REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MARCH 8, 1994

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated March 8, 1994, was considered clause by clause.

Moved by Councillor Duguid,

That the Consent Agenda items, Clauses 1,2,3,4,5,6 and 7 be adopted.

Councillor Clement requested that Clauses 2 and 3 be pulled from the Consent Agenda.

Councillor Reese requested that Clause 5 be pulled from the Consent Agenda.

Councillor Golden requested that Clause 7 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,4 and 6 was put and declared carried.

Her Worship the Mayor and Councillors:

Navin Drain Upgrading
File SD (Vol. 2)

560 - 1. Your Committee on Works and Operations has been advised that since discussions first took place between the City and the Province in the mid 1970's, it was agreed between the two administrations that the Province would transfer jurisdiction of that portion of Navin Drain in the City to the City once all necessary upgrading/remedial works were undertaken by the Province. The Province wanted to ensure that the drain was improved to agricultural runoff standards and the City has never wanted to accept the drain in substandard condition.

The City and the Province would both benefit from the transfer. The City presently uses the drain to service portions of Lagimodiere Boulevard and Bishop Grandin Boulevard, and to service the Southland Park residential subdivision. It will be more extensively used for urban drainage when future development occurs east of Lagimodiere Boulevard to the City boundary between the TransCanada Highway East and the South Perimeter Highway (PTH 100). After transfer of the drain, the Province will only be responsible for operation and maintenance of the drain for 1.6 kilometres upstream of the City boundary. To date, maintenance of the drain has involved periodic vegetation removal (ie. cattails) and annual spring snow clearing. The latter item has been undertaken by the City over the last several years on the portion of the drain within the City.

Subsequent to the Mayor's November 25, 1993 letter wherein it was suggested that the Province be responsible for undertaking the remedial works, the Province continued discussions with staff of the Waterworks, Waste and Disposal and the Operations Departments. While not originally disclosed, the Province advised in these discussions that the funds were made available as a result of the summer 1993 flooding but are only available until March 31, 1994.

The Province further advised that they could not undertake or contract out the remedial works themselves and complete them by this deadline. If they had initiated construction and only partially completed the works by March 31, 1994, the remaining "unspent" funds would have been lost and the project put in jeopardy. Therefore, the Province proposed to transfer the drain and funding to the City because it could be achieved by March 31, 1994, thereby securing the total funds needed to complete the project. Thereafter, the City will have the flexibility to properly schedule and complete the works.

In his letter dated January 31, 1994, the Deputy Minister proposed that the agreement would address the following items:

1) jurisdiction of the portion of the Navin Road Drain within the City of Winnipeg be transferred to the City along with $175,000.00;

2) the reconstruction of the drain from Plessis Road (City boundary) to the CPR Emerson Subdivision crossing including restoration be City responsibility;

3) the upgrading of the CPR crossing be City responsibility. Suggest the placement of an

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appropriately sized culvert at the invert of the improved drain bottom to handle low flows through the CPR crossing. This would include rip-rapping of the channel immediately downstream of the installation;

4) provision in the agreement to allow for negotiations at some later time (time frame to be negotiated) for cost sharing on gradient control measures from the CPR crossing to the Seine River, should these measures prove to be required.

The Waterworks, Waste and Disposal Department has reviewed the proposal in detail to determine if it meets the City's expectations and design standards and the public's expectations with respect to landscaping, and if the funding is sufficient.

The Province's proposal for reconstruction of the drain and the CPR crossing as outlined above and as illustrated in the construction drawings prepared in June 1990, will meet design requirements. However, the Province's proposal for the reconstruction of the drain would result in the removal of the berm on the north side of the drain along with well established vegetation (bush, trees). A public meeting was held in September 1991 with representatives of the Provincial Department of Natural Resources, City Departments of Operations and Parks and Recreation, and Councillor Reese. The residents of Southdale backing onto the drain said they required appropriate landscaping to replace the natural vegetation as a visual barrier from Bishop Grandin Boulevard. Such landscaping could cost in the range of $75,000.00 - $90,000.00, the funding of which would not be included in the monies received from the Province.

Alternatively, it has been determined by the Waterworks, Waste and Disposal Department that the drain upgrading affecting the Southdale residents from Lagimodiere Boulevard to the CPR Emerson Subdivision rail line could be redesigned to meet the drain design requirements and yet leave the vegetation on the north side of the drain intact. The existing vegetation would continue to serve as a visual barrier from Bishop Grandin Boulevard and therefore additional landscaping would not be required.

This alternative was presented to the 85 Southdale property owners backing on the drain in a letter dated February 15, 1994 and at an Open House on February 21, 1994. The residents were requested to return a questionnaire on the City's alternative proposal. To date, 23 questionnaires were received and 19 responses or 83 percent supported the City's proposal.

Estimates of the costs to reconstruct the drain from Plessis Road to the CPR Emerson Subdivision crossing and to upgrade the CPR crossing were undertaken by the Waterworks, Waste and Disposal Department. The funding in the amount of $175,000.00 has been determined to be sufficient for these works. Therefore, the first three items proposed by the Province are acceptable.

However, item 4) above, regarding the future requirement for gradient control works downstream of CPR crossing, is not acceptable in its present form. It indicates that the agreement would allow for negotiations for cost-sharing should these works be required in the future. However, since 1980 and until recently, the Province has proposed gradient control works as a part of the Navin Drain upgrading. This is because the reconstruction of the drain will provide increased flows and the chance of erosion downstream of the CPR crossing. The Province's present position is that the existing vegetation (ie. cattails) within the drain provides the gradient control necessary to prevent erosion.

The Waterworks, Waste and Disposal Department does not entirely agree with this position. However, item 4) would be acceptable if it were reworded to say that the Province will assume full responsibility for funding gradient control measures (erosion control works) if during a period of five years from the date of the agreement it is proved that these measures are required.

Your Committee on Works and Operations therefore recommends:-

I. That the City of Winnipeg enter into an agreement with the Province of Manitoba whereby ownership of the Navin Road Drain would be transferred to the City along with the funding to undertake the necessary works on the portion of the Navin Road Drain within the City of Winnipeg.

II. That the Province of Manitoba will assume full responsibility for funding gradient control measures (erosion control works) if during a period of six years from the date of the agreement it is proved these measures are required.

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

Adopted by consent.

Rescinding of Regent Avenue West between Plessis Road and Day Street as a Full-Time Truck Route
File ST-5.2 (Vol. 20)

561 - 2. Your Committee on Works and Operations has considered the following recommendation from the East Kildonan-Transcona Community Committee, namely:

WHEREAS the majority of the property owners on Regent Avenue West between Plessis Road and Day Street request that this portion of Regent Avenue West be rescinded as a Truck Route;

THEREFORE BE IT RESOLVED that the East Kildonan-Transcona Community Committee request that the Committee on Works and Operations rescind Regent Avenue West between Plessis Road and Day Street as a Truck Route.

A questionnaire from the Streets and Transportation Department was distributed to residents and business persons on Regent Avenue West and Pandora Avenue West, as well as to those whose property abuts the north-south streets between Regent Avenue West and Pandora Avenue West in the area between Plessis Road and Day Street. Of the 322 questionnaires distributed, 131 responses were received (41% of the total). The following are the results of the questionnaire:

	REGENT AVENUE WEST BETWEEN PLESSIS ROAD AND DAY STREET		
RESPONDENT'S ADDRESS	RESCIND AS TRUCK ROUTE	RETAIN AS TRUCK ROUTE	TOTAL
Regent Avenue West	78*	14	92
Pandora Avenue West	1	25	26
North/South Streets Between Regent Avenue West and Pandora Avenue West	5	3	8
Not Stated	1	4	5
TOTAL	85	46	131

*37 of the 78 respondents (47%) commented that truck traffic on Regent Avenue West results in either dust, noise, increased traffic or vibration to their dwellings.

Of those who responded to the questionnaire, the majority on Regent Avenue West prefer to eliminate Regent Avenue West as a Truck Route and the majority on Pandora Avenue West prefer to retain Regent Avenue West as a Truck Route.

Rescinding Regent Avenue West between Plessis Road and Day Street as a Truck Route would likely reduce the number of trucks on Regent Avenue West. However, the number of local delivery trucks destined to businesses on and adjacent to Regent Avenue West would increase on north-south residential streets as truck operators seek the shortest routing to/from Pandora Avenue West, the nearest and only alternate east-west truck route in the area. Such a re-routing via the north-south streets would require additional turning movements that would result in boulevard rutting at the intersections on the south side of Regent Avenue West and at the intersections on the north side of Pandora Avenue West where the roadway geometry is inadequate to accommodate the turning radius of a truck.

Administration advises that between Plessis Road and Day Street, Regent Avenue West is a 4-lane and a 6-lane divided Regional Street, while Pandora Avenue West is a Non-Regional street that contains a 10 metre wide roadway. Trucks can be manoeuvred more readily and more safely on a 4-lane and a 6-lane divided highway than on a 3 lane roadway such as Pandora Avenue West. Retaining both Regent Avenue West and Pandora Avenue West as Truck Routes provides more routing options for truck traffic in this area.

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Your Committee on Works and Operations concurs with the recommendation of the East Kildonan-Transcona Community Committee, and recommends:-

I. That Regent Avenue West between Plessis Road and Day Street be rescinded as a Full-Time Truck Route.

II. That the Law Department be requested to prepare the necessary amending by-law to Schedule 1 of Traffic By-law No. 1573/77 for submission to Council.

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

Moved by Councillor Duguid,
Adoption of the clause.

Moved by Councillor Fraser,
Seconded by Her Worship Mayor Thompson,
THAT the clause be referred to the "TRANSPLAN" process for consideration of the committee appointed by Council to consider these matters.

The motion to refer the clause was put.

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

Yea: Councillors Clement, Duguid, Lazarenko, Prystanski, Fraser, Her Worship Mayor Thompson and Councillor Angus. 7

Nay: Councillors Reese, Boychuk, Golden, Hyman, Murray, O'Shaughnessy, Silva and Thomas. 8

and the motion to refer was declared lost.

The motion for the adoption of the clause was put.

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

Yea: Councillors Reese, Boychuk, Clement, Hyman, Lazarenko, Murray, O'Shaughnessy, Prystanski, Silva, and Thomas. 10

Nay: Councillors Duguid, Golden, Fraser, Her Worship Mayor Thompson and Councillor Angus. 5

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

Amendment to the Truck Route Provisions of the Traffic By-law No. 1573/77
File ST-5.2 (Vol. 20)

562 - 3. Section 39 of The City of Winnipeg Traffic By-law states that, when making deliveries, a truck operator must use Truck Routes or travel via the shortest routing to and from the nearest Truck Route. When there are multiple deliveries in an area, a truck operator is required to travel to/from the nearest Truck Route for each individual delivery. Residents in the area may consider this extra truck travel to be a nuisance.

The proposed by-law amendment will enable a truck operator to conduct business at a number of locations in the same area before returning to the nearest Truck Route, thereby resulting in more efficient deliveries and less truck travel on non-truck routes where a series of deliveries are to be made.

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Your Committee on Works and Operations therefore recommends:-

I. That The City of Winnipeg Traffic By-law No. 1573/77 be amended to include Section 39.1:

39.1:

Notwithstanding Section 39, in the event that there is a need to subsequently conduct business at another location in the same area, a truck or truck tractor or combination of either one of them with a trailer or trailers may proceed to conduct such business without returning to the nearest truck route and only after the completion of all business return by the shortest routing to a Truck Route.

II. That the Law Department be requested to prepare the necessary amending by-law to amend Section 39 of Traffic By-law No. 1573/77 for submission to Council.

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

Moved by Councillor Duguid,
Adoption of the clause.

Moved by Councillor Clement,
That the clause be referred back to the Committee on Works and Operations.

Carried.

Revised Manual of Temporary Traffic Control on City Streets (1994
File ST-5 (Vol. 21)

563 - 4. The Manual of Temporary Traffic Control on City Streets is a schedule in both the Streets By-law and the Traffic By-law and is therefore mandated for use for all works on City streets. The revised edition (1994) contains the following substantial changes:

a) The requirement that barricades be constructed of metal has been eliminated.

b) A minimum of Type I retroreflective sheeting on signs, barricades and devices has been introduced (equivalent to existing Engineering Grade sheeting).

c) Effective January 1, 1998,

– all retroreflective sheeting on signs, barricades and devices must be Type III (equivalent to High Intensity sheeting), and

– barricades must show diagonal cross-hatching.

d) The need for yellow flashers on barricades or portable sign supports has been eliminated except when no street lighting exists.

e) Reflectorized traffic control barrels may replace reflectorized traffic cones.

f) The requirement to keep devices clean and visible has been emphasized. These devices must be visible at a distance of 100 metres to be acceptable.

g) The use of "Maximum 60 km/h When Passing Workers" signs by contractors has been introduced for streets with higher speed limits.

h) Horizontal sequential traffic control arrow boards may be used instead of the existing vertical sequential traffic control arrow boards.

i) Illustrations of partial and full sidewalk closures have been introduced.

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Your Committee on Works and Operations concurs with the above-noted revisions to the Manual of Temporary Traffic Control on City Streets, and therefore recommends:-

I. That the 1994 version of the Manual of Temporary Traffic Control on City Streets be adopted as revised.

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

Adopted by consent.

Moved by Councillor Silva,

That Rule 6.1 of the Procedure By-law be suspended to allow Council to deliberate beyond 6:00 p.m.

The motion was put.

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

Yea: Councillors Eadie, Golden, Hyman, Lazarenko, Silva, Thomas, Fraser and Her Worship Mayor Thompson. 8

Nay: Councillors Reese, Boychuk, Clement, Duguid, Murray, O'Shaughnessy, Prystanski and Angus. 8

and the motion to suspend the rule was declared lost, in accordance with Rule 58 of the Procedure By-law.

Pursuant to Rule 6.1 of the Procedure By-law, Council adjourned at 5:53 p.m., to reconvene at 9:30 a.m., Thursday, March 24, 1994.

Councillors Golden and Silva asked to be recorded as having voted against the adjournment, in accordance with Rule 50.7 of the Procedure By-law.

Adjourned Meeting Thursday, March 24, 1994

Council reconvened at 9:34 a.m.

The Speaker called the meeting to order.

Present: The Speaker Councillor Angus, Councillors Boychuk, Clement, Duguid, Eadie, Fraser, Golden, Hyman, Lazarenko, O'Shaughnessy, Silva and Thomas.

Councillors Murray, Prystanski, Reese and Her Worship Mayor Thompson entered the meeting after Council had reconvened.

In attendance: Mrs. D. Browton, City Clerk, Mr. R. Kachur, Deputy City Clerk and Mrs. L. Betts, Committee Clerk.

Council here proceeded to consider the order of business - "Clause 5 of the Report of the Committee on Works and Operations dated March 8, 1994."

Feasibility of Implementing a Toll Charge on Vehicles using the Charleswood Bridge File SB-19 (Vol. 1)

564 - 5. Your Committee on Works and Operations on January 11, 1994 requested a report from the Streets and Transportation Department on the feasibility of implementing a toll charge on the Charleswood Bridge. The Engineering Consulting firm of Reid Crowther and Partners was requested to investigate this matter further and to report back. Reid Crowther and Partners, in turn, retained International Road Dynamics Inc. of Saskatoon, which has expertise in this area, to prepare the required report. The report as outlined in Schedule "A" dated February, 1994, was prepared and forwarded to the City on February 3, 1994.

As is noted in the report, the collection of tolls on or near the Charleswood Bridge is technically and economically feasible. The upcoming request for proposals for the Public Private Partnership for the Charleswood Bridge should require all potential proposals to outline, as an alternative, the terms of implementation of a toll system on this project.

Your Committee on Works and Operations recommends:-

I. That the Report entitled "Charleswood Bridge Toll System Feasibility Study" dated February, 1994, prepared by International Road Dynamics Inc. be received as information.

II. That the request for proposals for the Public Private Partnership for the Charleswood Bridge be issued in April, 1994; and that an addendum be included to the request for proposals stating the City reserves the right to install a toll system on the Charleswood Bridge at the City's sole cost and expense at some future date and that the City would retain all toll revenues generated by the toll system.

III. That the Administration develop a City wide Policy concerning tolls for Major Capital Projects and that the Administration report back to the Committee on Works and Operations at the earliest possible time.

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

Your Executive Policy Committee recommends that Recommendation II be deleted in its entirety, and that Recommendations III and IV be renumbered consecutively.

Moved by Deputy Mayor Fraser,
Adoption of the clause.

In amendment,

Moved by Deputy Mayor Fraser,
That the recommendation of the Executive Policy Committee be adopted.

Council here reverted to the order of business - "Introduction and Welcome of Guests and Announcements".

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INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

565 - The Speaker acknowledged Councillor Prystanski, who introduced Sergey V. Stepanenko, Sergiy M. Sobol and Vladislav A. Beloshapka of Kiev State Economic University, in attendance in the gallery.

Council proceeded to continue to consider the order of business - "Clause 5 of the Report of the Committee on Works and Operations, dated March 8, 1994".

The Speaker called Councillor Golden to the Chair and left the Chamber.

The Speaker returned to the Chamber and resumed the Chair.

The Speaker called the Deputy Speaker, Councillor Reese, to the Chair in order to participate in the debate.

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

The Speaker here resumed the Chair.

In amendment,

Moved by Councillor Silva,
Seconded by Councillor Duguid,

THAT Recommendation No. II be deleted and substituted with the following:

II. That the following standard clause be included as an addendum to the Request for Proposals on all roadways and bridges under consideration for a Public Private Partnership, namely:-

"THAT the City reserves the right to install a toll system at the City's sole cost and expense at some future date and that the City would retain all revenues generated by the toll system."

The amendment proposed by Councillors Silva and Duguid was put.

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

Yea: Councillors Reese, Boychuk, Duguid, Hyman, Murray, Silva and Thomas. 7

Nay: Councillors Clement, Eadie, Golden, Lazarenko, O'Shaughnessy, Prystanski, Fraser, Her Worship Mayor Thompson and Councillor Angus. 9

and the amendment was declared lost.

The amendment proposed by Executive Policy Committee was put.

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

Yea: Councillors Clement, Eadie, Golden, Lazarenko, O'Shaughnessy, Prystanski, Fraser, Her Worship Mayor Thompson and Councillor Angus. 9

Nay: Councillors Reese, Boychuk, Duguid, Hyman, Murray, Silva and Thomas. 7

and the amendment was declared carried.

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

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

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Yea: Councillors Clement, Duguid, Eadie, Golden, Lazarenko, Silva, Fraser and Her Worship Mayor Thompson. 8

Nay: Councillors Reese, Boychuk, Hyman, Murray, O'Shaughnessy, Prystanski, Thomas and Angus. 8

and the motion for the adoption of the clause, as amended, was declared lost, in accordance with Rule 58 of the Procedure By-law.

Proposed Closing and Sale of a Public Lane between Deer Lodge Place and the Assiniboine River
File DAC 20/90

566 - 6. Council, on February 21, 1994, adopted Clause 8 of the Report of the Committee on Finance and Administration dated January 31, 1994, and thereby authorized the closing and sale of the public lane identified on Misc. Plan No. ASBA 8678/1 between Deer Lodge Place and the Assiniboine River.

Recommendation III., contained within the aforementioned Clause 8, states:

> That the Committee on Works and Operations be requested to approve the proposed closing of the lane and instruct the Acting City Solicitor to prepare the necessary By-law to effect the closing in the manner shown on Misc. Plan No. ASBA 8678/1 for submission to Council; all costs, including the by-law, estimated at $200.00, to be borne by the City at large.

In conjunction therewith, your Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of the lane between Deer Lodge Place and the Assiniboine River in accordance with Misc. Plan No. ASBA 8678/1 (recognizing that there may be some variation in dimensions); the cost of the by-law, estimated at $200.00, to be borne by the City at large.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Copy of Misc. Plan No. ASBA 8678/1 regarding this proposal is on file in the office of the City Clerk.

Adopted by consent.

Proposed Closure of Palmerston Avenue between the East Limit of Ruby Street and the East Limit of Lot 5, Block 1, Plan 951
File DAC 45/86
[c/r SC-3.13(32) (Vol. 1)]

567 - 7. Your Committee on Works and Operations at its meeting held on November 30, 1993 concurred in the recommendation of the City Centre Community Committee that a portion of Palmerston Avenue between the east limit of Ruby Street and the east limit of Lot 5, Block 1, Plan 951, be closed in order to consolidate properties on either side of the street as part of the development of the Robert A. Steen Memorial Community Centre and the Laura Secord Community Child Care Centre, and referred the matter to the Committee on Planning and Community Services for consideration with respect to planning details.

At its meeting held on January 5, 1994, the Committee on Planning and Community Services concurred in the recommendation that said portion of Palmerston Avenue between the east limit of Ruby Street and the east limit of Lot 5, Block 1, Plan 951, be closed.

Report of the Committee on Works and Operations dated March 8, 1994

In conjunction therewith, your Committee on Works and Operations has approved the proposed closure and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of Palmerston Avenue between the East Limit of Ruby Street and the East Limit of Lot 5, Block 1, Plan 951 as shown on Misc. Plan No. CCFR 6377; the cost of the by-law, estimated at $200.00, to be borne by the City at large.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Copy of Misc. Plan No. CCFR 6377 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

568 - On motion of Councillor Duguid, the following by-laws were each read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:

By-law No. 6355/94, a By-law of the City of Winnipeg to amend By-law No. 329/73, being a by-law to regulate the construction, maintenance and removal of private approaches and private walks, in the Riel Community. Files SC-3.11(35) (Vol. 1) and SC-1.1 (Vol. 5)

By-law No. 6356/94, a By-law of the City of Winnipeg to widen the northwest corner of Portage Avenue and Muriel Street, the northwest corner of Portage Avenue and Parkhill Street and the northwest and northeast corners of Portage Avenue and School Road, in the Assiniboia CommunityFiles DAO 9/93, DAO 26/92, DAO 34/92 and DAO 8/93

By-law No. 6357/94, a By-law of the City of Winnipeg to widen Henderson Highway, south of Stuart Avenue, in the East Kildonan-Transcona Community
File DAO 22/91

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

569 - Councillor Prystanski referred to the Infrastructure Renewal Program and questioned whether there were different funding requirements for rural municipalities.

Councillor Duguid noted that there were no final fiscal arrangements as of yet but that discussions to date had been positive and that further specific project discussions would reveal whether rural municipalities would receive different funding arrangements.

Committee on Works and Operations - Question Period (continued)

Councillor Prystanski noted that the signed global agreement from the Federal Government stipulated that funding arrangements can vary and questioned whether Winnipeg would be treated in a manner similar to that of rural municipalities.

Councillor Duguid noted that the agreement allowed the Federal Government the flexibility to fund a project in its entirety and that he would raise the issue of fairness to ensure that Winnipeg would be treated in the same manner as other municipalities.

Councillor Prystanski questioned what the City of Winnipeg was currently doing to bring attention to its immediate requirements and the projects it requested funding for under the Infrastructure Renewal Program.

Councillor Duguid noted that there had been a Council seminar focussing on priorities and that such priorities, which totalled approximately $150 million, had been forwarded to the Federal Government.

Councillor Murray referred to the list of projects which had been drawn up and questioned how these projects would be priorized in negotiations.

Councillor Duguid noted that the Intergovernmental Affairs Committee members had been receiving input from Council members and that the Chairperson of the Standing Committee on Works and Operation, the Commissioner of Works and Operations, the Commissioner of Planning and Community Services had been appointed as the working group to deal with both the administrative and political level and that the working group was currently reviewing infrastructure renewal matters.

In responding to a question by Councillor Murray as to whether or not there would be consultation with Council prior to agreement with the Federal Government on projects, Councillor Duguid noted that there would be opportunity for Council and public input into the projects.

Councillor Golden referred to the City's list of projects and questioned whether Councillor Duguid was aware of what was on the Provincial and Federal Government's list of projects.

Councillor Duguid noted that the Provincial and Federal Government's had not disclosed any specific information related to their list of projects as yet.

Councillor Golden questioned whether Executive Policy Members in their discussions with the Federal and Provincial Governments had been made aware of special priorities which would receive special consideration, and noted that each Ward Councillor needed to be made aware of specific Ward interests.

Councillor Duguid noted that the Infrastructure Renewal Program was a participatory program and that participation in any project would be optional and decided upon by Council.

In response to Councillor Reese, Councillor Duguid noted that each project being put forward by Executive Policy Committee had been choosen from capital budget projects and that the Infrastructure Program would be subject to normal public review.

Councillor Prystanski questioned how much money was committed to Manitoba for the Infrastructure Renewal Program, and how much of this money would be dedicated to the City of Winnipeg.

Councillor Duguid stated that $204 million was committed to Manitoba but that negotiations were still underway to ascertain the amount to be committed to Winnipeg.

Councillor Prystanski noted that Winnipeg commanded 60 percent of Manitoba's population and questioned whether Winnipeg's funding would be of a similar ratio.

Councillor Duguid noted that they would be working hard to achieve the best arrangements possible for the City.