REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MAY 7, 1996

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated May 7, 1996, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8 and 9 be adopted.

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

725 - Councillor Silva asked to be recorded as having voted against Clauses 1, 4 and 7, in accordance with Rule 50.7 of the Procedure By-law.

726 - Councillor O'Shaughnessy asked to be recorded as having voted against Clauses 1, 2 and 7, in accordance with Rule 50.7 of the Procedure By-law.

727 - Councillor Lazarenko asked to be recorded as having voted against Clause 4, in accordance with Rule 50.7 of the Procedure By-law.

728 - Councillor Golden asked to be recorded as having voted against Clauses 5 and 8, in accordance with Rule 50.7 of the Procedure By-law.

The motion to adopt the Consent Agenda, Clauses 1,2,4,5,6,7,8 and 9 was put and declared carried.

Her Worship the Mayor and Councillors:

Innovative Transit Program: Replacement of Bus Sign Curtains File T-1 (Vol. 2)

729 - 1. The Committee on Works and Operations has been advised that, with the exception of those buses equipped with electronic signs, each bus in the transit fleet is equipped with three mylar sign curtains, two of which are displayed on the front of the bus; one sign to display the route number and route name (eg. 11 PORTAGE); the other sign to display the destination (eg. POLO PARK). The third sign curtain is located on the side of the bus to display the destination (eg. POLO PARK). On-board signage is displayed in both the side window and rear window of the bus to exhibit the route number box (eg. 11).

The last major sign curtain replacement program was undertaken in 1982 when the conversion to route numbers was implemented. Since then, only 70 sets of new replacement curtains have been purchased. Consequently, the majority of the sign curtains are approximately 14 years old and in an advanced state of wear. Each of the three sign curtains is composed of a thin mylar material, coated with different combinations of translucent and opaque paint. Over time, the curtains deteriorate as a result of wear from the roller systems, exposure to ultra-violet radiation, and abrasion from accumulated dirt and dust.

Sign curtains must be updated to specify new route names and destinations in new neighbourhoods when routes are changed. New individual signs must be fabricated and spliced into the existing curtain at the proper locations. The cumulative changes in the route network since 1982 have resulted in several waves of required updates to the mylar sign curtains and, over time, splicing tape and slight misalignments have built up and accelerated the deterioration of the sign curtains. With the advanced wear of the sign curtains, signs on the buses have become increasingly difficult to read by passengers. Limitations on staff time availability for splicing has not permitted the complete fleet to be kept up to date. At present, most of the fleet is about one set of updates behind. This constraint greatly limits flexibility and efficiency in the dispatch of buses into service each day.

As an ongoing strategy, the problems identified herein will be resolved with the gradual conversion from mylar sign curtains to electronic signs through the bus replacement program. Since 1994, all new bus orders include electronic signs in the specifications. For example, the easy access low-floor buses in the fleet are outfitted with electronic signs. These signs eliminate the updating problems, provide more flexibility for on-board signage, and are easier for passengers to read. However, it will take approximately 16 years before all buses are converted.

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The most cost-effective solution to resolve the existing problems is to replace the mylar sign curtains for all buses on which mylar signs are used. The estimated replacement cost is $360,500.

The new sign curtains would use a yellow on black format, instead of the current white on black. The yellow on black format is becoming the standard in the transit industry and is consistent with guidelines used in several provinces to improve the clarity and legibility of transit signage for passengers with visual impairments. Transit staff have reviewed this format with the Canadian National Institute for the Blind and have received positive feedback. It should be noted that the new electronic signs also use the yellow on black format.

The Committee on Works and Operations therefore recommends:

I. That the Transit Department be authorized to replace, at a cost of $360,500, the mylar sign curtains used on the front and side of buses to display route names and destinations.

II. That the replacement cost of the sign curtains be funded as follows:

A. $14,000 in surplus funds available from completed projects in the 1993 and 1995 Innovative Transit Programs.

B. $171,500 in surplus funds available from completed transit projects in the Urban Capital Projects Allocations I and II programs (UCPA I and UCPA II), to be provided by the City of Winnipeg.

C. $175,000 in surplus funds available from completed transit projects in the Urban Capital Projects Allocations I and II programs (UCPA I and UCPA II), to be provided by the Province of Manitoba.

III. That the Province of Manitoba be requested to approve the re-allocation of funds identified in Recommendation II.C.

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. 725 for opposition recorded by Councillor Silva)

(See Minute No. 726 for opposition recorded by Councillor O'Shaughnessy)

Amendment to the Policy for Grants C301 -
Bus Transportation File FG-1 (Vol. 10)

730 - 2. Council, on April 28, 1993, adopted Clause 5 of the report of the Executive Policy Committee dated April 21, 1993, which delegates authority to the Committee on Works and Operations to administer all applications for bus transportation grants under the existing criteria in Policy C301.

The current criteria/guidelines for bus transportation do not contain any requirement for the applicant to financially contribute any portion of the bus transportation service costs, although it is within the authority of the Committee on Works and Operations to approve either the entire grant amount requested or a portion thereof.

The proposed policy amendment would ensure all applicants would be required to cover a percentage of the bus transportation costs as well as allow for a greater number of grants to various organizations.

On March 5, 1996, the Committee on Works and Operations referred the following motion from the Ad Hoc Committee on Bus Transportation Grants to the Administration for review, namely:

That the criteria/guidelines for grants for bus transportation as outlined in Policy C301 be amended by adding thereto the following, namely:

That approvals for grants for bus transportation cover 75% only of the cost of providing the transportation with the remaining 25% of the cost to be borne by the organization.

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A possible disadvantage of the proposed amendment is that it may be seen as a major restriction for smaller charitable organizations with limited or no financial resources.

Winnipeg Transit is supportive of an amendment to the policy; however, has proposed the following options which would result in more grant monies being available, as well as taking into consideration the financial limitations of smaller organizations.

1. GST

   Winnipeg Transit is required to charge GST for charter services which amount is generally included in the grant amount requested. A policy amendment to exclude the GST payable from being covered under this policy would, in essence, provide an additional 7% of available grant funds. Inasmuch as charitable organizations are able to apply for rebates for the GST payable, it is considered that an amendment of this nature would not create any undue hardship.

2. Alternative Formula for Percentage of Grant Request Approvals

   A policy amendment which would cover, for example, 100% of the first $1,000 and 50% of any additional costs would allow smaller charitable organizations whose costs are under the $1000 cap access to the grant without having to obtain additional funding. Larger groups, who presumably have more resources and greater fund raising capabilities would benefit by receiving the first $1,000 but would then be required to make a contribution of 50% on costs over $1,000. This policy amendment option applied to 1995 Bus Transportation Grants, would have resulted in a cost savings of approximately $11,000.

3. Limit Total Grant Allowable

   A policy amendment to limit the total grant amount allowable to $5,000 per application. In 1996, no applications have been received in excess of $5,000, however, in 1995 there were two such instances: National Women's Volleyball - $7,488 and Canadian Figure Skating Association - $7,876.45.

On April 9, 1996, the Committee on Works and Operations referred these options to the Ad Hoc Committee on Bus Transportation Grants for recommendation back. The Ad Hoc Committee has concurred with Options 1 and 2 outlined herein.

Immediate implementation of the proposed amendments would achieve the maximum benefit in terms of additional grant funds being available for disbursement. However, some organizations which regularly receive bus transportation grants may have already planned their events and budgeted based on 100% of their bus transportation costs being covered.

The Administration therefore suggests that the policy amendments be effective as of June 4, 1996, however, allowing for special consideration during the remainder of 1996 to waive all or a portion of the applicant's contribution for large charters. In 1997, these special considerations would not be allowable and the amended policy would be fully applicable.

Following consideration of all the options presented, the Committee on Works and Operations concurred in the recommendations of its Ad Hoc Committee and therefore recommends:

I. That the Policy for Grants, C301 - Bus Transportation be amended by adding thereto the following:

   A. That the GST payable be excluded from being covered under the policy thereby providing an additional 7% of available funds for bus transportation grants;

   B. That there be an alternative formula for percentage of grant request approvals, namely, coverage for the first $1,000 with 50% contribution by the organization for costs over the $1,000;

   C. That the above amendments be implemented effective June 4, 1996, allowing for special considerations in 1996, to waive all or a portion of the applicant's contribution for large charters.

   D. That the amended policy be fully applicable in 1997 with no special considerations being allowed.

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

Adopted by consent.

(See Minute No. 726 for opposition recorded by Councillor O'Shaughnessy)

1996 Transit Department Budget
File T (Vol. 3)

731 - 3. On May 7, 1996, the Committee on Works and Operations considered an Administrative report dated April 29, 1996, relative to the 1996 Budget situation of the Winnipeg Transit Department.

On November 10, 1995, the 1996 Draft Current Estimates and 1997 Projection were submitted to the Executive Policy Committee.

On November 22, 1995, the Winnipeg Transit Department presented its Current Estimates to the Committee of the Whole.

On December 13, 1995, Council approved an increase to transit fares of $.05 for cash and tickets, proportionate increases in weekly passes and an increase in monthly passes to 38.5 times the ticket price. On January 31, 1996, Council approved the 1996 Tax Supported Operating Estimates and subsequently, on March 20, 1996, passed By-law 6773/96, a By-law of The City of Winnipeg to levy a rate upon the assessed value of all the real property liable to taxation in the City to raise certain sums required for the 1996 Annual Estimates.

The Transit Department advises that the following events will have a negative impact on the Department's 1996 year-end position.

Handi-Transit Shortfall

On April 24, 1996, Council adopted a proposal to contract out the majority of Handi-Transit operating services. The contracts awarded flowed from a Request for Proposal (RFP) process that took place in March, 1996.

The budget approved by Council on January 31, 1996, served as the basis for the preparation of the RFP and contained the following savings associated with contracting out Handi-Transit.

Increase contracting out to 85% of total (effective April) - $360,000 in operating savings, $141,000 in City share of eliminating Handi-Transit vehicle replacements, and $80,000 from the sale of surplus Handi-Transit vehicles	$ 581,400
Increase contracting out to 100% of total (effective April)	360,000
Close St. James garage due to downsizing of active fleet	199,000
Total	$ 1,140,000

The original budget submission was based on the premise that the Current Estimates would receive Council approval in December 1995, thereby approving contracting out of the Handi-Transit service effective April, 1996. The resulting delays caused a shortfall of savings estimated to be $320,000 due to the fact that the effective date of implementation has now been moved to June 16, 1996. In addition, the Committee on Works and Operations instructed the Transit Department to not sell any City-owned Handi-Transit buses for a period of 12 months. The budget had anticipated a revenue of $80,000 from this source. Therefore, the total shortfall is currently estimated at $400,000. This shortfall is inclusive of the fact that approximately 10% of the Handi-Transit service will still be operated by City forces for some period of time.

Monthly Bus Passes

Report of the Committee on Works and Operations dated May 7, 1996

The Transit Department, as part of its recommendations to The Board of Commissioners during the development of the 1996 Current Estimates, recommended an increase to the guideline deficit for the Transit Department in the amount of $475,000 in order to recognize the Council decision made during 1995 to retain the monthly bus pass at a ratio of 37 times the ticket price. In addition, the Transit Department recommended an increase of $.05 to cash and ticket fares, proportionate increases in weekly passes, and an increase in the monthly pass from 37 times the ticket price to 38.5 times the ticket price. This relative increase in the monthly pass price was estimated to generate approximately $350,000 in additional revenue.

Unfortunately, when the final budget submissions for all departments were consolidated, these two items (i.e. the transit fare increase and the retention/deletion of the monthly pass) were presented as two separate issues, implying that Council could make separate decisions on each issue. The fact is that these were mutually exclusive issues and in hindsight should not have been presented in this form, since the additional $350,000 in revenue from increasing the price of the monthly pass could not be realized if the pass were discontinued, and conversely the $475,000 could not be saved if the monthly pass was retained and increased in price.

Because of the fact that it is not possible to achieve both the $475,000 and $350,000 items, the maximum possible annual savings is $475,000 - $350,000 = $125,000. The impact to the bottom line, however, on the Transit deficit will be $475,000 since the $350,000 additional revenue is included in the revenue part of the budget while the saving cannot be achieved. It is recommended that the best option at this point, given the history, is to retain the monthly bus pass. The reasons are that firstly, and importantly, by raising the ticket ratio to 38.5 times the ticket price the large "cost" of the monthly bus pass has been mitigated. In addition, transit riders have now become used to having this option available and the change would be unpopular. Finally, there would be additional unbudgeted costs associated with discontinuing the passes in terms of printing costs, the replacement of information displays, etc.

Provincial Grant Reduction

The Province of Manitoba has announced that the Transit grant is being reduced by 2% for 1996. This 2% reduction adds $333,450 to the shortfall for 1996. This trend is in keeping with the Provincial Government's withdrawal of support for Winnipeg's public transportation system which began in 1991 with the elimination of the separate Handi-Transit brokerage grant ($425,000 in 1990) and a change to the grant formula for the Transit operating grant, which saw the Provincial commitment reduced a further $201,500. These eliminations/reductions were followed by further reductions of 2% and 2 ½% to the Transit operating grants in 1993 and 1994 respectively, and now an additional reduction of 2% in 1996.

Projected Shortfall in the 1996 Transit Department Budget	
Handi-Transit related shortfall due to delays	$ 400,000
Monthly bus pass issue	475,000
Provincial grant reduction	333,450
Total Projected Shortfall	$ 1,208,450

A final challenge being faced by the Transit Department is in trying to find the allocated $352,393 corporate budget cut as the Department's share of the $2,200,000 across-the-board cut directed by Council. In addition, the Vacancy Management Program will also require that the Department deliver additional savings that at this point have not yet been quantified. The Transit Department will be monitoring its expenditures closely throughout the year with a view to minimizing any impact on the 1996 operating deficit as a result of these expenditure reductions. Where service level refinements can be made to reduce expenditures without having significant impact on customers, the Department will implement changes with a view to remaining within the budgeted deficit.

The Committee on Works and Operations therefore recommends:

I. That monthly transit passes be retained as part of the Winnipeg Transit fare structure.

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

The Executive Policy Committee recommends that a new recommendation II. be added to read as follows:

II. That the Transit Department be directed to be as diligent as possible in trying to find as much of the $1,208,450 shortfall over the balance of the 1996 budget year.

and the former recommendation II. be renumbered III.

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Moved by Councillor Clement,
Adopted of the clause.

Moved by Councillor Eadie,
That Rule 6.1 of the Procedure By-law be suspended to allow Council to sit in session beyond the hour of 12 noon to conclude its deliberations.

Carried.

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

In amendment,

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

Carried.

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

Use of City Fire Hydrants by Rural Municipalities

File GF-1 (Vol. 14)

732 - 4. On May 7, 1996, the Committee on Works and Operations considered a report from the Commissioner of Works and Operations dated March 12, 1996 relative to the use of city fire hydrants by rural municipalities.

On March 28, 1988, former Mayor W. Norrie referred the matter of the use of City of Winnipeg hydrants by the Rural Municipality of West St. Paul to the Administration for report.

Executive Policy Committee recommended, in a report dated November 9, 1988, that rural municipalities directly adjacent to the City's boundaries requesting the use of City of Winnipeg hydrants for the purpose of firefighting, use designated hydrants only, inform the City when a hydrant is used, make payment for the volume of water, and pay an annual fee for each designated hydrant. On November 16, 1988, Council referred the matter back to the Executive Policy Committee to examine the long-range costs and implications of providing this service to neighboring municipalities, which matter was subsequently referred back to the Administration by the Committee on Works and Operations.

On December 18, 1988, the Committee on Planning and Community Services recommended to the Executive Policy Committee that rural municipalities requesting permission to use City fire hydrants enter into an agreement with the City and that the cost of service be based on actual costs of the rural municipality providing the service themselves.

On November 19, 1991, a member of Council raised concerns as to whether or not the City of Winnipeg was being adequately compensated for the use of fire hydrants by the Rural Municipality of East St. Paul.

The Committee on Works and Operations concurred in the Administrative recommendation contained in report dated January 22, 1992, that the Administration develop a report concerning policies regarding hydrant use and costs.

Rural municipalities adjoining the boundaries of the City of Winnipeg have, on occasion, used Winnipeg hydrants to support firefighting activities. In some instances, these activities benefit only the residents of the adjoining municipality. In other situations, firefighting activities may have indirect benefit to the citizens of Winnipeg. For example, control of a large grass fire adjoining Winnipeg boundaries may reduce potential for fire and smoke damage within Winnipeg.

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The rural municipalities of East and West St. Paul are of the view that they have verbal approval to use City hydrants for firefighting purposes in an emergency situation. The Rural Municipality of Springfield has indicated that its Fire Department has, on a few occasions, filled tankers from the City's fire halls in the old District 4.

There are no agreements with the foregoing municipalities which formalize these arrangements. However, there are two development agreements which allow the Rural Municipality of East St. Paul to use hydrants on the boundary streets of Glenway Avenue (17 hydrants) and McNair Crescent (1 hydrant). These agreements appear to have contemplated only hose connections to the hydrants for firefighting on those two streets. These agreements do not allow the municipality to use hydrants on other streets or to fill tanker trucks at the hydrants for use in fighting fires elsewhere. The municipality is invoiced for both water and sewer services under the agreements. In addition, the municipality pays the City 50 percent of the annual hydrant rental cost and watermain frontage levy.

Following are alternatives for consideration relative to hydrant use by adjoining municipalities:

Alternative 1- Disallow the use of City of Winnipeg hydrants by the rural municipalities. In some cases, this alternative would seriously affect the ability of the municipality to fight fires, and therefore is not considered a favourable alternative.

Alternative 2- Allow the rural municipalities to use the City of Winnipeg's hydrants at no cost to the municipalities. This alternative would be contrary to "User Pay" policies within the City of Winnipeg and would not be in the best interest of our rate payers.

Alternative 3- Insist that rural municipalities obtain a hydrant rental services permit for each use of a hydrant at currently applicable rates. The administration of this alternative would be cumbersome and, from an administrative perspective, impractical. This alternative would not recover all of the costs associated with utilization of a hydrant.

Alternative 4- Allow rural municipalities located directly adjacent to Winnipeg's boundaries the opportunity to use City of Winnipeg hydrants for the purpose of firefighting subject to execution of an agreement satisfactory to the City Solicitor/Manager of Legal Services which includes the terms as set out in the recommendations contained herein.

The annual hydrant rental fee (presently at $194 per hydrant) provides sufficient revenue to maintain hydrants and offset the system costs (such as oversizing of watermains) necessary to support firefighting purposes on a city-wide basis. It is expected that this fee would provide adequate revenue to maintain a hydrant in a state of readiness for use by the City of Winnipeg and another municipality. A 20 percent administrative fee over and above the annual hydrant rental fee is necessary to recover additional costs associated with administering a hydrant use agreement with a rural municipality.

It is impractical to meter water drawn from hydrants for firefighting as a result of the pressure losses caused by metering. Accordingly, water used by other municipalities will have to be estimated by the Water and Waste Department based on the type and duration of fire. The estimated value of the water used during a typical residential fire is approximately $100.

The Committee on Works and Operations therefore recommends:

I. That rural municipalities located directly adjacent to Winnipeg's boundaries be afforded the opportunity to use City of Winnipeg hydrants for the purpose of firefighting subject to execution of an agreement satisfactory to the City Solicitor/Manager of Legal Services which includes the following terms:

   A. The municipality may use designated hydrants only.

   B. The Water and Waste Department is to be informed when the municipality has used a hydrant.

   C. The municipality shall make payment for the estimated volume of water used on a yearly basis, as determined by the Water & Waste Department.

   D. The municipality shall pay a yearly fee of $400 for each designated hydrant and a 20% administrative fee for service.

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E. The municipality shall assume liability for any damage to the City of Winnipeg's hydrants, property, or facilities caused through the use of such hydrants. The municipality shall agree that the City will be saved harmless for any claims arising out of the performance of the municipalities' firefighting activities.

F. The municipality shall ensure that their firefighting staff are trained in the proper operation of hydrants.

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

Adopted by consent.

(See Minute No. 727 for opposition recorded by Councillor Lazarenko)

Request for a 90-Day Extension of Time - 1996 Water and Sewer Rates (Adopted) Files FE(1996) (Vol. 1) and WW-2.3 (Vol. 10)

733 - 5. Council at its special meeting held on December 13, 1995, adopted Clause 1 of the Report of the Executive Policy Committee dated December 13, 1995, relative to the 1996 Water and Sewer Rates and referred the following motion to the Committee on Works and Operations, namely:

Moved by Councillor Angus,
Seconded by Councillor Golden,

That Recommendation IV be amended by deleting the words "based on water used" and substituting therefore the words "based on the average consumption of the water used by a combination of the highest and lowest consumption in the previous year".

On February 6, 1996, the Committee on Works and Operations considered a report from the Commissioner of Works and Operations dated January 16, 1996, advising that the Administration will be conducting a survey of other Canadian cities, taking the following into consideration as evaluation criteria, namely: fairness/user pay philosophy, customer relations, conservation, cost to implement and consistency with other utilities. Recommendations will be evaluated against a combination of the aforementioned criteria; the overall objective being to find a method that is fair and equitable to all utility customers, cost effective and easy to understand.

Changes in the billing system resulting from the recommendations may require substantial computer programming resources. Changes to the current billing system (mainframe-based) are limited in value inasmuch as it is being replaced with a new client-server based billing system in 1997. Modifications will be most cost effective if incorporated as part of the initial design for the new client-server based billing system in 1997.

On February 6, 1996, the Committee on Works and Operations was advised that the Administration, upon completion of the study, will report back on incorporating new ideas/billing methods into the new system design.

On February 21, 1996, Council granted the Committee on Works and Operations a 90-day extension of time in which to report back to Council.

Inasmuch as the final report from the Administration has not been received to date, the Committee on Works and Operations recommends a further 90-day extension of time in which to report back to Council relative to the above motion.

Adopted by consent.

(See Minute No. 728 for opposition recorded by Councillor Golden)

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Appeal with respect to the Environmental License issued to Browning-Ferris Industries Ltd. for an Integrated Waste Management Facility in the Rural Municipality of Rosser, Manitoba
Files WT-3 (Vol. 13) and WT-1.2 (Vol. 11)

734 - 6. The Committee on Works and Operations has been advised that on May 1, 1996, the Director of Environmental Approvals of the Provincial Department of Environment issued License No. 2177 to Browning-Ferris Industries Ltd. in connection with "the construction and operation of the Development being an Integrated Waste Management Facility" in the Rural Municipality of Rosser, Manitoba.

Subsection 27(1) of The Environment Act provides that the issuance of a licence by the Environment Department is to be appealed to the Minister of Environment within thirty (30) days of the date of the licence. The Minister's disposition of an appeal requires Cabinet approval.

The citizens of Winnipeg have demonstrated major opposition to this development. To date, over 16,000 households have voiced their concerns and hundreds more cards arrive daily. This level of public response and opposition to a project is believed to be second only to the public outcry regarding the Shoal Lake Development Proposal in the late 1980's.

The City has submitted evidence to the Clean Environment Commission that the landfill will have a substantial financial impact on our citizens and is not in the public interest.

It is the position of the Committee on Works and Operations that the proposed BFI landfill in the Rural Municipality of Rosser will have significant unnecessary environmental risks and therefore the Committee on Works and Operations recommends:

I. That the City of Winnipeg appeal Environment Act Licence No. 2177 dated May 1, 1996 issued to Browning-Ferris Industries Ltd. in respect of the Rosser Landfill to the Minister of Environment.

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

Adopted by consent.

Additional Appropriation - Temporary Street Closures for Entertainment Purposes Files SC-3.13 (Vol. 13) and FE-1 (Vol. 28)

735 - 7. On May 6, 1992, Council amended the Policy on Temporary Street Closures for Entertainment Purposes effecting a cap on street closure costs to non-profit and charitable organizations 50 percent of the actual cost to a maximum of $1,000.

On January 9, 1996, the Committee on Works and Operations considered an Administrative report dated January 2, 1996, recommending an amendment to the policy to provide for full-cost sharing with no maximum to the applicant. Committee received said report as information and laid over further consideration of the proposal to 1997.

On May 7, 1996, the Streets and Transportation Department advised Committee that if the same number of applications are received in 1996 as in 1995, there will be an estimated shortfall in the 1996 budget of approximately $13,000.

The Administration has also advised that to date, eighteen (18) of the anticipated 21 or 22 applications have been received (as outlined in Appendix A), of which all the organizations have the expectation respecting the cap on their costs. However, of these only two (2) street closures have occurred to date.

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Given the 1996 budget guidelines, and the current cost-sharing formula, the following alternatives were considered by the Committee on Works and Operations on May 7, 1996, namely:

1. Increase the budget from corporate sources while accommodating all requests for street closures.

2. Limit the number of street closures on some basis such as the date the application was received to those that can be accommodated within the existing $20,000 budget.

3. Accommodate all applicants by transferring sufficient funding from other activities within the Department.

Following review of the applications received to date, and in view of the shortfall in 1996 funding, the Committee on Works and Operations recommends:

I. That an additional appropriation in the amount of $11,221 be provided in the 1996 Current Estimates of the Streets and Transportation Department for temporary street closures for entertainment purposes.

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

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

Adopted by consent.

(See Minute No. 725 for opposition recorded by Councillor Silva)

(See Minute No. 726 for opposition recorded by Councillor O'Shaughnessy)

Cost Recovery Associated with Commercial Loading Zones and Limited Time Parking Regulations - Amendment to Policy C367 File ST-5 (Vol. 22)

736 - 8. On April 24, 1996, Council referred back to the Committee on Works and Operations Clause 7 of the report of the Committee on Works and Operations dated April 9, 1996, in order that the amendment to Policy C367 include limited time parking.

In March 1993, Council adopted a policy involving cost recovery for the installation of one-hour and two-hour parking signs and loading zones on streets in commercial areas based on a flat fee of $200.00 (plus $14.00 G.S.T.) per sign. However, the application of this policy has resulted in complaints from applicants due to excessive charges, in some instances.

At the April 6, 1996 meeting of the Committee on Works and Operations, the Committee on Works and Operations, the Committee approved revisions to the Loading Zone portion of the policy. Inadvertently, the limited time parking portion was not included for consideration.

The actual costs of installing a typical 15 m long loading zone adjacent to a commercial property vary as follows:

Install or replace a single sign upon an existing street light pole or post	$60.00
Install or replace two signs upon existing street light poles or posts	$90.00
Install one sign, post and base assembly	$200.00
Install one sign, post and base assembly and replace a single sign upon an existing street light pole or post	$230.00
Install two signs, posts and bases	$370.00

The current fee structure was based on the assumption that each sign installation involved the installation of a sign, post and base. The Streets and Transportation Department advises that complaints have been received from applicants relative to the current flat fee of $200.00 charged per sign, particularly where the loading zone signage required replacement only on an existing street light pole or post and did not involve the replacement of the sign, post and base. In some instances, applicants have been charged $400.00 where two signs required replacement on an existing structure, and again, did not involve the replacement of the sign, post and base.

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In areas where the boulevard contains a full width concrete sidewalk, there are significant costs involved in removing and restoring concrete to install a new post and base. However, these costs do not apply if the signs can be installed on a street light pole or sign post near at hand. Hence, it is considered more equitable to recover the actual cost of installing a loading zone or one-hour and two-hour parking signs in commercial areas, rather than a flat fee.

The Committee on Works and Operations therefore recommends:

I. That the policy involving cost recovery for the installation of one-hour and two-hour parking signs and loading zones on streets in commercial areas be amended to provide for financial recovery based on actual costs including overhead.

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.

(See Minute No. 728 for opposition recorded by Councillor Golden)

Request for a 90-Day Extension of Time - Water and Waste Department and Streets and Transportation Department Customer Service Delivery
Files W (Vol. 2) and SC-3 (Vol. 6)

737 - 9. Council at its meeting held on December 20, 1995, ruled automatic referral of the following motion to the Committee on Works and Operations, under Rule 16.1 of the Procedure By-law No. 5400/90, namely:

Moved by Councillor Lazarenko,
Seconded by Councillor Angus,

WHEREAS, on April 27, 1994, Council adopted Clause 7 of the Report of the Executive Policy Committee, dated April 20, 1995, "A New Direction for Civic Administration";

AND WHEREAS the New Direction Report identified as a basic principle an improvement in customer service, including consolidation of similar functions (one-stop shop) and simplification of processes;

AND WHEREAS there now exist two separate customer service centers, one in the Water and Waste Department, another in the Streets and Transportation Department, each with managers and clerical staff;

AND WHEREAS many members of the inquiring public reported that they did not receive an adequate level of quality customer service during early snowfalls in the 1995-96 season;

THEREFORE BE IT RESOLVED that the Board of Commissioners explore the possibility of combining customer service delivery for these two Departments, to improve the services provided;

AND BE IT FURTHER RESOLVED that the Board of Commissioners explore the possibility of centralizing and standardizing customer service throughout the City of Winnipeg's Departments, in accordance with the one-stop shop principle.

On January 9, 1996, the Committee on Works and Operations referred the above motion to the Task Force to explore instating a "Call Center" Pilot Project for report back.

At the February 6, 1996 meeting of the Committee on Works and Operations, Councillor Angus advised that the Task Force is compiling pertinent data and will report back once the review process has been completed.

On February 21, 1996, Council granted the Committee on Works and Operations a 90-day extension of time in which to report back to Council.

Report of the Committee on Works and Operations dated May 7, 1996

Inasmuch as a report has not been received to date, the Committee on Works and Operations recommends a further 90-day extension of time in which to report back to Council relative to the above motion.

Adopted by consent.

Additional Appropriation - Thin Bituminous Overlays
Files FE-1 (Vol. 28) and SC-3.5 (Vol. 1)

738 - ***Note: Clause 10 has been referred back by Executive Policy Committee to the Committee on Works and Operations.***

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

REPORT "A" OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MAY 7, 1996

On motion of Councillor Clement, Report "A" of the Committee on Works and Operations, dated May 7, 1996, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clauses 1 and 2 be adopted.

Carried.

Her Worship the Mayor and Councillors:

Pointe Du Bois Straflo Turbine Project
File H (Vol. 6)

739 - 1. The Committee on Works and Operations has been advised that the City-owned Pointe du Bois generating station, in service since 1911, is nearing the end of its useful economic and functional life, projected at approximately one hundred years. By 2010, the entire plant and associated dams and structures will need to be replaced or rehabilitated.

In the past, a number of redevelopment alternatives were studied on the assumption that the plant would be replaced - Acres Engineering study (1954); Winnipeg Hydro, Manitoba Hydro and Natural Resources study (1971); Winnipeg Hydro and Manitoba Hydro study (1977). Based on these studies, the site redevelopment costs were estimated to be between $310 and $370 million, in 1995 dollars.

In 1995, the Winnipeg Hydro Department engaged KGS Group, Consulting Engineers and Project Managers, Winnipeg, to conduct a preliminary engineering study comparing plant replacement versus plant rehabilitation options. The study concluded that the existing plant could be successfully rehabilitated extending its life by 50 to 75 years, at a total cost substantially less ($100 million plus) than replacement costs. In addition, the rehabilitated plant, equipped with modern equipment, would have its capacity nearly doubled to 128 MW, from the current 69 MW, leading to greater utilization of available water resources.

The KGS Group study recommends that one existing turbine be replaced with a Straflo turbine to validate the study results and to provide Hydro with operating and maintenance experience with the new equipment. The total cost for civil, mechanical, and electrical work is estimated at $7,800,000. The economic break-even payback period for this installation is estimated at 17 years, based on 1995 costs.

Funds in the amount of $2,370,000 were included in the approved 1996 Capital Budget. Additional funds are required to proceed with the project.

The Administration has proposed that the following authorized borrowing authority be transferred to the project to provide the total funding needed:

From 1992 Capital Budget		
$1,600,000	Slave Falls No. 2 Generator	40-118XXX-52920212XX
From 1993 Capital Budget		
$1,600,000	Slave Falls No. 1 Generator	40-118XXX-52930211XX
From 1994 Capital Budget		
$1,100,000	Slave Falls No. 3 Generator	40-118XXX-52940211XX
From 1995 Capital Budget		
$1,130,000	Slave Falls No. 4 Turbine Runner	40-118XXX-52950211XX

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The funds to be transferred from the Slave Falls Plant accounts were initially provided to finance the rehabilitation of the main turbines and generator stator rewinds. This work is still required and replacement funding for these projects has been included in the revised five-year forecast.

The engineering feasibility study considered the suitability of several turbine types for the plant rehabilitation option. The Straflo turbine manufactured by Sulzer Hydro, was found to be the most suitable replacement for the existing horizontal shaft Francis turbines.

Sulzer Hydro Canada Inc. is a wholly owned subsidiary of Sulzer Inc., a diversified technology corporation with revenues in excess of $4 billion, headquartered in Winterthur, Switzerland. Since they established their North American offices and manufacturing plant in 1979, they have concentrated their efforts here in two main areas, namely compact hydro and plant rehabilitation. The company is a leading manufacturer of custom designed, very compact straflo turbines with two very successful retrofit installations on their record. In the period 1987 -1992, some twenty Straflo units were retrofitted in two plants on the Rhine River, both of which are remarkably similar to the City's Pointe du Bois plant. In Canada, a Straflo turbine has been in operation since 1980 at the Nova Scotia Power Annapolis tidal power generating station.

The Straflo turbine is a mature technology with many years of successful operating experience. The two retrofit projects proved the feasibility of replacing old horizontal Francis units with Straflo turbines while keeping the station modifications to a minimum. Based on their experience and the preliminary engineering studies, Sulzer Hydro are very confident the Pointe du Bois project will be successful.

The turbine/generator assembly to be purchased is estimated to cost $4,000,000, which includes a one-time engineering design and tooling costs of approximately $400,000. The Winnipeg Hydro Department intends to negotiate a firm supply contract with Sulzer Hydro Canada Inc. based on specifications, acceptable price and with guaranteed delivery and performance terms.

The KGS Group Consulting Engineers and Project Managers is a Winnipeg based engineering consultant specializing in services to hydro utilities. Their staff of over twenty professional engineers, have extensive experience in structural assessment, repair and rehabilitation of powerhouse and dam structures and auxiliary equipment, as well as replacement or rehabilitation of hydraulic equipment and electrical apparatus. They are a recognized, leading North-American expert in dealing with alkali aggregate reaction (AAR) induced concrete growth which is present at both the City-owned sites, but predominantly at Pointe du Bois. KGS Group is uniquely qualified to undertake the Straflo project, as over the last several years they have been working on the ongoing Pointe du Bois dams and powerhouse condition monitoring program and stabilization studies. Furthermore, in the past they have successfully completed several projects for the City, such as dam condition assessment and repair, turbine base replacement/repair, gate refurbishment and replacement, etc., all of which were done at competitive costs, within budget and prescribed deadlines.

It is proposed that the KGS Group study and design the required powerhouse modifications to accommodate the new turbines, as well as assist in the overall project management. The necessary contract work will be tendered through public bid process, in accordance with City policies. The electrical system modifications will be handled entirely by Hydro engineering and technical staff.

The cost of consulting services for the entire project is estimated at $670,000. Total costs for the Straflo Replacement Option are outlined in Appendix A.

The Committee on Works and Operations therefore recommends:

I. That funds in the amount of $5,430,000 be transferred from previously approved Slave Falls Plant capital budget accounts to the Pointe du Bois Straflo Turbine Project to allow work to proceed.

II. That Sulzer Canada Inc. be recognized as a single source supplier for the Straflo turbine/generator set and auxiliary equipment and that the department be authorized to negotiate the supply contract subject to acceptable price and written delivery and performance guarantees.

III. That the KGS Group, Consulting Engineers and Project Managers be designated as primary consultants/managers for the project.

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

Copy of Appendix "A" referred to in the above clause is on file in the Office of the City Clerk.

Adopted by consent.

Intersection Improvements and Traffic Control Signals at Pembina Highway and DeVos Road
Files SC-3 (Vol. 6) and ST-5(35) (Vol. 4)
[c/r DASZ 23/93]

740 - 2. The Committee on Works and Operations has been advised that on July 20, 1994, Council approved subdivision/rezoning application DASZ 23/93 for the lands south of DeVos Road and east of Waverley Street. This development required that a portion of DeVos Road from Waverley Street to approximately 500 metres east be closed. Council subsequently passed the required closing by-law on November 16, 1994. However, in order to address concerns raised by businesses on DeVos Road, Council also passed the following companion motion to the closing by-law, namely:

BE IT RESOLVED that notwithstanding the closing of said portion of DeVos Road, the said portion shall 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' radius, for truck traffic is constructed at or near the west terminus of the DeVos Road right-of-way;

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

The Streets and Transportation Department has developed a plan for minor geometric improvements to improve the safety and operating conditions of the intersection of Pembina Highway and DeVos Road as illustrated on Figure 1, designated as Appendix A. The improvements include provision of a northbound left turn storage lane on Pembina Highway, improvement of the radius for the eastbound right turn from DeVos Road to Pembina Highway, modification of the east to north ramp from the Perimeter Highway where it merges with Pembina Highway and the installation of traffic control signals. The estimated cost of these improvements is $325,000.

Pembina Highway and DeVos Road are under the jurisdiction of the City of Winnipeg, however, due to the interchange at the Perimeter Highway and Pembina Highway, the approval of the Manitoba Highways and Transportation Department is necessary before proceeding with the improvements. Manitoba Highways has yet to provide a final response with respect to what they are prepared to approve with respect to these minor improvements, however, it is important that funding be in place so that when approval is received, implementation can begin as soon as possible thereafter. DeVos Road cannot be left open indefinitely due to pressures from the existing adjacent homeowners to the north and the new owners who will be moving into the new subdivision.

The construction of the reinforced concrete turn-around at the west end of the unclosed portion DeVos Road is to be partially funded through provisions included in the approval of the residential subdivision which initiated the closing of DeVos Road. The physical size and construction standards for the turn-around have, however, changed significantly from that which had been planned at the time of the subdivision approval and therefore, an additional $35,000 is required to construct the turn-around.

The Committee on Works and Operations therefore recommends:

I. That surplus funds in the amount of $35,000 be transferred from the Bishop Grandin Boulevard-St. Anne's Road to Lagimodiere Boulevard project (51880307) in the 1988 Capital Estimates, to be used as the City's contribution towards the construction of a turn-around at the dead-end of DeVos Road.

Report "A" of the Committee on Works and Operations dated May 7, 1996

II. That surplus funds in the amount of $325,000 be transferred from the Bishop Grandin Boulevard-St. Anne's Road to Lagimodiere Boulevard project (51880307) in the 1988 Capital Estimates, for minor geometric intersection improvements and the installation of traffic control signals at the intersection of Pembina Highway and DeVos Road as shown on Appendix A, subject to the approval of these works by the Manitoba Highways and Transportation Department.

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

Adopted by consent.

(See Minute No. 754 for attachment)

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Lazarenko,
Seconded by Councillor Thomas,
741 - WHEREAS, as reported in the press, at an "In Camera" meeting on May 16, 1996, the Committee on Finance and Administration recommended that the City settle the claim of Plan-It Recycling for business loss arising from the implementation of the City's Curbside Recycling Program, on the basis of a payment of $325,000;

AND WHEREAS the Finance Committee's settlement would set a precedent which will bind the City in future claims;

AND WHEREAS the Committee on Works and Operations did not have an opportunity for input on the matter, in which it was directly involved;

AND WHEREAS the Finance Committee's settlement is not in the taxpayers' best interest;

AND WHEREAS the Administration has not yet identified a source of funding for the settlement;

THEREFORE BE IT RESOLVED that Council direct that the matter of identification of funding be referred to the Committee on Works and Operations for review and recommendation to the Committee on Finance and Administration.

Automatic Referral to the Committee on Works and Operations in accordance with Rule 16.1 of the Procedure By-law

Moved by Councillor Angus,
Seconded by Councillor Timm-Rudolph,
742 - WHEREAS on May 7, 1996, the Committee on Works and Operations was advised of the recent flood protection operations undertaken by the Water and Waste and Streets and Transportation Departments and the City's Emergency Program;

AND WHEREAS Committee acknowledged the joint efforts of both the Water and Waste and Streets and Transportation Departments in the effective planning, preparation and undertaking of the flood protection activities for 1996, and particularly in view of the high river elevations;

AND WHEREAS Committee also acknowledged the Customer Services Divisions and the personnel of the Emergency Program for the effective communication strategy and high level of customer service during such a challenging situation;

THEREFORE BE IT RESOLVED that Council place on record its commendation to the Streets and Transportation and the Water and Waste Departments and the personnel of the Emergency Program for their professional and effective management of the flood protection activities during the 1996 emergency flood situation.

Carried.

Moved by Councillor Murray,
Seconded by Councillor Thomas,
743 - BE IT RESOLVED that an additional appropriation in the amount of $1,000,000 be approved for thin bituminous overlays.

The Speaker ruled automatic referral to the Committee on Works and Operation in accordance with Rule 16.1 of the Procedure By-law.

Committee on Works and Operations - Motions (continued)

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

The motion was put.

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

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

Nay: Councillors Phillips, Steek, Deputy Mayor Eadie and Councillor Angus. 4

and the motion for the suspension of the rule was declared carried.

Council recessed at 12:07 p.m., and reconvened at 1:37 p.m..

Present: The Speaker Councillor Angus, Councillors Clement, Lazarenko, Lubosch, Phillips, Silva, Vandal, Deputy Mayor Eadie and Her Worship Mayor Thompson.

Council here proceeded to continue to consider the motion proposed by Councillors Murray and Thomas regarding thin bituminous overlay.

Moved by Her Worship Mayor Thompson,
That the question be now put.
Carried.

The motion was put.

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

Yea: Councillors Clement, Lazarenko, Lubosch, Silva and Angus. 5

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

and the motion was declared carried.

In accordance with Rule 50.4 of the Procedure By-law and with the permission of Council, Councillor Vandal was permitted to change his vote, the results being as follows:-

Yea: Councillors Clement, Lazarenko, Lubosch, Silva, Vandal and Angus. 6

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

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

744 - On motion of Councillor Clement, By-law No. 6832/96, a By-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1996 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.
File SL(1996) (Vol. 1)

On motion of Councillor Clement, the rule was suspended and By-law No. 6840/96, a By-law of the City of Winnipeg to authorize the undertaking of certain local improvements during the year 1996, 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. File SL(1996) (Vol. 1)

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

745 - The Speaker questioned if the Province of Manitoba was going to cooperate with the thin bituminous overlay and road repair work. Councillor Clement replied that the thin bituminous overlay was simply a line item in the budget.

Councillor Silva requested an update on the City's infrastructure programs, especially the Street Renewal Program, with regard to monetary support from the Province.

Councillor Clement advised he had not received any communication from the Minister of Urban Affairs on the issue.

Councillor Golden noted that it was reported in the media that the Federal and Provincial Governments participation in the infrastructure programs was cost neutral because of moneys from direct taxation. Councillor Golden requested confirmation of this and questioned why the City was not doing more of these types of programs.

Councillor Clement noted that if the other levels of government do in fact get back their monetary contribution, that it was inappropriate for the City to be contributing its 33 cents on the dollar and that the other levels of government should be making a higher contribution. He further noted that in the past, the City's contribution was only 15 percent of capital costs.

Councillor Golden noted that the media had reported on a proposal put forward for Manitoba Hydro and the Gas Company to have only one meter reader and questioned how the City might participate in the program to share in the savings.

Councillor Clement stated that almost a year ago, a proposal call went out and that the City is currently purchasing several million dollars worth of computer equipment that will allow the City to do all its billings on one bill. He noted the required data base was a problem and that the City needs its own data base in order for all Departments to have access to it. He noted that while Manitoba Hydro and Centra Gas could do the billings for the City, they could not provide the City with the data base.

Councillor Golden made reference to an invitation for an announcement of a major food processing plant for Winnipeg, and questioned what the City would be providing in return.

Councillor Clement responded that there would be a Special Council Meeting called early next week regarding this matter.

Councillor Murray noted he had heard rumours about changes to the water rate structure and sewer rate structure and questioned if these changes would be deliberated by the Committee on Works and Operations.

Councillor Clement noted it was his understanding that all of those issues would be brought forward to Executive Policy Committee and Council early next week.