forces, or any emergency vehicle, providing that markings designating ownership of the vehicle is painted thereon, ... provided that the operator is using the vehicle in the course of his or her duties;..".

The wording "without charge" is in reference to having to insert coinage into a parking meter to display valid time remaining. Although the by-law is silent with respect to crown corporations, boards and commissions thereof the extension of privileges to such organizations is historic and included in earlier by-law provisions.

The Manitoba Telephone System has inquired about its parking privilege waiver and whether it will be continued in 1997. MTS is amenable to a premium being charged for this privilege as it will allow them greater flexibility in providing service delivery.

The Streets and Transportation Department considers the request to be appropriate and recommends the continuation of these parking privileges to MTS through the provision of an annual waiver based on MTS's reduced fleet size which would amount to $41,250.

The Streets and Transportation Department has recommended that parking privileges be extended to privately held entities not included or provided for in the Parking Meter By-Law. It is therefore considered appropriate that this privilege also be extended to other publicly or privately held utility agencies.

The alternative would be to not amend the Parking Meter By-Law allowing the granting of such privileges as recommended which will then require MTS to insert the appropriate coinage in parking meters as does any other privately held business or citizen. In this case the annual waiver of parking privilege card revenues will decline but could be offset by (but not necessarily equal to) an increase in parking meter revenue collected. The continuation of this waiver is in the interest of both MTS and The City of Winnipeg in that significant administrative effort is otherwise avoided.

The Committee on Works and Operations therefore recommends:

I. That MTS NetCom Inc. vehicles displaying markings designating ownership continue to be permitted to use metered parking spaces without displaying a parking privilege card upon payment of an annual waiver fee of $275 per vehicle.

II. That the use of annual parking privilege cards be extended to privately or publicly held utilities upon payment of an annual fee of $260 per vehicle.

III. That the City Solicitor/Manager of Legal Services be directed to prepare all necessary by-law amendments for submission to Council.

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

The Executive Policy Committee concurs in part with the recommendations of the Committee on Works and Operations and recommends that Recommendation II. be amended by deleting reference to $260 per vehicle and replacing it with $275 per vehicle.

Moved by Councillor Clement,
Adoption of the clause.

In amendment,

Moved by Her Worship Mayor Thompson,
That the recommendation of the Executive Policy Committee be adopted.

The amendment proposed by the Executive Policy Committee was put and declared carried.

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

Report of the Committee on Works and Operations dated May 13, 1997

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

719 - On motion of Councillor Clement, By-law No. 7045/97, a by-law of The City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
Files SC-3.4 (Vol. 21) & ST-5.2 (Vol. 24)