REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MARCH 5, 1996

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

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

Carried.

Her Worship the Mayor and Councillors:

Establishment of Retained Earnings for the Transit Utility File T (Vol. 3)

Note: This clause was laid over by Executive Policy Committee on March 13, 1996

474 - 1. On March 5, 1996, the Committee on Works and Operations considered a report from the Commissioner of Works and Operations relative to the establishment of retained earnings for the transit utility.

Committee was advised that permitting Transit to establish retained earnings will improve financial stability for the City as a whole. The General Revenue Fund will benefit by having greater certainty as to the amount to be contributed to Transit on an annual basis. This leads to more accurate predictability of financial results throughout the year and reduces the impact of any unforseen problems Transit may experience in a given year. For Transit, the net assets that accumulate with retained earnings will provide management the flexibility to meet financial issues as they arise by providing more managerial discretion in allocating its resources. Placing greater control in the line departments to make decisions is a high priority initiative of the New Directions concept.

Transit relies on three sources of revenue to carry out its operations. Approximately three-quarters of the total revenue is derived through user fees and a grant from the Province of Manitoba. Inasmuch as these two sources are not sufficient to cover the expenditures necessary to carry out Transit's operations, an annual contribution equal to the shortfall is required from the General Revenue Fund. The result of this appropriation is that Transit's revenue and expenditures equal each other.

Retained earnings is simply the balancing figure between an organization’s assets and liabilities. It represents the equity or ownership an organization has in its assets. Its primary source of change is through the accumulation of annual operating surpluses and deductions of deficits. Presently, Transit does not report any retained earnings on its balance sheet as the City ensures that Transit's revenue and expenditures are equal through the annual appropriation.

As such, the key component of this retained earnings proposal is that the annual appropriation from the General Revenue Fund be fixed and committed. That is, the annual appropriation to Transit would equal that budgeted and would not be the difference between the other two types of revenue and total expenditures. Appendix A details what would have transpired over the last ten years if the appropriation equalled the budgeted amount with the annual surplus being retained. Based on this presentation, Transit would have had $3.4 million accumulated in retained earnings to the end of 1994.

Significant benefits would result from this proposal:

Predictable Impact on General Revenue Fund:

Given today's focus on fiscal restraint, it is important that the City be able to accurately predict financial results. A potential deficit needs to be identified as soon as possible so that corrective action can be taken to ensure financial resources are used effectively. There are numerous factors that impact upon the operations of Transit and as a result, the ability to predict the final impact upon the General Revenue Fund is reduced. Fixing the annual appropriation for Transit improves predictability and therefore the City’s management decision-making.

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Another advantage of fixing the contribution is that the General Revenue Fund can regulate its contribution and avoid significant variances on its operations from year to year. In effect, establishing a retained earnings account for Transit represents a reserve for the City. The main difference is that this reserve is reported within Transit and not as a separate fund. The *Transit Reserve*, like other stabilization reserves, would provide predictability in the General Revenue Fund's annual operations and provide a stabilizing influence whenever Transit experiences a poor financial year.

Decision-making Flexibility:

Accumulating retained earnings provides the management of Transit greater flexibility in making operating and capital decisions. One of the purposes of retained earnings is to accumulate financial resources so that they are available for loss years. Referring to Appendix A, the losses for 1992 and 1993 would have been absorbed without further affecting customer service.

Accumulating Retained Earnings would provide another source of capital financing which could be used by Transit in subsequent years to replace debenture financing on existing capital projects or to finance new projects. Financing some of its capital acquisitions through retained earnings would allow Transit to help the City meet its objective of reducing reliance on debenture financing.

Alternatively, various operating initiatives could be financed with the excess. For example, the Downtown Flyer extension that cost the City an extra $25,000 in 1995 was an unforeseen project when the 1995 budget was prepared. The excess retained earnings is envisioned as providing another option in covering these unbudgeted items.

Optimization of Financial Resources:

Winnipeg Transit is known to have one of the most efficient transit operations when comparing Canada's largest cities. However, committing to an annual appropriation to Transit could lead to even greater efficiencies. Knowing that earnings can be retained for future use would enable management to delay expenditures to future years.

From 1990 to 1994, the City's other five utilities that use this concept have, on average, maintained retained earnings equal to 26.8% of expenditures for the same period. Realizing its impact on the General Revenue Fund, Transit does not feel it is necessary that it accumulate similar levels. Instead, accumulating retained earnings to a level of 6% of expenditures before *withdrawal* will provide Transit with the flexibility required. Appendix A indicates that 1992 and 1993 were the worst financial years for Transit. Losses in those years represented approximately 3% of the expenditures incurred in those years. Accumulating retained earnings to 6% will provide Transit with a cushion for any further losses. Once this mark has been reached, any *excess retained earnings* will be set aside for special operating and capital purposes.

Prior to 1993, the annual operating grant from the Province varied depending upon expenditures incurred, but not exceeding a disclosed maximum amount. The Province then adopted the policy of providing a fixed annual grant that is not tied to Transit's actual cost of operation. For the retained earnings concept to succeed, this Provincial funding practice must be continued.

As depicted in Appendix A, this concept would have been successful if implemented in 1984. However, in light of the financial pressures affecting all City operations and the uncertainty of Provincial funding, there is less assurance that surpluses will occur for Transit in the short term.

As such, despite the desired benefits of this concept, achieving the objective of accumulating retained earnings will be particularly difficult over the next few years. Driving retained earnings into a negative position, because of successive annual losses, would mean unreasonable price increases and/or service cuts. Experience indicates that both scenarios are unpopular with the public inasmuch as public transit is a service that is highly valued by the taxpayer. Therefore, if the circumstance should arise where the balance of retained earnings is less than zero at the end of the year, after taking into account all transactions for that year, the General Revenue Fund should make special contributions above that committed. In a sense, this special policy is the same that exists today where the General Revenue Fund’s contribution is equal to the difference between the other two sources of revenue and total expenditures. This will ensure Transit’s retained earnings remains positive.

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Your Committee on Works and Operations therefore recommends:

I. That The City of Winnipeg Transit Utility ("Transit") be authorized to operate with a retained earnings concept.

II. That the retained earnings concept be established as follows:

a. That commencing with the 1996 current estimates, the amount budgeted in The City of Winnipeg General Revenue Fund ("General Revenue Fund") as the contribution to Transit be the actual amount transferred;

b. That any operating surplus/deficit arising from Recommendation II. a. be the responsibility of Transit and be accumulated as retained earnings, subject to Recommendation II. c.;

c. That should the balance of retained earnings be less than zero at the end of the year, after taking into account all transactions for that year, the General Revenue Fund will provide a special contribution to Transit equal to the negative retained earnings balance; and

d. That any surplus retained earnings over 6% of expenditures before withdrawal be set aside for special operating and capital purposes.

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

Laid over by Executive Policy Committee

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

Installation of Services in the Fairfield Park Development Area
File WS-4 (Vol. 7) [c/r DAV 336/95C]

475 - 2. At its meeting held on September 12, 1995, the Committee on Works and Operations, on reviewing the issue of servicing the Fairfield Park area at the request of the Committee on Planning and Community Services, requested a report with respect to the installation of services by local improvement in the Fairfield Park area. The administrative report dated February 15, 1996, designated as Appendix A, was considered by the Committee on Works and Operations on March 5, 1996.

The Fairfield Park area (formerly known as the Bison-Letellier area) is located in the St. Norbert Ward of the Riel Community Committee. The area is bounded by Waverley Street to the west, Bison Drive to the north, the CNR Letellier railway line to the east and the Richmond West residential subdivision to the south.

The Fairfield Park area is something of an anomaly. The lands are zoned agricultural, but the turn-of-the-century plan of subdivisions contains 50 foot wide lots. The existing services consist generally of gravel roads and ditches. Basically, the lot sizes are not consistent with either the services or the zoning.

In 1987, local improvements were successfully advertised to install a full range of services. However, because of a large initial shortfall in cost recovery it was decided by Council at that time that the local improvements should not proceed. Faced with this decision, the land owners of the day asked the City to investigate and report on the merits and implications of amending The City of Winnipeg Act to create a Local Improvement District. The intent was that all development costs would be recovered from within the benefiting land with no City-at-large funding required. The Province has this item under consideration along with other proposed amendments to the local improvements section of The City of Winnipeg Act.

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The question of servicing this area is very complex and involves many issues beyond the normal, e.g. amendments to Provincial legislation, a new concept for local improvement levies, land transactions, closing and opening of rights-of-way, rezoning of properties, and the need to deal with a large number of owners. Realistically, these issues cannot all be dealt with simultaneously. Some are dependent on the outcome of others. The key element is the amendment to the Provincial legislation to allow for a Local Improvement District. Although the City will have to bridge-finance approximately $2 million in servicing costs, this enabling legislation will permit all servicing costs to be recovered through local improvement levies.

The Administration has requested some positive direction and the authority to proceed at the appropriate time.

The Committee on Works and Operations therefore recommends that the Administration be authorized to undertake the following actions, conditional on the Province of Manitoba amending The City of Winnipeg Act to allow for Local Improvement Districts, namely:-

I. To commission the preparation of the preliminary servicing design under the Local Improvement District concept at an estimated cost of $50,000.00 to be charged to the Land Operating Reserve Account;

II. To review the City's land transaction requirements outlined in report dated February 15, 1996 designated as Appendix A, and prepare a budget estimate for the land acquisitions;

III. To prepare and proceed with an advertisement for a Local Improvement District for a full range of services in Fairfield Park;

IV. That the 18.15± acres of City-owned property lying to the north of the "Servicing Area" as shown on Figure 5 contained in report dated February 15, 1996 designated as Appendix A, be declared surplus and that the Director of the Land and Development Services Department be authorized to tender the property for sale;

V. That a planning/marketing study be commissioned at an estimated cost of $20,000.00 to be charged to the Land Operating Reserve Account; and

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

In amendment,

The Executive Policy Committee recommends as follows:

(i) That Recommendation VI. be amended to read the following:

VI. That all costs associated with this initiative be recovered from the benefitting properties;

(ii) And that Recommendation VI. be renumbered VII.

Adopted by consent.

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

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1996 Local Improvements Program
File SL(1996) (Vol. 1)

476 - 3. The Committee on Works and Operations has been advised that the following proposed local improvements were advertised on November 3, 1995 and that no adverse petitions were received as a result of the advertising.

WARD	DESCRIPTION	PROJECT COSTS
City Centre Community		
Daniel McIntyre Ward		
- Watermain	In Richard Avenue from Spruce Street to a point approximately 392.5 feet west of the west line of Spruce Street	$70,000.00
East Kildonan-Transcona Community		
Elmwood Ward		
- Lane Lighting	On all lanes in the block bounded by Moncton Avenue and Munroe Avenue, Grey Street and Gateway Road	$2,500.00
North Kildonan Ward		
- Lane Lighting	On the first north-south lane west of Henderson Highway from Grandview Street to Hawthorne Avenue	$1,000.00
Transcona Ward		
- Land Drain Sewer (Laterals Only)	In Bradley Street from Regent Avenue West to a point approximately 1,681 feet north of the north line of Regent Avenue West	$61,000.00
- Concrete Street Pavement	On Bradley Street from Regent Avenue west to a point approximately 425 feet north of the north line of Regent Avenue West. (Note: The property owners benefitted to be assessed on the basis of the cost of a 25 foot (6 inches thick) concrete street pavement (including boulevard construction, the balance to be borne by the City-at-large)	$260,000.00
TOTAL		$394,500.00

The Committee on Works and Operations therefore recommends:

I. That the local improvement projects outlined above, in the total amount of $394,500.00 be approved for implementation in 1996 to be funded from the 1996 Unused Borrowing Authority - Local Improvement Category.

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

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

Adopted by consent.

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Main Street and Norwood Bridges Project -
Request for Proposals SB-11 (Vol. 5)

477 - 4. On July 8, 1993, Council adopted a final plan for the Main Street and Norwood Bridges Project involving the construction of: two new river bridges; replacement structures for the two existing river bridges and the C.N. Rail Overpass; and connecting and approach roadways and associated utilities.

Construction of the adopted plan is being undertaken and funded as follows:

CONSTRUCTION STAGE	CAPITAL PROGRAM YEAR	AMOUNT	DESCRIPTION OF CONSTRUCTION WORKS
I	1993	$7,000,000	Utility relocation works.
II	1994	$19,740,000	Reconstruction of the C.N. Rail Overpass.
III	1995	$17,590,000	Construction of new northbound river bridges
	1996	$19,700,000	and roads.
IV	1997	$14,075,000	Construction of the "Island" area connecting roadways and demolition of the existing river bridges.
V	1998	$14,975,000	Reconstruction of the existing river bridges and roads and opening of the completed facility to traffic in November 1999.

The Project is currently on schedule for completion of all construction contracts up to and including all Stage III Construction contracts by November, 1996.

In October 1995, the Streets and Transportation Department carried out a value engineering assessment to examine areas of opportunity for cost savings and value enhancement for the southbound portion of the Main Street and Norwood Bridges Project. A Value Engineering Study Workshop was conducted October 10-13, 1995. The study team identified 34 potential action items that should yield savings in excess of $1,000,000. Also identified were a number of action items that will add significant value to the project.

The majority of the identified savings would result from implementation of recommended changes to the traditional project development process. Combining demolition of the existing bridge structures with construction of the new southbound structures for both the Main Street and Norwood Bridges provided construction flexibility, including more design and construction time, and more effective work methods as well as the opportunity for accelerating the project completion date from the fall of 1999 to early summer of 1999, prior to the Pan Am Games. By combining contracts, the risks associated with multiple contracts are reduced, with a related reduction in liabilities for both the contractor and the City.

Estimated cost savings are in the order of $100,000 to $250,000, assuming:

1. that the contractor can use the existing structures for access in constructing the new southbound bridges;

2. work areas can be combined; for example utilizing the same cofferdam for both demolition and new bridge pier construction; and

3. reduced liabilities with fewer contracts, i.e. future contracts do not rely on the completion of the previous contract.

Funding for demolition of the existing structures is in the 1996 Capital Budget, while construction of the new southbound structures is currently in the 1997 and 1998 Capital Forecasts. To combine the works would require that this funding be approved now.

Potential savings in the order of $750,000 could be achieved by changing contract strategies to allow for a negotiated contract. Negotiated contracts are allowed in the City's Purchasing Policies through issuance of a request for proposals. Opportunities in negotiating are in the following areas:

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Construction Risk Sharing

Tendering of the northbound Norwood Bridge contract identified a number of areas of risk, costs of which could be mitigated through negotiation, including sharing risk for certain construction activities such as temporary works in the river by use of a *cost plus* provision with a guaranteed maximum price for that item of work; and use of negotiated cash allowances to offset/share risk in high risk activities.

Alternative Financing Arrangements

Currently, funding for demolition of the Main Street and Norwood Bridge structures is in the 1996 Capital Budget. The construction of the new southbound Main Street and Norwood Bridges is budgeted in the 1997 and 1998 Capital Forecasts. This funding arrangement is in place to *balance* the project capital funding over the term of the project. To advance the schedule for construction requires alternative financing arrangements which do not adversely impact on the City's Financial Management Plan. Such arrangements could include deferred payment plans where the contractor provides interim financing for an extended period, until approved Capital Funding is available. The alternative financing would likely vary between bidders and require negotiation to ensure that it is advantageous to the City.

An advantage to early award of contracts for demolition of the existing Main Street and Norwood Bridges and construction of new southbound bridges is that it will allow partnering between the City, the consultants and the contractors by allowing for contractor input into detailed design which has not commenced for the new structures. This allows for input by the contractors into *constructibility* issues associated with design of the southbound structures. There may be related cost reductions associated with this *partnering* between designers and builders. Also, contractor-initiated value engineering ideas may be added into the design for both quality enhancement and further economies.

Proposed Schedule for the Issuance of Request for Proposals (RFP)	
March 5, 1996	Works and Operations Committee approves RFP process
April 1, 1996	Norwood Bridge RFP advertised
May 10, 1996	Norwood Bridge RFP closes
May 13, 1996	Main Street Bridge RFP is advertised
June 21, 1996	Main Street Bridge RFP closes
July 9, 1996	Norwood Bridge RFP awarded by Works and Operations and/or Council on July 24, 1996
September 10, 1996	Main Street Bridge RFP awarded by Works and Operations and/or Council on September 25, 1996

Representatives of the Streets and Transportation Department have had preliminary discussions with members of the Winnipeg Construction Association (WCA) who have indicated that they have no preference on whether a tender or request for proposal is issued for the construction of the southbound portion of the Main Street and Norwood Bridges Project. The Department envisions obtaining input from the WCA during the design of the RFP.

On March 5, 1996, the Committee on Works and Operations authorized the Streets and Transportation Department to issue a request for proposals for the following:

1) Construction of the new southbound Norwood Bridge including demolition of the existing Norwood Bridge and related roadworks.

2) Construction of the new southbound Main Street Bridge including demolition of the existing Main Street Bridge and related roadworks.

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In view of the foregoing, the Committee on Works and Operations recommends:

I. That a funding commitment in the total amount of $14,075,000 included in the recommended 1997 Capital Estimates for the Main Street and Norwood Bridges Project be approved as a first call on the 1997 Capital Borrowing Authority and that a funding commitment in the total amount of $14,975,000 included in the recommended 1998 Capital Estimates for the Main Street and Norwood Bridges Project be approved as a first call on the 1998 Capital Borrowing Authority in order to issue two requests for proposals to undertake demolition of the existing bridge structures, construction of the new southbound structures and related roadworks.

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.

Access to a Proposed Real Canadian Superstore located at the northeast corner of Portage Avenue and School Road
File SC-1 (Vol. 41)

478 - 5. The Committee on Works and Operations has been advised that the application for access to a proposed Real Canadian Superstore at the northeast corner of Portage Avenue and School Road is non-conforming under the City of Winnipeg Private Approaches By-Law No. 6546/95, Section 3, Subsection (4), and Section 7, Subsection (1) namely:

(4) No approach shall be constructed, erected or installed on any of the streets or portions of streets set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the property, may be constructed where the property to be served has sufficient frontage to permit such approaches to be located in such a manner as to comply in all respects with the provisions of Section 8 of this by-law.

7(1) No approach shall be constructed, erected, or installed within an intersection, nor within six (6) metres of the intersecting street line projected at right angles, measured along the street curb line or its straight projection, form the straight projection of the nearest edge of the approach.

This section of Portage Avenue contains 4 westbound and 4 eastbound traffic lanes separated by a median within an 40.2 metre right-of-way and carries approximately 32,000 vehicles within a 12 hour weekday period between 07:00 and 19:00.

It is proposed that an 11,000 square metre, one storey Canadian Superstore be constructed with a 162 stall surface parking facility and a 368 stall underground parking facility at the northeast corner of Portage Avenue and School Road. This site will also include a gas bar facility. On December 14, 1994, Council approved the rezoning of this property and the site plan to permit the construction of the Superstore.

It is also proposed that all exiting from the site will occur on Portage Avenue, as no exit approaches will be permitted on School Road. All vehicles exiting from the gas bar will use an angular *exit only* approach located on the north side of Portage Avenue approximately 11.0 metres east of School Road. Vehicles proceeding west on Portage Avenue or north on School Road from the Superstore parking lot will most probably exit at the proposed bi-directional approach located approximately 46.0 metres east of School Road directly opposite Banting Drive, however vehicles will also be able to exit onto Portage Avenue at the angular *exit only* approach located west of the gas bar. It is intended that all vehicles proceeding east on Portage Avenue will exit the site at the proposed bi-directional approach.

Traffic from westbound or eastbound Portage Avenue will enter the site at the proposed bi-directional approach, however, it will be possible for traffic from Portage Avenue to also enter the site at an angular *entrance only* approach on the east side of School Road approximately 36.0 metres north of Portage Avenue.

The City of Winnipeg Private Approaches By-Law allows only two private approaches on Portage Avenue, specifically, one angular *entrance only* and one angular *exit only* approach. Inasmuch as the applicant has applied for one angular *exit approach* and one bi-directional approach on Portage Avenue, the application is non-conforming to

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the By-Law. However, the Streets and Transportation Department is of the opinion that with the addition of the eastbound left turn storage lane on Portage Avenue and traffic signals at the intersection of Banting Drive and Portage Avenue (opposite the proposed bi-directional private approach), the construction of the non-conforming bi-directional approach will not cause any traffic operating problems on Portage Avenue. It is also expected that this design of access and egress will minimize traffic volumes on School Road, which is a residential street, inasmuch as exiting onto School Road from the site will not occur, and direct access to the site for southbound vehicles on School Road will not be accommodated.

The Committee on Works and Operations therefore recommends:

I. That the application for the construction of one 27.3 metre concrete approach on the north side of Portage Avenue approximately 46.0 metres east of School Road, directly opposite Banting Drive (as shown on Drawing No. A–8575, and designated as Appendix A) be approved.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule 2 of the Private Approaches By-law No. 6546/95 by deleting the subject section of roadway and substituting therefor the following:

Portage Avenue between Maryland Street and the western boundary of The City of Winnipeg, except from School Road to approximately 46 metres east thereof.

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

Adopted by consent.

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

Sewer Replacement in connection with Renovations to the Earl Grey Community Centre File WS-4 (Vol. 7)

479 - 6. On April 7, 1995, the Committee on Works and Operations requested the administration to investigate alternative means of funding the sewer replacement required in connection with renovations to Earl Grey Community Centre.

On May 24, 1995, the City awarded Contract No. PD 95-63 to upgrade and renovate the Earl Grey Community Centre. The total project value was approximately $1 million funded as follows:

Earl Grey Community Centre	$100,000
Manitoba\Winnipeg Community Revitalization Program	$750,000
1993 Capital Estimates - City of Winnipeg	$70,000
Community Incentives Grant	$78,505
TOTAL	$998,505

The Contract was administered by the Civic Buildings Department. There was a requirement in the Contract to renew a section of combined sewer passing through the site because the sewer would end up underneath the new skate change building. The existing sewer was concrete pipe in good condition. However, the material was not suitable for use under a permanent structure. The Contract amount for this item was $7,400. Historically costs of this type are a cost of development and have been borne 100% by the project proponents. However, on April 7, 1995, the Committee on Works and Operations requested that the administration investigate an alternate means of funding this sewer replacement.

On March 5, 1996, the Committee on Works and Operations considered the following two Alternatives, namely:-

1. That the Community Centre renovation project bear the cost of the sewer replacement - status quo as has been the case for similar projects. The Water and Waste Department and the Civic Buildings Department have expressed support for this option.

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2. That the Capital Budget account for the Community Centre renovation project be credited in the amount of $3,700 which is 50% of the sewer replacement cost, in recognition of a future benefit to the City sewer system. Presumably the $3,700 would be refunded to the funding organizations proportionately to their contribution.

The Water and Waste Department acknowledges some future benefit to this portion of sewer being renewed at this time. However, the work was done far in advance of when it would have been needed, and historically the Sewer utility would not bear the cost of this work as it was required as part of the Community Centre upgrading. It should also be noted that the cost of this work has already been paid for by the Capital funding allocated for Community Centre renovation project. The Community Centre share of the total project cost was approximately 10%.

Funds are available in the Combined Sewer Renewal Reserve Account to reimburse the renovation project an amount of $3,700 to cover the project costs for Alternative 2. outlined herein.

The Committee on Works and Operations recommends:

I. That the Capital Budget account for the Community Centre renovation project be credited in the amount of $3,700.00 which is 50% of the sewer replacement cost, in recognition of a future benefit to the City sewer system with $3,700.00 to be refunded to the funding organization proportionately to their contribution, funds to be drawn from the Combined Sewer Renewal Reserve Account.

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

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

480 - On motion Councillor Clement, By-law No. 6793/96, a By-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks, 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 SC-1 (Vol. 41)

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

481 - Councillor Lazarenko referred to the numerous telephone calls received by his office regarding snow and lane clearing and requested an update on snow removal. He also made reference to there being only one telephone number available to the public and problems with customer service.

Councillor Clement noted that there were problems with machinery being damaged in the attempt to keep up with the snow clearing and stated that once the ice on the streets started melting, much of the ice and rutted areas would be cleaned. Councillor Clement further noted that though there was only one telephone number for the public to call, it represented a bank of lines with numerous persons available to answer calls.

Councillor Lazarenko questioned whether there had been a cut back in overtime.

Councillor Clement responded that he was not aware of any cut back to overtime specifically related to snow clearing matters, but that he would explore the matter further.

Councillor Lazarenko requested that the Committee on Works and Operations be provided with the cost of hired equipment, i.e. trucks, loaders, graders, plows, sanding trucks; over and above the work contracted out, at its next meeting.

Councillor Clement took the matter under advisement.

Councillor Murray noted that due to the difficulty in manoeuvring vehicles through the back lanes in some areas of the City, the vehicles used in the City's recycling program were unable to pick up recyclables and requested that the problem be investigated.

Councillor Clement advised that there were a few areas of the City where the recycling company was experiencing some difficulty in manoeuvring through lanes due to the tightness of the lane openings and ice problems. He further noted that there had been a lot more snow than normal and that the problems were a function of environmental conditions, and that he would look into the matter.

The Speaker advised that on Council's direction, Council would proceed to consider the order of business - "Report of the Committee on Planning and Community Services".