REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED NOVEMBER 5, 1996

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated November 5, 1996, was considered clause by clause.

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

Councillor Golden requested that Clause 2 be pulled from the Consent Agenda.

Councillor Lazarenko requested that Clause 3 be pulled from the Consent Agenda.
Councillor Thomas requested that Clause 6 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 4 and 5 was put and declared carried.

Additional Appropriation to cover the costs associated with the increased demand for Handi-Transit Service
Files TT-1.3 (Vol. 10) & FE-1 (Vol. 29)

44 - *Note: Clause 1 has been referred back by the Executive Policy Committee to the Committee on Works and Operations.*

Referred back by the Executive Policy Committee to the Committee on Works and Operations

(See Minute No. 50 for disposition of Clause 1)

Effective Date of 1997 Transit Fare Increase
File TT-2 (Vol. 10)

45 - 2. Council, at its Special Meeting held on December 13, 1995 to consider the Utility Budget, approved the following Transit fare increases to become effective February 1, 1997.

	1996	**1997**
Regular Cash (including Handi-Transit cash)	$ 1.40	$ 1.45
Regular Ticket (including Handi-Transit ticket)	$ 1.35	$ 1.40
Regular Weekday Pass (Monday to Friday)	$12.15	$12.60
Regular Super Pass (Monday to Sunday)	$13.50	$14.00
Regular Monthly Pass (including Handi-Transit pass)	$52.00	$53.90

There is no increase recommended to the reduced fare categories for 1997 (consistent with the Council approved formula that pegs the reduced cash fare to 60% of the regular cash fare). The reduced fares therefore remain as follows.

Report of the Committee on Works and Operations dated November 5, 1996

	1996/97
Reduced Cash	$ 0.85
Reduced Ticket	$ 0.80
Reduced Super Pass (Monday to Sunday)	$ 8.00
Reduced Monthly Pass	$30.80

The Administration proposed advancement of the effective date by one month to generate an estimated $95,000 in additional revenue during 1997, which is critical to meeting the Transit
deficit target. Council approval is required to advance the effective date of the fare change previously approved for implementation on February 1, 1997.

The Committee on Works and Operations therefore recommends:

I. That the effective date of the 1997 Transit fare increase, approved by Council on December 13, 1995 be advanced from February 1, 1997 to January 1, 1997.

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

Moved by Councillor Clement,
Adoption of the clause.

The motion of for the adoption of the clause was put.

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

Yea: Councillors Prystanski, Clement, lazarenko, Lubosch, Murray, O'Shaughnessy, Silva, Deputy Mayor Eadie, Her Worship Mayor Thompson and Councillor Angus. 10

Nay: Councillors Golden, Thomas and Vandal. 3

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

1997 Water and Sewer Rates
File WW.2.3 (Vol. 10)

46 - 3. On November 5, 1996, the Committee on Works and Operations considered an Administrative report dated October 24, 1996 relative to Water and Sewer Rates for 1997 including a request that the following principles be formally adopted 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 and Sewer 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 reflects the cost of providing the utility service to them.

3. Service Dept - The Utility Revenue is sufficient to provide funding to cover Principal and interests payments.

4. Working Capital of 11% of Sales - Water and Sewer Utility Reserves are maintained to protect the Utility from fluctuations in revenue due to consumption.

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5. Rates are planned over 5 years - Rates are set in the Water and Sewer Utilities to try to eliminate significant fluctuations from year to year. At time frame of 5 years has been established as reasonable period for this purpose.

6. 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 Utility.

7. Additional Transfers - additional Transfer are made to the mill rate to support the Fire Hydrant and land Drainage Programs in the General Revenue Fund. A fixed transfer to support the fire hydrant and land drainage program is being phased in and will eventually support 100% of these property related programs.

8. 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.

Water and Sewer Rates:

Ten-year financial projections have been made for the Water and Sewer Utilities. These projections take into consideration known future borrowing for the Ten-Year Capital Program, inflation on 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. It also includes additional support to the mill rate with respect to the Corporate Global Savings and Salary reduction plans. The introduction of these additional supports to the mill rate has moved the Utilities away from some of the stated principals of operation noted herein. As a result of these additions, the Water and Sewer Utilities will be contributing 175 and 12% (1995 percentages - 12% and 11%) respectively of their sales revenue to the General Revenue Fund in 1997. The 17% contribution from the Water Utility is expected to remain fairly constant in the future. The 12% contribution from the Sewer Utility is expected to increase to 14% in 1999 as the Land Drainage Program becomes totally absorbed by the utility.

The water projections indicate that a 7.20% annual base rate increase (excluding contribution to revenues) will be required for 1997-2001.

An Aqueduct Rehabilitation Reserve was started in 1992. In 1996, the reserve contribution was $0.34 per 100 cubic feet. The 1997-2006 Financial Plan includes contribution amounts to the reserve to fully fund the aqueduct on a pay-as-you go basis. A water treatment reserve was started in 1994. In 1996, the reserve contribution was $0.02. The 1997-2006 rate plan includes contribution amounts to the reserve to enable the Water Treatment Project to be 65 % cash financed in 2006. The total increase in these two reserve contributions is $0.10 in 1997 and represents an increase from the 1996 overall rate of 5.3% to Block 1,6.5% to Block 2 and 8.5 % to Block 3 rates for 1997.

The Ten-Year Sewer projections indicate that a 7.1 % base rate increase is required in 1997 in order to fund future capital projects from cash reserves. The projections indicated that the base rate increase would be 0% in 1998-2006.

An Environmental Projects Reserve was established in 1994. In 1996, the Reserve contribution was $0.10 per 100 cubic feet. The 1997-2006 rate plan includes contributions to the reserve to fully fund currently known environmental projects over the ten year period. The potential scope of future environmental projects is not known and depends to a large degree on future Provincial Government legislation. The overall impact of the base rate increase and the reserve charge increase is $0.27 which represents a 10.6% sewer rate increase for 1997.

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 from 1997 into the foreseeable future for new capital projects.

<u>The 1997 Water and Sewer Rate Models</u>

Several changes were incorporated into the 1997 rate models for both the Water and Sewer Utilities. There are several assumptions built into the rate models. All of these assumptions were reviewed and some were changed to better reflect an appropriate financial framework.

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1. The financial projections were extended from 5 years to 10 years. The degree of uncertainty increases as projections extend beyond 1 or 2 years, however it is important to have a longer term view to coincide with longer capital planning cycles.

2. Consumption projections have decreased from the 1996 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. In previous rate models, the Utilities targeted to achieve a reserve of 20% of net sales in retained earnings in the fifth year of the financial model. This target has been changed in the 1997 rate model to 115 of net sales in working capital by the fifth year of the financial model.

   Working capital is now used instead of retained earnings because it is a better measure of liquidity. The purpose of the reserve is to provide stability in any given year when consumption falls short of anticipated levels. Therefore, it is important that this reserve be made up of cash or near cash items which is defined as cash and receivables net of current accounts payable, i.e. working capital. The target percentage of 11% is based on historical data of consumption fluctuations. Consumption fluctuations of 11% is based on historical data of consumption fluctuations. Consumption fluctuations of 11% are rare. Therefore, this percentage was used as a reasonable target to protect the utility from potential revenue shortfalls due to consumption fluctuations.

4. The quarterly Water and Sewer Utility bill contains fixed charges to cover costs associated with the number of customers or meters the Utility has. This is knows as the fixed quarterly charge. Past rate models allocated 100% of the fixed quarterly charge revenue to the Water Utility despite the fact that some of these costs were incurred by the Sewer Utility. This was corrected in the 1997 rate model, resulting in a slight increase in the Water Utility volume rate and a slight decrease in the Sewer Utility volume rate.

The most significant impact of the above changes is in the amount of the transfer made by the Utilities to the General Revenue Fund. The majority of the transfer to the General Revenue Fund is based on 10% of net sales. Anticipated sales revenue has decreased because consumption projections have decreased. The transfers to the mill rate from the Water Utility for 1997 and 1998 are $7,728,000 and $8,078,000 respectively, instead of the corporate guideline of $8,396,000 and $9,905,000. This is shortfall of $668,000 in 1997 and 1,827,000 in 1998.

The transfers to the mill rate from the Sewer Utility for 1997 and 1998 are $8,095,000 and $9,531.000 respectively. This is a shortfall of $642,000 in 1997 and $1,146,000 in 1998 from the corporate guidelines of $9,547,000 and $10,677.000.

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

Appendix A	History of Water and Sewer Rates for the past 5 years.
Appendix B	Ten year projection of revenue, expenditures and working capital for the Waterworks System Fund based on the recommendations contained in this report.
Appendix C	Ten year projection of revenue, expenditures and working capital for the Sewage Disposal System

Fund based on the recommendations contained in this report.

Appendix D	The impact of the Water and Sewer recommendations on sample customers January 1st, 1997.

Report of the Committee on Works and Operations dated November 5, 1996

The Committee on Works and Operations therefore recommends:

I. That the following Principles of Operation be formally adopted for the Water and Sewer Utilities:

i) The Utilities should be self supporting.
ii) Rates should be based on cost of service.
iii) The Utilities should service their own debt.
iv) The Water and Sewer utilities should strive to achieve working capital of 11% of sales.
v) Rates should be planned over 5 year periods.
vi) Transfers should be made to the mill rate representing 10% of net sales revenue.
vii) Additional transfers should be made to support the fire hydrant and land drainage programs in the general revenue fund.
viii) Reserves should be established and maintained for major capital projects.

II. The water rates, based on water used, be increased January 1, 1997 as follows:

from $1.89 to $2.10 per 100 cu. ft. from 0 - 9,600 cu. ft./quarter (Block1)
from $1.54 to $1.72 per 100 cu. ft. from 9,600 - 96,000 cu. ft./quarter (Block 2)
from $1.18 to $1.33 per 100 cu. ft. over 96,000 cu. ft./quarter (Block 3)

which included $0.435 per 100 cubic feet for the Aqueduct Rehabilitation Reserve and $0.02 per 100 cubic feet for the Water Treatment Reserve.

The impact of this recommendation is increased in the overall block rates of:

Block 1 - 11.1%
Block 2 - 11.7%
Block 3 - 12.75

III. The Waterworks System fixed quarterly charge, based on meter size, remain unchanged for 1997 as follows:

5/8”	$12.10	3”	$107.81
3/4”	$13.05	4”	$136.53
1”	$15.92	6”	$203.53
1 1/2”	$19.75	8”	$280.11
2”	$30.28	10”	$356.68

IV. The fire hydrant rental chare remain at $194.00 per hydrant for 1997.

V. The sewer rate, based on water used, be increased January 1, 1997 from $2.56 to $2,83 per 100 cu. ft. which includes $0.194 per 100 cubic feet for the Environmental Projects Reserve. This represents a 10.6% total increase in the rate from 1996.

VI. The following rate and factors as calculated for industrial waste surcharge be approved for January 1, 1997.

(a) The cost of treating normal sewage referred to as the RN factor be $2.44 per 1000 gallons.
(b) The factor Fs derived from costs of treating suspended solids (S.S.) be $0.32.
(c) The factor Fp derived fro costs of treating biochemical oxygen demand (B.O.D.) be $0.46.

VII. The waste disposal vehicle license fee for 1997 be $213.00 annually per 1000 litre capacity vehicle

VIII. The City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending By-law for submission to Council at the same meeting as the estimates are being considered by Council.

Report of the Committee on Works and Operations dated November 5, 1996

IX. 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.

Moved by Councillor Clement,
Adoption of the clause.

Carried.

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

Extending "PD93-7 Contract for Provision of Crawler Tractors and Excavation Equipment" for the Summit Road Sanitary Landfill
Files GL-9 (Vol. 9) & WT-3 (Vol. 13)

47 - 4. The Committee on Works and Operations has been advised that a contract, PD93-7, was awarded to Taillieu Construction Ltd. for the period June 4, 1993 to June 3, 1996. This contract has since been extended for one year from June 4, 1996 to June 3, 1997.

In the latter part of 1995, due to the uncertainty of the direction that the City would be taking with regards to refuse collection and the Summit Road sanitary Landfill, it was felt that extending the existing contract for one year was a prudent decision in terms of providing sufficient time to del with the various solid waste issues facing the City.

It has now been decided that the Summit Road Landfill will be closed at the end of January 1998 or perhaps sooner. Contracted equipment will be required for a period of one (1) to eight (8) months at the Summit Road Landfill. The existing contractor has confirmed that they would maintain their existing rates to cover this period (June 1997 through January 1998) on a monthly basis as follows:

Description	Hourly Rate Unit PRice
Crawler Tractor With Blade	$71.00
Crawler Tractor With Ripper	$81.00
Crawler Tractor With 17 Cubic Metre Scraper (1 Unit, 285 H.P. Minimum)	$81.00
Rate for using crawler (Item 1) for refuse compaction in event of breakdown of City compactor	$1.00

Section 8.j of the Policy on Purchasing Procedures and the Disposal of Surplus Supplies allows for a"... contract variation ....", where it".... is in the interests of the City, ..."

It would be beneficial to extend the contract for the following reasons:

1) A monthly contract, for a period of 1-8 months is too short a period for other contractors to be competitive.
2) Existing contractor has equipment on site and is performing satisfactorily.
3) Existing contractor has the required infrastructure in place at the landfill site, (fuelling station, buildings, etc.).
4) Existing contractor knows the methodology and operational techniques used by the City.
5) Existing contractor is familiar with the City safety requirements and their employees have been functioning in the environment for several years.

The funding for this contract will be available in the 1997-98 budgets allocated to the Water and Waste Landfill accounts. The total tender amount will not exceed $1,000.000.00; however, since it involves the commitment of future funding, the award requires Council approval.

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The Committee on Works and Operations therefore recommends:

I. That the Summit Road Sanitary Landfill "PD93-7 Contract for provision of Crawler Tractors and Excavation Equipment: be extended from June 4, 1997 to January 31, 1998 on a monthly basis at the discretion of the City of Winnipeg.

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 relative thereto.

Adopted by consent.

Proposed Soil and Concrete Rubble Disposal Site on CNR Property off Plessis Road
File ST-6 (Vol. 9) [c/r WT-1.2 (Vol. 11]

48 - 5. The Committee on Works and Operations has been advised that the Streets and Transportation Department has been negotiating with the Railway to use a site west of Plessis Road and north of the Symington Yard for the disposal of material and concrete rubble. The City has entered into many similar agreements with the Railway in past years and the license conditions concerning this site are satisfactory for our use.

The Committee on Works and Operations therefore recommends:

I. That the City of Winnipeg enter into an agreement with the Canadian National Railway Co. to allow the City of Winnipeg to dispose of surplus soil and concrete rubble on Railway property.

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

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

Adopted by consent.

Canada/Manitoba City of Winnipeg Infrastructure Works Program Unallocated Strategic Funds - Brookside Boulevard Project
File S-7 (Vol. 3)

49 - 6. Council at its meeting on April 14, 1994, adopted that projects in the total amount of $90,453,500 be approved as The City of Winnipeg's Program for inclusion in the Canada/Manitoba Infrastructure Works Program.

Council, at its meeting on October 19, 1994, approved the addition of the Osborne Street Streetscaping Project, in the amount of $400,000, to The City of Winnipeg's Program.

In June 1995, The City of Winnipeg entered into a close out agreement with the Infrastructure Secretariat for the cancelled Kenaston Boulevard Underpass Project in the amount of $1,896,900. This has resulted in funding being decommitted and unallocated in the Canada/Manitoba Infrastructure Works Program "Unallocated" portion of the fund for projects strategic in nature (Strategic Fund).

The City of Winnipeg, through exhaustive discussions with the Province of Manitoba/Infrastructure Secretariat, have identified the Brookside Boulevard Project for inclusion in the Canada/Manitoba Infrastructure Works Program. This project was included in the 1997 and 1998 years of The City of Winnipeg's 1997-2001 Five-Year Capital Forecast, as adopted by Council on February 28, 1996.

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This project would see the reconstruction of the existing 2-lane undivided highway into a 4-line divided facility. Additional improvements include provision of storage lanes for left turning and "U" turning traffic, as well as provision of street lighting.

Traffic comparisons with over similar types of roadways in the city show Brookside Boulevard has the highest traffic flows and one of the highest ratios of heavy truck traffic. This, coupled wit very high historical and projected traffic growth rates and the 90 kmph speed limit on this stretch of roadway, makes this one of our highest priority street improvement projects.

This project would result in Route 90 being a 4-lane divided facility over its entire length from Scurfield Boulevard, in the Fort Whyte area, to the North Perimeter Highway where Route 90 links up with Highway #7.

While increasing the ability of this stretch of roadway to service traffic in general, truck traffic which utilizes this roadway every day in the conduct of business will particularly benefit. Safety for vehicular traffic on this stretch of roadway will be greatly increased with the installation of the dividing median, storage lanes for turning traffic, and street lighting which will also benefit bicycle and pedestrian traffic.

This project balances key strategic needs for City of Winnipeg infrastructure works while meeting the objectives of the National Infrastructure Program.

Discussions are still underway with the Province of Manitoba/Infrastructure Secretariat regarding additional projects that could be funded from the Canada/Manitoba Infrastructure Works Program Strategic Fund.

The cost to The City of Winnipeg, in the amount of $4,558,402, to undertake this project as part of the Canada/Manitoba Infrastructure Works Program, include:

- $2,900,000 in City of Winnipeg funding available from the cancelled Kenaston Boulevard Underpass Project.
- $1,658,402 in additional City of Winnipeg funding by inclusion in the 1997 Annual Capital Estimates.
- 100% of the land acquisition costs funded by The City of Winnipeg as per the Canada/Manitoba Infrastructure Works Program and funded 100% by The City of Winnipeg.
- 1% administration and 4% interim financing on only The City of Winnipeg's portion of the project cost and funded 100% by The City of Winnipeg.

A detailed financial breakdown is outlined in Appendix A.

In summary, the City of Winnipeg will be undertaking $10,025,068 of infrastructure works for a direct cost to The City of Winnipeg of $4,558,402.

Approval of this project will facilitate the creation of much needed jobs and infrastructure works.

The Committee on Works and Operations therefore recommends:

I. That the Brookside Boulevard - Inkster Boulevard to the North City Limit Street Improvement Project be approved for inclusion in The City of Winnipeg's Program under the Canada/Manitoba Infrastructure Works Program.

II. That the City of Winnipeg fund its contribution for the project, in the amount of $4,558,402 by utilizing $2,900,000 in City of Winnipeg funding available from the cancelled Kenaston Boulevard Underpass Project and $1,658,402 in additional City of Winnipeg funding by inclusion in the 1997 Annual Capital Estimates.

III. That the administration be authorized to do all things necessary to enter into an agreement with the Canada Manitoba Infrastructure Secretariat to undertake this project.

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IV. That the Proper Officers of the City authorized to do all things necessary to implement the foregoing, including the execution of any documents relative thereto.

Moved by Councillor Clement,
Adoption of the clause.

Carried.

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

(See Minute No. 87 for attachment)

Moved by Councillor Murray,
Seconded by Councillor Vandal,
50 - Whereas a Handi-Transit Service which would leave 250 people without a ride every day in unacceptable;

Therefore be it Resolved That the rule be suspended and that Clause 1 of the Report of the Committee on Works and Operations dated November 5, 1996, to add $100,000.00 to the budget of the Transit Department to avoid significant service shortfall that would leave many disabled people without reliable Handi-Transit service, be considered.

The motion to suspend the rule to consider Clause 1 was put.

Deputy Mayor Eadie called for the yeas and nays, which were as follows:-

Yea: Councillors Prystanski, Clement, Golden, Lazarenko, Lubosch, Murray, O'Shaughnessy, Steek, Thomas, Timm-Rudolph, Vandal and Angus, 12

Nay: Councillors Phillips, Silva, Deputy Mayor Eadie and Her Worship Mayor Thompson. 4

and the motion to suspend the rule was declared carried.

Additional Appropriation to cover the costs associated with the increased demand for Handi-Transit Service
Files TT-1.3 (Vol.10) & FE-1 (Vol. 29)

1. On November 5, 1996, the Committee on Works and Operations considered an Administrative report dated October 23, 1996 relative to ridership statistics for the Handi-Transit Service. The report was prepared in response to considerable interest being expressed by members of Council in receiving updated data on complaints and ridership *unables.*

An *unable* is defined as a request for service made at least 48 hours in advance, and which the system is unable to accommodate due to manpower, vehicle, or budget limitations.

Handi-Transit service began in 1977 with City staff providing all service. In 1988, a major expansion to Handi-Transit was initiated in order to accommodate the significant demand for service that had been identified, but was not being accommodated. This expansion was undertaken utilizing a *brokerage* concept whereby the service expansion was contracted out to various private contractors. By the end of 1995, Handi-Transit was accommodating approximately 395,000 annual trips, of which 70% were provided by private contractors.

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As part of the 1996 Current Budget process, Council approved contracting out the remaining 30% of service. The following four private contractors are currently engaged by the City, namely: Unicity Taxi, Duffy's Taxi, Handi-Helper Transit Services, and Gull Wing Transit.

Appendix A summarizes the complaint and ridership / unables data for the months of July, August, and September.

During the month of September the system has been averaging approximately 70 *unables* per weekday. Current projections are that the weekday unables could rise to approximately 200 to 300 during the month of November.

The complaints for the three months shown are considerably higher than for the same months in 1995, but it should be noted that the numbers are not comparable for the following reasons: firstly, not all customer complaints were recorded and filed in 1995 since complaints such as a missed pick up were dealt with immediately and complaints regarding service levels and/or service polices were responded to but not recorded; and secondly, Handi-Transit customers are now being encouraged to call with complaints or commendations. This will generate more complaints than normally experienced, even if all other factors were equal.

The Committee on Works and Operations therefore recommends:

I. That an additional appropriation for the Transit Department in the amount of $100,000 be approved to cover the shortfall in the Handi-Transit Budget in order to accommodate the increased demand for Handi-Transit service to the end of 1996.

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

Moved by Councillor Clement,
Adoption of the clause.

In amendment,

Moved by Councillor Clement,
Seconded by Councillor Golden,

That the additional appropriation of $100,000 to cover the shortfall in the Handi-Transit Budget to the end of 1996 be further increased by the allocation of $200,000 as a first charge against the 1997 Current Estimates to cover the anticipated shortfall for January and February 1997;

And that the Committee on Works and Operations be directed to review the Handi-Transit Policy with the express view of creating a system for the *"truly handicapped"* including an appropriate level of funding and a secondary system for "*others who have special transit needs."*

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

At the request of Councillor O'Shaughnessy, Council considered the recommendations separately.

The first recommendation pertaining to additional funding was put.

Deputy Mayor Eadie called for the yeas and nays, which were as follows:-

Yea: Councillors Clement, Golden, Lazarenko, Lubosch, Murray, Thomas, Timm-Rudolph, Vandal and Prystanski. 9

Nay: Councillors O'Shaughnessy, Phillips, Silva, Steek, Deputy Mayor Eadie and Her Worship Mayor Thompson. 6

and the first recommendation was declared carried.

Report of the Committee on Works and Operations dated November 5, 1996

The second recommendation pertaining to a policy review was put.

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

Yea: Councillors Clement, Golden, Lazarenko, Lubosch, Murray, O'Shaughnessy, Phillips, Silva, Steek, Timm-Rudolph, Vandal, Deputy Mayor Eadie, Her Worship Thompson and Councillor Pystanski. 14

Nay: Councillor Thomas 1

and the second recommendation was declared carried.

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

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

Yea: Councillor Clement, Golden, Lazarenko, Lubosch, Murray, O'Shaughnessy, Silva, Steek, Thomas, Timm-Rudolph, Vandal and Prystanski. 12

Nay: Councillors Phillips, Deputy Mayor Eadie and Her Worship Mayor Thompson. 3

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

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

51 - 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. 6908/96, a by-law of The City of Winnipeg to close portions of streets and public lanes in the block bounded by St. James and Orange Streets and Dublin and Bangor Avenues. File DAC 1/93

By-law No. 6909/96, a by-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith. File SC-3.14(32) (Vol. 1)

The Speaker here returned to the Chamber.

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

52 - Councillor Lubosch referred to a Winnipeg Free Press editorial on snow clearing and questioned what the cost implications would be if the snow clearing threshold for residential street plowing were reduced from the current 15 centimetres to 10 centimetres.

Councillor Clement noted that the costs associated with the policy change would be dependent upon the amount of snowfall and suggested that the difference would be somewhat nominal.

Councillor Lubosch referred to the snow clearing priority schedule and questioned whether the policy could be revised to consider residential streets without backlanes as a higher priority than residential streets with backlanes.

Councillor Clement advised that snow clearing priorities were reviewed by the Works and Operations Committee approximately four years ago and noted that backlanes were priorized accordingly at that time, and noted that he would review the matter with the administration.

Councillor Lazarenko inquired about sidewalk clearing priorities, and questioned if residential street plowing would be upgraded.

Councillor Clement noted that the policy was for sidewalks on regional streets to be done when the secondary streets were plowed and for secondary street sidewalks to be done when the backlanes were plowed, followed by sidewalk clearing on residential streets. He further stated that problems arise with high amounts of snow and drifting and that there would be follow-up plowing on many streets.

Councillor Lazarenko referred to a request for full residential plowing to commence on November 7, 1996 and questioned the subsequent costs associated with claims resulting from injuries on icy sidewalks and streets, from not proceeding with the full residential plowing.

Councillor Clement noted that, in accordance with the City snow clearing policy, the snowfall was not enough to qualify for a full plowing o November 7, 1996, and advised that a report on claims could be obtained from the Chairperson of the Committee on Finance and Administration or the Claims Department.

Councillor Golden questioned if blowers rather than snow plows could be used in backlanes to prevent windrows and the related problems.

Councillor Clement noted the City did not have enough blowers to clear backlanes and suggested that it would be costly and difficult to implement such a procedure.

Councillor Golden questioned if the City would be liable to remove windrows created on homeowners' property when clearing backlanes.

Councillor Clement noted that windrows were predominately left on the backlane not on personal property.

Councillor Golden referred to ice build up created by the first snow fall and suggested a special first snowfall policy be explored to address this problem.

Councillor Clement agreed to consider the matter.

Committee on Works and Operations - Question Period (continued)

Moved by Councillor Silva,

That Rule 14.13 of the Procedure By-law be suspended to allow continuation of Question Period.

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

Yea: Councillors Clement, Golden, Lubosch, Murray, Silva, Thomas, Vandal, Angus and Prystanski. 9

Nay: Councillors O'Shaughnessy, Phillips, Steek, Her Worship Mayor Thompson and Councillor Lazarenko. 5

and the motion to suspend the rule was declared lost, not having received the required two-thirds vote of the members presents in accordance with Rule 3 of the Procedure By-law.