REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MARCH 7, 1995

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated March 7, 1995, was considered clause by clause.

Moved by Councillor Duguid,
That the Consent Agenda, Clauses 2, 3, 4, 5, 6, 7, 8, 9 and 10 be adopted.

Carried.

603 - Councillor Reese asked to be recorded as having voted against Clause 8, in accordance with Rule 50.7 of the Procedure By-law.

Her Worship the Mayor and Councillors:

The Canada/Manitoba/City of Winnipeg Infrastructure Works Program
File S-7 (Vol. 3)

Note: This clause has been laid over by the Executive Policy Committee.

604 - 1. On April 14, 1994, Council adopted the motion that projects totalling $90,453,500.00 be approved as the City of Winnipeg's Program for inclusion in the Canada/Manitoba Infrastructure Works Program.

The Infrastructure Secretariat stipulated in the 1994 agreement that the funds provided were to be used to create training and employment opportunities. Given this mandate, the Operations and Social Services Departments developed the 1994 Community Services Infrastructure Renewal Program. This project was designed to undertake the rehabilitation and/or reconstruction of deteriorated residential street, alley, and sidewalk infrastructure.

The Project received $10 million in funding over a two year period in 1994/1995, with $5 million to be expended in each of the two years. The Construction Branch prepared a work schedule based upon a $5 million budget and because of the excellent weather during the construction season, coupled with the size and efficiency of the workforce, the 1994 work was completed earlier than anticipated. It was determined that work originally scheduled for 1995 could be moved ahead to 1994. A revised work schedule was developed, resulting in $6.4 million being spent in 1994.

Prior to the commencement of the 1994 Community Services Infrastructure Program in May, the Construction Branch in conjunction with members of the Social Services Department, hired 141 social assistance candidates for the approximate twenty week project. These employees completed the removal and new installation of the following; 9.79 kilometres of curb; 21 kilometres of sidewalk; 6 kilometres of joints; 11 kilometres of slab; 2.3 kilometres of back lane renewal; and, 4,066 drilled epoxy dowels and 8,369 drilled tie bars. Following their initial training, the employees reached and maintained a level of proficiency that approximated the City's established productivity standards.

The total expenditure of $6.4 million dollars in 1994 [$2.3 million for wages; $4.1 million for materials and equipment has resulted in the following savings to all three levels of government in financial assistance:

	Cost for Wages	Financial Assistance Savings: 1994/95*	Net Cost [Investment] of Program
City	$759,266	$319,403	$439,863
Provincial	$759,267	$544,374	$214,893
Federal	$759,267	$863,778	$[105,411]$_{saving}$
Total	**$2,277,800**	**$1,727,555**	**$550,245**

*Based on cost-sharing formula

*Savings calculated on approximately 21 weeks of employment, and 22 weeks of Unemployment Insurance Benefits

Report of the Committee on Works and Operations dated March 7, 1995

As a net investment, the City expended $439,863.00 in order to obtain $2,277,800.00 in wages, which were totally invested in infrastructure improvement.

The private sector contractors hired twenty-five social assistance recipients during the 1994 season. Given the seasonal nature of the construction industry, the employees tend to be Unemployment Insurance recipients. In 1994, contractors advised that they employed 628 people, 25 of which were hired from Social Assistance and the balance of 603 were employed and recalled directly from the Unemployment Insurance Commission.

It is anticipated that the 1995 program would experience results approximating those of 1994. The Community Services Infrastructure Renewal Program would require an additional $6 million, for a total program budget of $9.6 million, in order to field a program in 1995 that parallels the 1994 experience.

The Committee on Works and Operations therefore recommends:-

I. That the City of Winnipeg make application to the Canada/Manitoba Infrastructure Secretariat requesting a further $6 million for Residential Street, Alley, and Sidewalk Renewal works as an enhancement to Winnipeg's 1995 Community Services Infrastructure Renewal Program.

II. That the City of Winnipeg cost-share one-third of the project, equating to $2 million, utilizing funds originally ascribed to the Kenaston Boulevard Underpass Project, or an additional appropriation.

III. That infrastructure projects under the direction of civic administration continue to be staffed on a three to one ratio, three social assistance recipients to one civic employee.

IV. That infrastructure work contracted to the private sector stipulate that contractors make best efforts to hire employees from unemployment insurance and/or social assistance.

V. That consideration be given to targeting the heads of households with children claiming social assistance and the long-term able-bodied unemployed to facilitate re-entry into the job market.

VI. That a bookkeeping/accounting process be established by the City that monitors the social services savings and new tax revenue accruing to the three levels of government as a result of the Infrastructure Works Program and reported on to the Committees on Works and Operations and Planning and Community Services upon completion.

VII. That the Commissioner of Works and Operations be directed to review the district street ratings to ensure that they accurately reflect our priorities for reconstruction and rehabilitation and further that the Commissioner of Works and Operations be delegated the authority to establish the list of projects (streets, alleys, and sidewalks) as may be required for the program in accordance with the Pavement Management System (priority rating).

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

LAID OVER BY THE
EXECUTIVE POLICY COMMITTEE

Addition to the 1995 Watermain Renewal Program File WW-2.4(34) (Vol. 1)

605 - 2. The Committee on Works and Operations has been advised that the 150 mm Pacific Avenue cast iron watermain from Main Street to King Street requires an upgrading of size from 150 mm to 200 mm in order to meet the fire demand requirements.

The subject watermain, installed in 1899, is located under a proposed Pacific Avenue Street Reconstruction Project which is to be undertaken as part of the 1995 Supplemental Residential Street Infrastructure Renewal Program.

Report of the Committee on Works and Operations dated March 7, 1995

It is the opinion of the Administration that although the watermain has not had any leaks in the last five years, that it be upgraded now to avoid future renewal under a new pavement. Funding for this watermain is available in the Watermain Renewal Reserve, which as at December 31, 1994, stood at $718,887.53.

The Committee on Works and Operations therefore recommends:

I. That the watermain on Pacific Avenue from Main Street to King Street be renewed in 1995, with the required funding of $55,000.00 to be drawn from the Watermain Renewal Reserve.

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.

Combined Sewer Renewal of Wellington Crescent from the First Manhole West of Grosvenor Avenue to the First Manhole West of Palk Avenue
File WS-5 (Vol. 16)

606 - 3. The Committee on Works and Operations has been advised that a recent inspection of the subject 750 mm combined sewer has found the pipe to be severely cracked and collapsing and would therefore qualify for inclusion in the 1996 Sewer Renewal Program.

The Administration has expressed the opinion that the subject renewal, estimated at $500,000.00 be accelerated to the 1995 program for the following reasons:

1) High traffic flows of the regional street Wellington Crescent through this section of collapsing pipe is causing soil erosion which could ultimately result in pavement collapses.

2) The 1995 program already includes a sewer renewal on Palk Avenue from Ruskin Row to Wellington Crescent which connects with and drains to the subject sewer proposed for renewal in Wellington Crescent from Grosvenor to Palk Avenues. Undertaking the subject renewal in the same contract as the Palk Avenue renewal, for completion this construction season, would reduce the time of construction activity and disruption to the community.

The Committee on Works and Operations therefore recommends:

I. That the combined sewer in Wellington Crescent from the first manhole west of Grosvenor Avenue to the first manhole west of Palk Avenue be approved for renewal in 1995, with the required funding of $500,000.00 to be transferred from the Wastewater Sewer Renewal Reserve Unallocated Fund, Account No. 16 331001 000101.

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.

Watermain Renewal - Roblin Boulevard from Grant Avenue to Fairmont Road
File WW-2.4(31) (Vol. 1)

607 - 4. The Committee on Works and Operations has been advised that since the preparation of the Watermain Renewal Program for 1995, five watermain breaks have occurred in the subject section, totalling an aggregate six leaks and bringing the leak frequency to 6.35. The current watermain is a 200 mm cast iron pipe and was installed in 1940.

Report of the Committee on Works and Operations dated March 7, 1995

The adjoining section of watermain in Roblin Boulevard from Fairmont Road to Marlton Crescent is already included in the Watermain Renewal section of the 1995 Capital Budget.

As Roblin Boulevard is a regional street and bus route, extension of the approved section of watermain in Roblin Boulevard from Fairmont Road to Marlton Crescent to include Roblin Boulevard from Grant Avenue to Fairmont Road would be very timely in that disruption due to construction activity would be reduced to one season, and chance of disruption due to future main leaks would be minimized.

The estimated cost of the renewal is $70,000.00 and funds are available in the Watermain Renewal Reserve Account.

The Committee on Works and Operations therefore recommends:

I. That the watermain in Roblin Boulevard from Grant Avenue to Fairmont Road be approved for renewal in 1995, with the required funding of $70,000.00 to be transferred to this project from the Watermain Renewal Reserve Account.

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.

Local Improvement Project proposed for inclusion in the 1995 Capital Estimates - Wastewater Sewer and Watermain in Benn Avenue from Main Street to Riverwest Road File SL(1995) (Vol. 1)

608 - 5. The Committee on Works and Operations has been advised that on November 22, 1994, the two local improvement proposals for Benn Avenue were advertised as part of the City-wide proposed Local Improvement Program for 1995.

The Tax Branch received and certified petitions, insufficiently signed, against both projects as follows:

Wastewater Sewer		Watermain	
Total Assessable Frontage	1748.8 feet	Total Assessable Frontage	1748.8 feet
Petitioners Against Represent	596.5 feet	Petitioners Against Represent	596.5 feet
Insufficiently Signed Against	34.11%	Insufficiently Signed Against	34.11%

Of the total assessable frontage, the City would assume the cost for one foot or 0.06% for City-owned land and 243 feet or 13.9% for the City's share (flankage). Of the privately owned frontage, 39.64% are in opposition to the proposed works.

Although, pursuant to Section 363 of The City of Winnipeg Act, the proposed wastewater and watermain were insufficiently petitioned against for the purpose of legally defeating the local improvement proposals, the Lord-Selkirk West Kildonan Community Committee on February 14, 1995, recommended that the local improvement projects be proceeded with.

The Committee on Works and Operations therefore recommends:-

I. That the installation of a wastewater sewer and watermain in Benn Avenue from Main Street to Riverwest Road be included in the 1995 Local Improvement Program.

II. That funds in the amount of $189,000.00, i.e. $111,000.00 for the Wastewater Sewer installation and $78,000.00 for the Watermain installation, be allocated from the Unused 1995 Local Improvement Borrowing Authority.

Report of the Committee on Works and Operations dated March 7, 1995

III. That the City Solicitor be requested to prepare the necessary by-law in accordance with the foregoing and submit same directly to Council for approval.

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

Adopted by consent.

Supplemental Program - Residential Street Renewal Program Canada/Manitoba Infrastructure Works
File S-7 (Vol. 3)

609 - 6. On April 14, 1994, Council adopted the motion that projects totalling $90,453,500.00 be approved as the City of Winnipeg's Program for inclusion in the Canada/Manitoba Infrastructure Works Program.

Subsequently, the Infrastructure Secretariat approved the City's application for a $9,958,200.00 Residential Street Renewal Program to be undertaken as part of the Canada/Manitoba Infrastructure Works Program for 1994. Tenders were called and competitive bidding by private construction firms resulted in lower than estimated project costs. As a result, unexpended funding of approximately $1,180,000.00 exists in the City's Residential Street Renewal Program.

Outlined in Appendix A is a Supplemental Residential Street Renewal Program for 1995, which has been prepared based on criteria similar to that used in developing the original Residential Street Renewal Program.

The reconstruction of Pacific Avenue from Main Street to King Street is a badly deteriorated street with a Pavement Condition Index of 3. The work would be done in conjunction with the renewal of the adjacent block of Pacific Avenue from King Street to Princess Street which was approved as part of the Phase II Residential Street Renewal Program previously scheduled for 1995.

The remaining projects are major bus routes currently in a poor/fair condition and it has been determined that the undertaking of timely rehabilitation work on these streets will result in the most cost effective use of the infrastructure monies.

Two additional projects have been identified that could be approved as "first call" for work if further surplus funds are identified in the 1995 program. This designation would allow the City to quickly initiate additional works without delay if funding should become available.

The Committee on Works and Operations therefore recommends:-

I. That the City of Winnipeg request approval from the Canada/Manitoba Infrastructure Secretariat to undertake a Supplemental Residential Street Renewal Program in 1995 utilizing $1,180,000.00 in unexpended funding that has resulted from savings identified during the execution of the 1994 Residential Street Renewal Program.

II. That the projects to be undertaken be as outlined in Appendix A.

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.

(See Minute No. 617 for attachment)

Report of the Committee on Works and Operations dated March 7, 1995

Award of Contract for the Transporting and Disposal of Grit and Screening Material Files GL-9 (Vol. 7)

610 - 7. The Committee on Works and Operations has been advised that tenders closed for the transporting and disposal of grit and screening material on February 8, 1995. Canadian Waste Disposal and Management Ltd. is the lowest bidder meeting all the requirements of the tender specification. This offer is open for acceptance until May 9, 1995.

Funds for the Transporting and Disposal of Grit and Screening Material have been included in the 1995 Current Estimates as followes:

NEWPCC	44-552608-010312	$22,300.00
SEWPCC	44-552608-010313	$20,000.00
WEWPCC	44-552608-010314	$16,000.00
TOTAL		$58,300.00

Funds for subsequent years of the contract will be included in the annual Current Estimates as it is an award of a multi-year contract and ensures continuity of operations, as well as continuity of administration by City staff. It is therefore recommended that a contract with a three-year term be awarded in its entirety, as opposed to the previous practice of awarding only the first year of a multi-year contract, with the contractor being advised that the Department will recommend the award of the subsequent years of the contract, if and when future Current Estimates for this work are approved.

The Director of Water and Waste Operations is confident that the low tenderer has the necessary resources to perform all of the work in accordance with the requirements of the specifications. The Contractor has satisfactorily carried out previous construction works of a similar nature. There are no Sub-contractors for this contract.

The Director of Purchasing has advised that each of the tender submissions were accompanied by a bid bond and an agreement to bond, which have been certified by the Law Department.

The Committee on Works and Operations therefore recommends:-

I. That a contract be awarded to Canadian Waste Disposal and Management Ltd., the lowest bidder meeting the specifications in the amount of $170,445.00.

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.

Speed Limits in School Zones Files GF-2.5 (Vol. 9) and ST-1.1 (Vol. 10)

611 - 8. The Committee on Works and Operations has been advised by the Committee on Protection, Parks and Culture that at its meeting held on February 3, 1995, it ratified a recommendation of its Ad Hoc Committee on Community Based Policing to investigate speed in school zones, with the intent of implementing a reduction.

In this connection, the Ad Hoc Committee in the fall of 1994 discussed the concept of developing a public reduction program by launching an awareness campaign, in cooperation with the media, regarding the use of roadways and pedestrian corridors.

Report of the Committee on Works and Operations dated March 7, 1995

Previously, on July 29, 1992, Council adopted Clause 2 of the Report of the Committee on Works and Operations dated July 28, 1992 that the Province of Manitoba, Department of Highways and Transportation, consider an amendment to the Highway Traffic Act to limit speeds to 30 km/h in such areas. To-date, the matter still remains unresolved.

The Committee on Works and Operations therefore recommends:-

I. That the Province of Manitoba, Department of Highways and Transportation, be again requested to consider an amendment to the Highway Traffic Act to limit speeds to 30 km/h in school zones.

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. 603 for opposition recorded by Councillor Reese)

Removal of Parking Meters on Portage Avenue between Sherbrook and Furby Streets File ST-2 (Vol. 20)

612 - 9. The Committee on Works and Operations has been advised that the Streets and Transportation Department has received a request that the existing one-hour parking meters on the south side of Portage Avenue between Sherbrook and Furby Streets be removed. The petitioner has cited a competitive disadvantage, pointing out that two competitors at adjoining locations do not have metered parking in front of their businesses and have provision for one-hour unmetered parking.

Currently there are six (6) one-hour metered parking spaces on the south side of Portage Avenue between Furby Street, and a point 33 metres east of Sherbrook Street. The remainder of this block, Sherbrook Street to 33 metres east of Sherbrook Street, is designated as a transit stop. The surrounding areas around the corner to the west on Furby Street, and to the east on Sherbrook Street, as well as the adjacent blocks on the south side of Portage Avenue to the east and west, are all regulated one-hour parking.

Usage of the subject meters is minimal with approximately $26.00 per week or approximately $0.72 per meter per day in revenue generated. Given that parking meter maintenance and collection costs are $0.80 per day the Streets and Transportation Department has suggested that the meters be removed inasmuch as they are not cost effective.

The Committee on Works and Operations therefore recommends:-

I. That the six (6) parking meters on the south side of Portage Avenue between Sherbrook and Furby Streets be removed.

II. That Schedule "A" of The City of Winnipeg Parking Meter By-law No. 820/74, which specifies those street sections upon which the operation of one-hour parking meters is authorized, be amended be deleting therefrom the following:

58.2 South side of Portage Avenue between Furby Street and Sherbrook Street.

III. That the City Solicitor be requested to prepare the necessary amending by-law in accordance with the foregoing and submit same directly to Council for approval.

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

Adopted by consent.

Report of the Committee on Works and Operations dated March 7, 1995

Customer Service Initiative
File GK-(Vol. 2)

613 - 10. On November 16, 1994, Council adopted the Preliminary Report of the Task Force on the Restructuring of City Council which recommended the implementation of a "Transitional Model" of decision-making which directed that the function of Corporate Communications report to the Executive Policy Committee.

On November 21, 1994, the Committee on Finance and Administration adopted a resolution which noted that the report "A New Direction for Civic Administration" recommended that customer service be improved by:

focussing on the community we serve, developing mechanisms for and responding to customer feedback, consolidation of similar functions (one-stop shop), improving access, reducing red tape, simplifying processes and structuring the system so as to create end-to-end accountability for service delivery,

and directed that a task force chaired by Councillor Angus, including representation from the City Clerk's Department and Corporate Services explore the opportunity of instating a Call Centre Pilot Project for the City of Winnipeg.

Subsequently, a Task Force on Call Centre Technology was struck, meetings were held with various departments, an introduction of Call Centre technology was presented by MTS, call centres currently operating in Winnipeg were visited as well as those operating in Regina, Edmonton, and Calgary.

The Task Force findings noted that Call Centres were a rapidly growing commercially successful phenomenon throughout North America inasmuch as they offered improved customer services at reduced costs and could handle wide geographical areas.

Instatement of a Call Centre or Call Centre technology could allow the City of Winnipeg to: improve its customer services, ensure consistent customer response, monitor and track issues allowing Management to focus on problem areas, measure opinions, etc. and significantly decrease operational costs. The new Call Centre could also be utilized as an effective communications tool for the City of Winnipeg. In addition, the instatement of the Customer Service Initiative pilot would assist in ameliorating the customer confusion pertaining to the implementation of the "New Direction". Further, a City-wide Departmental Information Database would allow a concise reference for all City operations and improve employees' knowledge of Civic operations, and further define the businesses of the City of Winnipeg.

On February 27, 1995, the Committee on Finance and Administration considered the report of the Task Force on Call Centre Technology dated February 13, 1995 (Appendix A) and requested the Commissioner of Works and Operations to identify source of funding in the amount of $250,000.00 to be allocated from the Unused Capital Borrowing Authority and that the Committee on Works and Operations be requested to submit this matter to Council for approval.

On March 7, 1995, the Commissioner of Works and Operations advised that the project could be funded from the 1990 Unused Capital Borrowing Authority.

Pursuant to the request of the Committee on Finance and Administration, the Committee on Works and Operations submits the following recommendations:

I. That a pilot project be implemented to improve customer service by developing and instating "Call Centre" technology, including A City-Wide Departmental Informational Database and Issue-Tracking System, and that the project be considered as a trial project to explore the concept of a "Call Centre" for the City of Winnipeg.

II. That the pilot include the City Clerk's Department, Water and Waste Operations, Streets and Transportation and possibly Winnipeg Hydro.

III. That a project team, chaired by Nick Iafolla (Director of Communications), and comprised of Richard Kachur or designate (City Clerk's Department), Peter Bennett or designate (Corporate Services Department), Claudia Engel Boyce (Water & Waste Operations), and Kelli Holdsworth (Streets & Transportation) be created to implement the pilot project and that Councillor Angus act as Council Liaison to the project team.

Report of the Committee on Works and Operations dated March 7, 1995

IV. That $250,000.00 of Unused Capital Borrowing Authority be allocated to the pilot project.

V. That the trial project be reviewed after one year of operation to determine future strategies for the City of Winnipeg.

Adopted by consent.

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

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MARCH 10, 1995

Her Worship the Mayor and Councillors:

City of Winnipeg Recycling Program
File WT-1.3 (Vol. 16)

Note: This clause has been laid over by the Executive Policy Committee and referred to a Council Seminar to report back to a Special Meeting, if necessary, of the Executive Policy Committee and Council, at the Call of the Chair.

614 - 1. Council, on July 11, 1990, approved a waste minimization and recycling action plan which includes support to recycling projects. On June 17, 1992, Council instructed that the final decision relating to recycling programs proposed to be city-wide or pilot in nature in the City, including any contract awarded, be a decision of Council. On July 29, 1992, Council adopted implementation of a multi-material depot recycling program.

Subsequent to the Province advising that discussions surrounding the Canadian Industry Packaging Stewardship Initiative (CIPSI) were terminated, the Minister of Environment, on June 13, 1994, announced an industry-funded recycling initiative called the Manitoba Product Stewardship Program (MPSP) and provided $300,000.00 in trust to the City of Winnipeg toward a recycling program to be implemented by the City, subject to submission of a proposal to the Minister of Environment by March 31, 1995 and an agreement between the City and the Province. Effective January 1, l995, the Province implemented a levy on beverage containers toward funding for the MPSP.

In response to the opportunity afforded by the MPSP, the City held public consultation sessions regarding a recycling program for Winnipeg which indicated support for a more comprehensive recycling program. Surveys of recycling systems in municipalities throughout Canada and some parts of the United States indicated that a trend established for large centres was curbside recycling.

In November 1994, a decision-making process was identified for developing a comprehensive recycling program which involved preparation of a Business Plan. In January 1995, Arthur Andersen & Co. were invited to submit a proposal to prepare a Business Plan using funds held in trust from the Province. Upon approval of funding by the Province on February 10, 1995, Arthur Andersen & Co. commenced preparation of the Business Plan.

On February 16, 1995, the Waste Minimization Advisory Committee developed a consensus regarding a recycling program for consideration in the Business Plan. The objectives and options for a recycling program were presented for comments to stakeholders at a public meeting on February 23, 1995, whereby feedback generally supported the objectives and options presented, and included comments for further consideration in the Business Plan.

The Business Plan prepared by Arthur Andersen & Co., dated March 1995 and designated as Appendix B, provides the framework for achieving a curbside recycling program for Winnipeg. The program consists of bi-weekly curbside collection with optional weekly collection for single-family and multiple-family dwellings. The collection for single-family dwellings would be by way of up to three collection contracts and includes five basic plus three additional materials with other materials to be added in the future. Multiple-family collection would be piloted using the City auto bin system in the first year as a trial phase whereupon a decision could be made as to a City-wide program. This would provide for flexibility given the variability in service requirements for these types of premises and also facilitate an early start to the multi-family component of this program. Ultimately two districts would be established for multi-family collection, and it is envisioned that one would be done by City forces and the other contracted out.

Collection for single-family units will be divided into three districts, possibly less depending on contract prices. Processing of collected materials (newspaper, glass, PET plastic, aluminum and steel food and beverage containers and optional materials including magazines, gable-top containers and box board) would be contracted for up to two material recovery facilities (MRF's), with a potential for one, depending on contract price. It will be the processing contractor's responsibility, not the City of Winnipeg, to market recyclable materials collected.

The estimated expenditure and maximum exposure for the City of Winnipeg for years one to five, based on assumptions, is as follows:

Report of the Committee on Works and Operations dated March 10, 1995

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Estimated Expenditure (Recovery)	($300,000)	$ 900,000	$ 950,000	$1,000,000	$1,000,000
Maximum Exposure	$1,300,000	$1,500,000	$1,600,000	$1,750,000	$1,750,000

The contracting would occur through a Request for Proposals (RFP) process which would include the following evaluation criteria as outlined in the City of Winnipeg's Recycling Program Business Plan, namely: cost, existing collector and processor involvement, early roll-out, revenue sharing split between the contractor and the City, social development goals (employment opportunities for handicapped), economic development opportunities (e.g. developing local markets and uses for recyclable materials), experience with respect to recycling, education/communication, financial ability, and incremental costs for additional volumes and additional materials.

Proposals for any and all combinations of the collection and processing options would be permitted. During the contracting phase, the details for transition from the existing system to the comprehensive system would be developed. A schedule showing the overall process through to award is outlined in Appendix A.

The Business Plan identifies certain risks to program funding including risks associated with the duration of funding, the amount of funding, the possibility of changes through legislation and the risk to the City's revenues from tipping fees if a competitive landfill to Winnipeg's landfills was established. In order to address the financial risks, the City should obtain assurances from the Province of Manitoba regarding the following:

1. Capitalization of MPSP - That the Province will cover shortfalls, if any, that the MPSP statutory corporation may incur.

2. MPSP Funding Percentage and Duration - That the Province will cover at least 80% of the program costs in accordance with the MPSP funding guidelines, in the long term (minimum 5 years).

3. Multi-Family Unit Curbside Collection - That the multi-family units will be eligible for curbside funding rates.

4. BFI Rosser Landfill - That, inasmuch as there is a risk that with the Rosser landfill funding for the recycling program and operating the City's existing landfills would have to come from the mill rate with implications for other City programs, or alternatively, from a separate charge, the City's Solid Waste Disposal Utility Fund revenues need protection, to ensure and continue the comprehensive Solid Waste Management Program.

In order to meet the optimum program roll out timing of September 1995, the proposed process must be accelerated for preparation of a Request For Proposals, although assurances from the Province relative to the aforementioned will have to be satisfactorily resolved prior to initiating the proposal call. It is suggested that 1995 requirements be funded from the estimated surplus in the Solid Waste Disposal Utility Fund with subsequent years budgeted for from this fund, or alternatively, from the mill rate or separate special charges. Assistance with the proposal process by Arthur Anderson & Co., at an estimated cost of $50,000.00, will be funded from the Solid Waste Disposal Utility Fund, Waste Minimization budget.

The target is to award contracts by the end of April, 1995, thereby enabling the estimated four month period required for equipment and facilities acquisition.

The Committee on Works and Operations therefore recommends:-

I. That Council approve the Business Plan dated March, 1995 by Arthur Andersen & Co., designated as Appendix B, for a curbside residential recycling program for the City of Winnipeg and the recommendations contained therein as detailed in the discussion of this report with the following amendment incorporated therein:

That program element (g) as stated in the Business Plan be deleted, namely:

(g) Separate Special Charges

The City has the capability for separate special charges for solid waste and recycling.

Report of the Committee on Works and Operations dated March 10, 1995

II. That a letter, as outlined in Appendix C, be sent to the Minister of Environment requesting assurance regarding the 80% program funding commitment in the long term and protection of Winnipeg's tipping fee revenues.

III. That program funding for 1995 (partial year) in the estimated amount of $500,000.00 be allocated from the estimated surplus of $910,430.00 in the Solid Waste Disposal Utility Fund, and that a commitment be made for subsequent program funding from the Solid Waste Disposal Utility Fund in 1996, 1997 and 1998 for estimated maximum amounts of $1,500,000.00, $1,600,000.00 and $1,750,000.00 respectively, and $1,750,000.00 in each year thereafter.

IV. That preparation of Requests for Proposals proceed immediately by Arthur Andersen & Co., with funding of $50,000.00 plus GST from the Solid Waste Disposal Utility, Waste Minimization budget.

V. That any corporations that are candidates/applicants for the City of Winnipeg Recycling program who collect, haul or process recyclables or waste commit to dispose of waste materials collected in Winnipeg at the City of Winnipeg Brady Landfill and commit to support the City single landfill site policy.

VI. That contribution to the development of the City's "home grown" environmental business sector be within the framework of the economic development and environmental stewardship policies of Plan Winnipeg and the City's economic development strategy.

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

For the information of members of Council, pursuant to the direction of the Committee on Works Operations, the Chairperson of the Committee on Works and Operations forwarded a communication to the Minister of Environment on March 8, 1995, requesting assurances outlined herein relative to program funding commitment and protection of Winnipeg's tipping fee revenues.

Copy of Appendices referred to in the above report are on file in the office of the City Clerk.

LAID OVER BY THE
EXECUTIVE POLICY COMMITTEE

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

615 - On motion of Councillor Duguid, By-law No. 6602/95, a By-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith, 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 ST-2 (Vol. 19)

On motion of Councillor Duguid, the rule was suspended and By-law No. 6605/95, a By-law of The City of Winnipeg to widen part of Marion Street, in the Riel Community, 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 DAO 19/93

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

616 - Councillor Golden referred to his recent recommendation to pump water from South Transcona and requested a report on the feasibility of the process.

Councillor Duguid took the question as notice.

Councillor Boychuk referred to the pumping process and in noting that the Minister of Urban Affairs, Linda MacIntosh, had stated that the Province would participate in resolving the problems by way of a 50/50 cost sharing arrangement, questioned whether the Provincial Government had been requested to cost-share in the pumping solution. In addition, Councillor Boychuk questioned how soon the matter of funding could be resolved.

Councillor Duguid stated that he would pursue the matter with the Minister of Urban Affairs and that he acknowledged the urgency in the matter and the current window of opportunity.

Councillor Reese noted drainage problems along the CPR ditch for Southdale and Island Lakes Communities and questioned if the problem was to be officially resolved.

Councillor Duguid noted that he was aware of the problem and that cost-shared funding for resolution had been proposed to the other levels of Government, and that he was still awaiting an answer to the proposal.

Councillor Reese questioned whether the CPR could be approached to clean and drain their ditches, and offered to provide the Chairperson the appropriate names and telephone numbers of the individuals involved from the CPR.

Councillor Duguid stated that he would pursue the matter.

Deputy Mayor Fraser requested an update on the Recycling issue.

Councillor Duguid noted that the Committee was awaiting a response from the Provincial Minister of the Environment and that the Committee had adopted four conditions and that he had suggested that the matter be deliberated by Council at a special meeting to be held on April 5, 1995.

Councillor Golden noted that the citizens of South Transcona had indicated that they did not want a local improvement implemented and in recognition of the current pumping solution, questioned whether the $1.5 million that Council had allocated to remedying the flooding problem could be utilized to develop an interceptor lake behind South Transcona to receive water flowing in from the Municipality of Springfield, which could be pumped out to protect the houses from flooding.

Councillor Duguid noted that the residents were divided in terms of a solution but that the Committee would pursue all technological solutions.

Councillor Golden noted that the City had received a letter from a developer who wished to develop housing in South St. Boniface and who proposed creating an interceptor lake, and questioned what had happened to the proposal.

Councillor Duguid stated that he would take the question as notice.

617 - Appendix "A" referred to in Clause 6 of the Report of the Committee on Works and Operations dated March 7, 1995

CANADA/MANITOBA INFRASTRUCTURE WORKS

RESIDENTIAL STREET RENEWAL PROGRAM

1995 SUPPLEMENTAL PROGRAM

DISTRICT	STREET	FROM	TO	WORK	COST
RECOMMENDED PROJECTS					
WC	Pacific Avenue	Main Street	King Street	Reconstruction	$190,000.00
NW	Mountain Avenue	McPhillips Street	Fife Street	Rehabilitation	$245,000.00
NE	Pandora Avenue East	Day Street	Winona Street	Rehabilitation	$220,000.00
SE	Beliveau Road	Dakota Street	Eric Street	Rehabilitation	$225,000.00
SW	Baylor Avenue	Killarney Avenue	Bryn Mawr Road	Rehabilitation	$300,000.00
				TOTAL	$1,180,000.00
ADDITIONAL PROJECTS (If Further Surplus Funds Available)					
SW	Baylor Avenue	Bryn Mawr Road	Dalhousie Drive	Rehabilitation	$250,000.00
NE	Watt Street	Kimberley Avenue	Hazel Dell Avenue	Rehabilitation	$250,000.00