REPORT OF THE

EXECUTIVE POLICY COMMITTEE

DATED SEPTEMBER 12, 2001

On motion of His Worship Mayor Murray, the Report of the Executive Policy Committee dated September 12, 2001, was considered clause by clause.

Moved by His Worship Mayor Murray,
That the Consent Agenda, Clauses 1,2,3,4,5 and 6, be adopted.

Carried.

Development of a New Arterial and Expressway Cost Sharing Model
File EP-2 (Vol. 28)

821 - 1. The Executive Policy Committee has been advised that The Ad-Hoc Committee on Development Agreement Parameters directed the Administration to work with the Urban Development Institute (UDI) to review and make recommendations regarding cost sharing of major streets adjacent to new developments. The Administration and UDI have developed and agreed upon the cost sharing strategy outlined in this report.

On January 19, 2000, the Executive Policy Committee re-established its Ad Hoc Committee on Development Agreement Parameters. On May 2, 2000, the Ad Hoc Committee to Review Development Standards passed a motion to establish a task force comprised of members of the Administration and the UDI Manitoba Division to review alternatives for transportation requirements related specifically to "Regional" Street cost sharing.

The task force has had several meetings to discuss possible cost sharing alternatives for new "Regional" streets adjacent to new developments. This report summarizes the work of the task force and provides a recommendation for the establishment of a new cost sharing model for such facilities.

Under the existing funding model, developers of developments bordering on a Regional Street are responsible for one lane of concrete pavement together with their share of land drainage, sidewalks, landscaping and street lighting. The purpose of developing a new cost-sharing model is to create a more fair and equitable means of sharing roadway costs between developers which benefit from such new roads and the City.

On September 7 and 8, 2000, representatives from UDI Alberta, the City of Calgary and the City of Edmonton were invited to a Regional Road Workshop with representatives of local industry, the City of Brandon, the City of Winnipeg and the Province of Manitoba Department of Highways and Transportation. This was an information session to examine issues related to road infrastructure including planning, cost sharing and implementation. Subsequently, the task force reviewed the funding approaches used in Calgary and Edmonton for roadway improvements in new developments. A summary of this review is provided below.

COST SHARING OF ROADWAY IMPROVEMENTS IN CALGARY AND EDMONTON:

Calgary:

In Calgary, transportation infrastructure charges are included as part of the development agreement as follows:

Transportation Levy:	$17,274.00 per hectare towards the cost of constructing transportation infrastructure
Major Road Oversize:	$6,129.00 per hectare towards the cost of oversize payments for major roads
Subdivision Traffic Signage & Road Markings:	$410.00 per hectare towards the cost of the manufacture and placement of subdivision traffic signage and road markings and any permanent transportation and utility corridor signage

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The above per hectare charges are applied to each hectare, or part thereof, within the development area including those areas which may be dedicated to the City for reserve parcels and any other public use.

Edmonton:

Edmonton uses a process they've termed "Arterial Roadway Assessment for Developing Areas". This process is based on their approach to financing trunk sewer construction and was developed to facilitate developers, the completion of the arterial roadway system and a more equitable distribution of arterial roadway costs among developers.

Developers are responsible for the first two lanes of all arterial roadways, to an urban divided standard, including channelization, for all arterial roadways required for development access to an area. The arterial road access required is determined through a Traffic Impact Assessment (TIA). If the TIA indicates that two lanes are not adequate to service a development, the developer is responsible for any additional roadway capacity required.

Arterial Roadway Assessments are calculated on a catchment area basis. Catchment areas are generally defined as the Area Structure Plan. Arterial Roadway Assessments for a catchment area are charged on a per developable hectare basis where the developable area includes all land within a catchment area, less environmental reserves, school and municipal reserves, power and utility line rights-of-way and land for arterial roads and freeways.

Cost shareable arterial roadway costs include (but are not limited to) road right-of-way land costs, road preparation work (including excavation, pavement removal, fill, subgrade preparation, subgrade stabilization and utility relocation), pavement structure and marking, curb and gutter, drainage, channelization, sidewalk or multi-use trail and street lights.

The developers of each subdivision within the catchment area are responsible for a portion of the arterial roadway costs proportionate to the developable area of their subdivision. This is determined as follows:

Subdivision
Assessment: $= A_s * [C / A_t]$

Where: A_s = Developable Hectares in Subdivision
C = Catchment Area's Portion of Arterial Roadway Costs
A_t = Total Developable Hectares in Catchment Area

Where a developer constructs an arterial to access the catchment area, the developer's assessment is reduced by the roadway construction costs. If the roadway construction costs exceed the developer's share, the difference is applied as an over-expenditure and recovered by the developer as further development occurs.

The Arterial Roadway Assessment is charged through the servicing agreement as a rate per developable hectare. The City charges an administrative fee of $750.00 per agreement to cover the cost of managing the process.

In Edmonton, costs for new expressways are shared between the City of Edmonton, the Province of Alberta and developers. Costs for new freeways are funded through the City and the Province.

RECOMMENDATION FOR COST-SHARING NEW ARTERIAL ROADWAYS IN WINNIPEG:

"Major" Streets Definition:

For purposes of developer cost sharing, both Edmonton and Calgary classify their "major" street system based on the internationally recognized hierarchy of streets contained in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads as follows:

Freeways
Expressways
Arterials

For the purposes of the task force review, it has been assumed that Winnipeg has two types of "major" streets:

Expressways (e.g. portions of Bishop Grandin Boulevard)
Arterials (e.g. Portage Avenue)

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Expressways accommodate relatively large traffic volumes at relatively high speeds and under relatively unimpeded flow conditions. They are intended to serve longer trips including intra-urban travel and trips destined to major centres of activity. All types of vehicles (passenger vehicles, trucks and buses) are accommodated and generally, expressways are full time truck routes. Direct access to adjacent lands is prohibited as only arterial streets or other expressways intersect this type of facility.

Arterials carry large traffic volumes (including passenger vehicles, trucks and buses) and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. In order to preserve capacity and enhance safety, direct access to adjacent properties is normally controlled or limited. Arterials may intersect with expressways, other arterials and collectors.

For illustration, Appendix "B" - Figure 1 outlines the existing expressways and arterials.

The recommendations for Arterial Street Cost Sharing deal with the cost sharing proposed for new arterial streets and are based on the Edmonton model.

RECOMMENDATIONS FOR ARTERIAL STREET COST SHARING:

Developers are to be responsible for the first two lanes of all arterial roadways required for development access to an area. Arterial road access required to be determined through a Traffic Impact Study (TIS). If the TIS indicates that two lanes are not adequate to service a development, the developer will be responsible for any additional roadway capacity required.

Arterial Roadway Assessments are to be calculated on a catchment area basis. Catchment areas will generally correspond to the Area Structure Plan. Arterial Roadway Assessments for a catchment area will be charged on a per developable hectare basis where the developable area includes all land within a catchment area, less environmental reserves, municipal reserves, power and utility line rights-of-way and land for arterial roads.

Cost shareable arterial roadway costs to include (but not be limited to) road right-of-way land costs, road preparation work (including excavation, pavement removal, fill, subgrade preparation, subgrade stabilization and utility relocation), pavement structure and marking, curb and gutter, drainage, channelization, sidewalks, street lights and boulevard landscaping (sod and trees).

Developers within the catchment area will be responsible for a portion of the arterial roadway costs proportionate to the developable area of their subdivision:

Subdivision
Assessment: $= A_s * [C / A_t]$

Where: A_s = Developable Hectares in Subdivision
C = Catchment Area's Portion of Total Arterial Roadway Costs
A_t = Total Developable Hectares in Catchment Area

Where a developer constructs an arterial to access the catchment area, the developer's assessment will be reduced by the roadway construction costs. If the roadway construction costs exceed the developer's share, the difference will be applied as an over-expenditure.

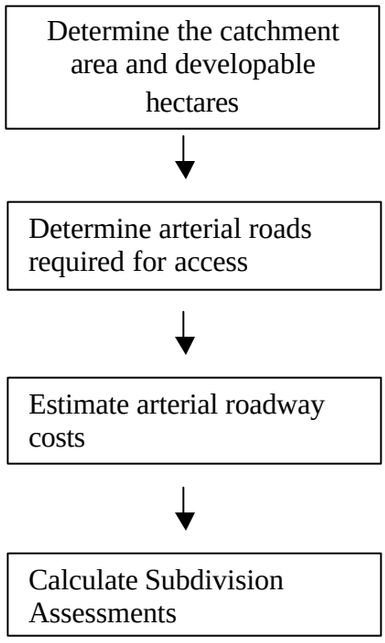
Signal costs (including equipment and installation costs and auxiliary lanes, if required) will be shared among the parties which will benefit from the installation. A signalized intersection required both from a signal spacing and land access perspective will be cost shared 50/50 between the City and developer(s). Signals required only to facilitate land access will be the responsibility of the developer(s).

Costs for new arterials which are located between two catchment areas will be shared equitably between the developments in each catchment area. Costs for new arterials which are located between a catchment area and an undevelopable area will be borne by the developments in the catchment area.

The arterial road assessment will be charged through the servicing agreement.

Proposed Arterial Roadway Assessment Process (to be part of Area Structure Plan):

Report of the Executive Policy Committee dated September 12, 2001



RECOMMENDATION FOR COST-SHARING NEW EXPRESSWAYS IN WINNIPEG:

The task force considered possibilities for developer contribution to the funding of new expressways and agreed that because of the regional nature of expressways in terms of movement of goods and people and the requisite access limitations associated with these facilities, developers should not be required to contribute to their funding. Where expressways are located adjacent to or within a development catchment area, access will be limited to major intersections. The UDI task force members were in concurrence with the need to limit access to these facilities to intersections with arterial streets only as a prerequisite to developers not being required to contribute to their funding.

SUMMARY:

TABLE 1 ILLUSTRATES A SUMMARY OF CURRENT AND PROPOSED PRACTICES REGARDING DEVELOPER FUNDING OF MAJOR STREETS DISCUSSED ABOVE.

Table 1 - Developer Contribution to the Funding of Major Streets:

Current	Proposed
Developers borderin g on a “Regional Street” are responsible for one lane of concrete pavement together with their share of land drainage, sidewalks, landscaping and street lighting.	Major (“Regional”) streets are subdivided into Arterials and Expressways. Developers within a defined catchment area will be responsible for a portion of the Arterial Street costs proportionate to the developable area of their subdivision.* Developers will not be responsible for contributing to the funding of Expressways.

* It is proposed that, similar to the current funding model, the City will be responsible for half of the costs for developing new arterial roadways. However, individual developer contributions will be based on the developable area of each subdivision within a defined catchment area.

A sample Area Structure Plan and sample roadway assessment is outlined on Appendix “A” to illustrate the proposed new roadway cost sharing model.

On June 11, 2001, the Ad Hoc Committee to Review Development Standards considered the report dated May 31, 2001, from the Director of Public Works “Development of a New Arterial and Expressway Cost Sharing Model”, and concurred in the recommendation contained in the report, namely: “That the recommended cost sharing strategy for funding new arterials and expressways outlined in this report, be approved” and forwarded to the Executive Policy Committee.

On July 4, 2001, the Executive Policy Committee referred the matter to the Standing Policy Committee on Public Works for report back in September 2001.

Report of the Executive Policy Committee dated September 12, 2001

On September 4, 2001, the Standing Policy Committee on Public Works considered the matter and passed the following motion with respect thereto, namely:

"That the recommended cost sharing strategy for funding new arterials and expressways be concurred in".

On September 12, 2001, The Executive Policy Committee reconsidered the matter and recommends:

I. That the recommended cost sharing strategy for funding new arterials and expressways outlined in this report be adopted.

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

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

Adopted by consent.

Review of the City of Winnipeg's French Language Services
File GL-5.7 (Vol. 7)

822 - 2. Council, on April 28, 1999, mandated the Task Force on the Implementation of French Language Services to undertake the following:

"i) to conduct a review of the City's French language services, including a review of the City's five-year implementation plan (Schedule "A" to By-law No. 6402/94, as amended), and an analysis of the City's current level of compliance with Part III of The City of Winnipeg Act;

ii) to ensure the City of Winnipeg is adequately pursuing the implementation of French language services in accordance with the Act;

iii) to consult with the various stakeholders, including employee unions and associations, other levels of government, as well as the Francophone community; and

iv) to advise on policy development with respect to French language services, including policy development in the areas of designated bilingual positions, active offer of service and standards of fluency."

Since its formation, the Task Force on the Implementation of French Language Services has submitted reports to Executive Policy Committee on the review of services and the subsequent adoption of a revised French language services by-law, as well as on the establishment of a Bilingual Government Service Centre, which has resulted in the following:

- On July 19, 1999, Council passed By-law No. 7490/99 for the provision of municipal services in both official languages (thereby repealing By-law No. 6402/94, which first introduced French language service requirements). Schedule "A" of By-law No. 7490/99 outlines the services that departments must provide in both official languages.

- On January 31, 2001, Council approved, in principle, the establishment of a Bilingual Service Centre at 614 Des Meurons Street.

Policy Development on the Designation of Bilingual Staff Positions

The City's statement of Policy on French Language Services, as adopted by Council in July 1999, on the issue of designated bilingual staff positions, reads as follows:

"Civic departments shall have a sufficient number of designated bilingual positions and bilingual employees to ensure an effective delivery of services, in accordance with the French Language Services By-law."

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In order to meet the requirements of the French Language Services By-law, some departments have begun to designate bilingual staff positions, however, this practice has been done mostly on an ad hoc basis. In many departments, past practice has been to rely on bilingual employees within the department to provide French language services, no matter what position they hold.

Unfortunately, citizens generally do not receive comparable and/or consistent French language services, inasmuch as:

French language services are not actively offered and/or not necessarily readily available. It is not always obvious that front-line staff are bilingual and/or the staff member who can provide service in French does not work directly with the public, and therefore he/she must be pulled away from his/her normal duties to provide service; and

When a bilingual employee leaves a department (due to retirement, promotion, sick leave, etc.), he/she is not necessarily replaced with another bilingual staff member.

The Bilingual Service Centre (BSC), approved in principle by Council on January 31, 2001, and scheduled to be operational later this year, will provide citizens with single-window access to bilingual City services, and will improve overall in-person and telephone service in French. However, it is important to recognize that, while BSC staff will be able to provide a variety of services on behalf of departments, there will continue to be a need for bilingual staff within departments to deal with more complicated and/or specialized requests for service. While departments currently receive very few requests for French language services, the City can anticipate a substantial increase in demand due to the high visibility of the new tri-level government Bilingual Service Centre.

By designating specific staff positions as having responsibility for the provision of French language services, the City will be better able to ensure a consistent and continuous level of service. This policy would allow departments to strategically plan French language services. It would also give citizens a clearer picture of the availability of French language services at any one time. The City's unions have also expressed an interest in a policy that would clearly define which staff positions, as well as how many, would be designated as bilingual. It is important that a policy on the designation of bilingual staff positions be developed in conjunction with departments and in consultation with the City's unions and associations.

The intent of the policy is to identify and designate staff positions that must be capable of providing services in either official language. The policy will provide departments with a long-range plan for staffing bilingual positions. It is not intended to displace staff currently assigned to these positions, even if these employees are unable to perform their duties in either official language.

The policy development process is expected to take up to 18 months.

The following chart outlines the general order in which the designation of bilingual staff positions should be undertaken within City departments. Departments are listed in order of priority, from highest priority to lowest, based on the requirements of The City of Winnipeg Act (CWA) and French Language Services By-law No. 7490/99, the departments' level of compliance with these requirements and upcoming projects and/or issues.

Designation of Bilingual Staff Positions

Department	Reason
High Priority	
Police Service	Police services are identified in Part 3 of CWA as "priority services" There is a need to address FLS Task Force's concerns regarding Police services
Fire Paramedic Service	Fire and ambulance services are identified in Part 3 of CWA as "priority services"
Community Services	Library services and leisure and recreational programming are identified in Part 3 of CWA as "priority services"
Property Assessment	New assessment roll being issued in July 2001, need to identify bilingual assessor positions
Planning, Property & Development	By-law requires bilingual reception and services at 30 Fort Street for Zoning and Permits Branch
City Clerk's/Councillors' Office/ Mayor's Office	Bilingual staff for reception, City Hall Inquiry Service and/or at City Hall Kiosk

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Medium Priority	
Public Works	Designation of bilingual positions in Call Centre (bilingual staff currently available)
Transit	Designation of bilingual positions in Schedule & Service Information area (limited number of bilingual staff currently available)
Water & Waste	Designation of bilingual positions in Call Centre (bilingual staff currently available)
Corporate Finance	Designation of bilingual positions in Tax Branch (bilingual staff currently available)
Low Priority	
CAO Secretariat	Department provides less direct service to the public
Corporate and Human Resource Services	Department provides very few direct services to the public
Winnipeg Hydro	Department does not service Riel Community, has some bilingual staff already

As a result of designating a staff position bilingual and then requiring a certain level of fluency, standardization of French language testing will also be required. Standards of fluency should be set for each designated bilingual position within the organization. This will contribute to a more consistent level of service throughout the organization and should better ensure that services available in French are comparable to those offered in English.

Active Offer of Service Program

The City's French Language Services Policy Statement with respect to the concept of active offer of service reads as follows:

"The concept of active offer means that services in French, whether provided by oral, written or electronic methods, are evident, readily available and easily accessible to the general public, and of comparable quality to those offered in English.

The City of Winnipeg has the responsibility of publicizing the availability of the bilingual services provided, and must create and maintain a climate which reflects the active offer of French language services in the designated areas. This means that citizens must feel equally comfortable in dealing with the designated service providers in the language of their choice. The offer of French language services must be made visible. Members of the general public should be convinced from the outset that using the official language of their choice will not result in a diminished quality of service, wherever this service will be offered.

The availability of French language services is made evident with appropriate signage and reception messages."

An active offer of service program may include:

a) signage at the service location to highlight the availability of French language services;

b) identification of bilingual staff through the use of signs and/or name tags and pins; and

c) standardized in-person service and telephone service protocol (greetings/ messages).

The Task Force recommends that this program be developed and implemented by the French Language Services Coordinator, in conjunction with departments. It is expected that all departments will then be able to consistently offer French language services at the first point of contact with citizens.

Police Services

Based on concerns raised within the Franco-manitoban community, the Task Force on the Implementation of French Language Services met with representatives of the Division 15 – St. Boniface Police Station at 227 Provencher Boulevard. Discussion centred around actively providing police services in both official languages, whether by phone or in-person.

As a result of its tour and meeting, the Task Force recommends that the French Language Services Coordinator meet with the Chief of Police to coordinate improvements to French language services offered at the Division 15 – St. Boniface Police Station, 227 Provencher Boulevard).

Report of the Executive Policy Committee dated September 12, 2001

Councillor Responsible for French Language Services

Council, in its report dated April 21, 1999, stated:

"It is intended that the Task Force be in place until such time as it is deemed that the City of Winnipeg is in full compliance with Part III of the City of Winnipeg Act."

The Task Force has made several recommendations to Council over the last two years with respect to the provision of French language services, and with this report, will have fulfilled its mandate. It is, therefore, recommended that the Task Force on the Implementation of French Language Services be disbanded.

The Task Force on the Implementation of French Language Services also recommends that a Councillor be appointed as Councillor Responsible for French Language Services. This is in keeping with past practice, whereby the Councillor for the St-Boniface Ward worked closely, throughout the year, with the French Language Services Coordinator and the Société franco-manitobaine to address matters relating to the City's provision of French language services.

The Executive Policy Committee recommends:

I. That the City of Winnipeg develop a policy on the designation of bilingual staff positions, which shall include the identification of all designated bilingual staff positions and the establishment of standardized French language testing, and, that the development of said policy be coordinated by the French Language Services Coordinator, in conjunction with all City departments and in consultation with all City unions and associations.

II. That the French Language Services Coordinator develop an active offer of service program in conjunction with departments, and that said program be implemented by all departments.

III. That the French Language Services Coordinator work with the Chief of Police to coordinate improvements to French language services offered at the Division 15 - St-Boniface Police Station, 227 Provencher Boulevard.

IV. That the Task Force on the Implementation of French Language Services be disbanded and that a Councillor be appointed to address future matters relating to the provision of French Language Services for the City of Winnipeg.

Adopted by consent.

Expenditure from the Land Dedication Reserve Fund – West Kildonan Arena – Lord Selkirk-West Kildonan Community
Files EP-2 (Vol. 28), PR-2 (Vol. 85)

823 - 3. The Executive Policy Committee has been advised that the Lord Selkirk-West Kildonan Community Committee concurred in the allocation of $42,940.50 from the Lord Selkirk-West Kildonan Community Committee Land Dedication Reserve Fund to the West Kildonan Memorial Community Centre to offset the cost of replacing the condenser at the West Kildonan Arena.

The Executive Policy Committee concurs with the above and recommends that funds in the amount of $42,940.50 be approved from the Lord Selkirk-West Kildonan Community Committee Reserve Fund for the project.

Adopted by consent.

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Expenditure from the Land Dedication Reserve Fund – Winnipeg Youth Soccer Association Inc., - Lord Selkirk-West Kildonan Community
Files EP-2 (Vol. 28), PR-2.6 (34) (Vol. 10)

824 - 4. On July 17, 2001, Council adopted Clause 6 of the Report of the Executive Policy Committee dated July 4, 2001, approving the sum of $8,000.00 from both the Assiniboia and Riel Community Committee Land Dedication Reserve Funds to assist the Winnipeg Youth Soccer Association Inc. with the purchase of equipment and to defray costs associated with expansion and development of the 9-a-side soccer field development.

On July 17, 2001, Council also adopted Clause 4 of the Report of the Executive Policy Committee dated July 11, 2001, approving the sum of $8,000.00 from the City Centre Community Committee Land Dedication Reserve Fund to assist with the cost of the 9-a-side soccer field development.

On July 10, 2001, the Lord Selkirk-West Kildonan Community Committee concurred in the allocation of $2,666.00 from the Lord Selkirk-West Kildonan Community Committee Land Dedication Reserve Fund to the Winnipeg Youth Soccer Association Inc. for the 9-a-side soccer field development through the creation of specialized fields throughout the City.

The Executive Policy Committee concurs with the Lord Selkirk-West Kildonan Community Committee and recommends that funds in the amount of $2,666.00 be approved from the Lord Selkirk-West Kildonan Community Committee Reserve Fund for the project.

Adopted by consent.

Expenditure from the Land Dedication Reserve Fund – Westland Carnival 2001 – Lord Selkirk-West Kildonan Community
Files EP-2 (Vol. 28), PR-2.6(34) (Vol. 10)

825 - 5. The Executive Policy Committee has been advised that the Lord Selkirk-West Kildonan Community Committee concurred in the allocation of additional funding in the amount of $2,710.00 to the Westland Carnival 2001 to defray the cost of hosting its recreational activities; said funding to be in addition to the sum of $4,900.00 approved from the Lord Selkirk-West Kildonan Recreation Programming Reserve Fund on June 12, 2001.

The Executive Policy Committee concurs with the above and recommends that funds in the amount of $2,710.00 be approved from the Lord Selkirk-West Kildonan Community Committee Reserve Fund for the Westland Carnival 2001.

Adopted by consent.

City of Winnipeg Membership in the North American Superhighway Coalition
File GG-1 (Vol. 28)

826 - 6. The Executive Policy Committee, on September 12, 2001, passed the following motion, namely:

“WHEREAS the North American Superhighway Coalition’s (NASCO) mission is to maximize economic opportunity and investment in the North American mid-continent corridor through development and advocacy of an efficient, seamless, intermodal trade and transportation system; and the NASCO corridor, known as "The NAFTA Corridor", is the only central highway corridor linking the three NAFTA nations and provides Winnipeg with an important link to the US and Mexico;

Report of the Executive Policy Committee dated September 12, 2001

AND WHEREAS NASCOS goals are to facilitate the movement of people and goods by promoting infrastructure development, facilitating regulatory and statutory harmonization procedures, enabling intermodalism and encouraging the application of leading edge technology;

AND WHEREAS NASCO promotes economic development, trade and tourism along the corridor and between the three NAFTA nations by developing trade corridors and fostering business to business contacts; and it continues to build and maintain a strong organization by increasing its public and private sector membership and exploring strategic alliances with other trade corridor coalitions;

AND WHEREAS NASCOS membership includes cities, counties, provinces, states, companies and Chambers of Commerce from Texas to Winnipeg;

AND WHEREAS Winnipeg and Manitoba are the only Canadian members of NASCO, which include important trade and economic development partners in Texas, Iowa and Missouri; and NASCO is the pre-eminent mid-continent trade and transportation corridor organization and is the only one of which Winnipeg is a member;

AND WHEREAS NASCO:

- Created the "International Trade Corridor" (ITC) concept which provided a model for other successful trade corridor initiatives and which is now used internationally by all corridor coalitions
- Developed the "Clean Corridor" concept, working to promote the use of clean, alternative fuels
- Developed a Memorandum of Understanding with Transport Canada, the International Clean Cities Coalition the US Department of Energy, the US Environmental Protection Agency, the US Postal Service and the Texas General Land Office to promote the use of alternative fuels along the corridor
- Developed the concept of International Trade Processing Centres (ITPC)
- Successfully lobbied for the creation of two new categories under the US Transportation Equity Act of the 21st Century (TEA-21) - the National Corridor Planning & Development category and the Border Infrastructure Program category;

THEREFORE BE IT RESOLVED THAT The City of Winnipeg approve an ongoing membership in NASCO;"

and forwards same to Council for favourable consideration.

Adopted by consent

REPORT OF THE

EXECUTIVE POLICY COMMITTEE

DATED SEPTEMBER 19, 2001

On motion of His Worship Mayor Murray, the Report of the Executive Policy Committee, dated September 19, 2001, was considered clause by clause.

Moved by His Worship Mayor Murray,
That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9 and 10, be adopted.

Councillor Steek requested that Clauses 1 and 4 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 2,3,5,6,7,8,9 and 10 was put and declared carried.

Report of the Strategic Infrastructure Reinvestment Policy Implementation Committee (SIRPIC)
File S-7 (Vol. 4)

827 - 1. On April 7, 1995, the Strategic Infrastructure Reinvestment Policy (SIRP) Task Force was appointed by the former Committee on Works and Operations with a mandate to review the state of Winnipeg's infrastructure and to make recommendations for a policy framework for civic infrastructure management and investment decisions.

The SIRP Report was released on May 15, 1998. The report was considered by the Standing Policy Committee on Public Works on June 29, 1998, by the Executive Policy Committee on July 7, 1998 and approved by Winnipeg City Council on July 22, 1998.

The final recommendation contained in the Report of the Strategic Infrastructure Reinvestment Policy Task Force was as follows:

"That the City establish a SIRP Implementation Committee – headed by the Chairperson of the Standing Policy Committee on Public Works – with a mandate to implement adopted policy options within 12 months of appointment."

The said Implementation Committee was created in September 1998, consisting of government, business and labour representatives. Following the October 1998 election, Councillor Peter De Smedt was named Chair of the SIRPIC. Various subcommittees were established and, due to the magnitude of the task, returned with recommendations for the Implementation Committee's review in March of 2000.

On July 4, 2000, the Standing Policy Committee on Public Works heard representation from Councillor De Smedt, Chair of the SIRP Implementation Committee, together with Co-Vice Chairs, Jim Thomson and Chris Lorenc, outlining the Report and Recommendations of the SIRP Implementation Committee.

Pursuant to its deliberations, the Standing Policy Committee on Public Works approved in principle the recommendations of the Strategic Infrastructure Reinvestment Policy Implementation Committee (SIRPIC) as outlined on Appendix "A", and requested the Executive Policy Committee to establish a strategy and framework with respect to the implementation recommendations, and that same be submitted concurrently for consideration by Council.

On July 20, 2000, the Co-Chairs of SIRPIC presented their report and 30 Implementation Recommendations for consideration by the Executive Policy Committee, as outlined on Appendix "A".

The Executive Policy Committee subsequently requested that the Administration provide a report outlining the City's strategy and framework with respect to priorities and the fiscal impact to the City.

Report of the Executive Policy Committee dated September 19, 2001

Due to the cross-departmental nature of the report's recommendations (Appendix "A"), the Administration requested, and Council granted, a 60-day extension of time on this item on September 20, 2000. Further 60-day extensions of time were granted on November 22, 2000, January 31, 2001, March 21, 2001, May 23, 2001 and July 11, 2001.

During this time, the Administration reviewed the Policy Options outlined in the SIRP Report and the corresponding Implementation Recommendations contained within the SIRPIC Report and developed strategies for the implementation of the SIRPIC recommendations.

The intent of the report is to identify a strategy relating to each of the prioritized SIRPIC Implementation Recommendations in three broad categories: financial, intergovernmental and administrative processes.

This report presents the SIRPIC Report Implementation Recommendations and strategies under two sections: those which require Council adoption, and those which can be implemented through the issuance of administrative guidelines/specifications.

STRATEGIES WHICH WOULD REQUIRE COUNCIL APPROVAL

The proposed strategies for Council's consideration were developed in response to the key financial implementation recommendations presented by the SIRPIC Report.

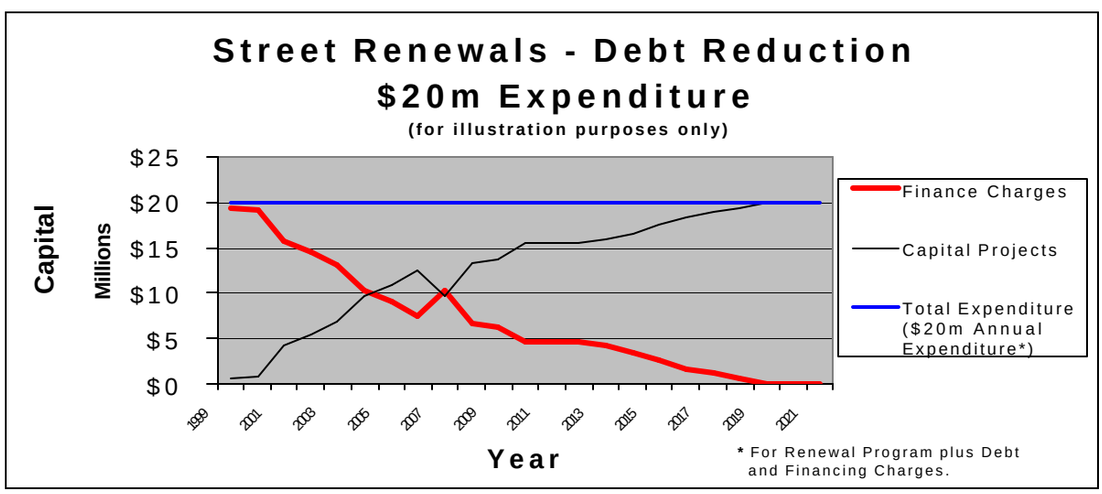
Key Financial Implementation Recommendations

Policy Option No.	Subject	Appendix "A" Page No.
10	Urban Infrastructure Financing Plan	A-3
3	Factor Maintenance into Initial Costs	A-1
9	Strategic Research and Innovation	A-3
6	Advanced Techniques and Technologies	A-2
7	Improved Practices	A-2

- Proposed increased capital investment towards infrastructure will require Council's consideration and direction. All of the alternatives described in the report would have a significant impact on future current and capital budgets.

The SIRPIC Report specifically recommends a policy which would apply the City's projected reduction in debt and finance charges to future infrastructure rehabilitation, rather than to tax reduction, or as an offset to expenditures.

This strategy would have the benefit of providing increased pay-as-you-go funding for capital projects at a level above the implied inflation rate, without putting additional pressure on the tax-supported budget. It has the disadvantage of not utilizing the benefits of decreased external debt payments to reduce taxes or to offset other expenditure increases.



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- The proposed factoring of maintenance into initial costs will require analysis on a project-by-project basis. The increase in maintenance budget for pavement only would be predicated on the increase in pavement inventory (including privately funded development). At this point it is estimated that each square metre of pavement added costs approximately .87 cents annually to maintain.

- Strategic research and innovation partnership funding will require Council's consideration and direction. It is proposed that, as a matter of Council policy, .5% of all tender awards for sewer, water, streets, and bridge rehabilitation be charged and earmarked for strategic partnership research projects, commencing with the 2001 Budget.

The charge would only apply to The City of Winnipeg portion of any project, not to any awards paid for by another source (i.e. provincial or federal governments). The contributions made during any given construction year would be used for projects occurring in the subsequent year, so that the projects are always in a pre-funded position and, at the outset of any given year, the available monies for these types of partnerships would be known. Submissions for approval for the use of the funding would be at the discretion of the relevant department head.

This proposed policy would earmark financial support for laboratory research and field trials to develop improved practices and materials. It is not the intent to utilize this financial support to cover employee travel costs to technical conferences. For example, the City's recent strategic partnership with the Intelligent Sensing for Innovative Structure (ISIS) group, in the repair of the Maryland Bridge. The City worked with ISIS to explore the use of advanced composite materials in this project; an investment of $140,000.00 in an advanced technology which has the potential to save upwards of $2,000,000.00.

An Annual Report will be submitted for information to the Standing Policy Committee on Public Works, detailing the use of funding during that year as well as a reconciliation of the available funding at year-end.

STRATEGIES FOR FURTHER ADMINISTRATIVE ACTION

1. Additional Financial Implementation Recommendations

Further to the key financial implementation recommendations for Council's consideration, outlined above, the SIRPIC Report's additional financial recommendations include:

Policy Option No.	Subject	Appendix "A" Page No.
10	Urban Infrastructure Financing Plan	A-3
1	Life Cycle Costing	A-1
7	Improved Practices	A-2
13	Application of User Fees	A-4
18	Intergenerational Financing	A-5
14	Shift from Mill Rate to User Fees	A-4

The strategies which the Administration has committed to undertake, in response to these recommendations, are as follows:

- During the Administration's preparation and composition of the City's Capital Budget, due consideration will be given to the Urban Infrastructure Financing Principles.

- The shift to life-cycle costing will be phased in; the existing Specifications Committee and the internal Controllers' group will ensure the appropriate development of standards, guidelines and implementation plans, and inclusion in the annual estimates for review by Council.

- The City will continue to move towards the implementation of user fees/pay as you go funding mechanisms for large infrastructure projects, on a case-by-case basis. These revised funding arrangements will still require the recognition of intergenerational financing where required. The Major Capital Project Steering Committee will be charged with ensuring that these methodologies are a consideration in their review of all future major capital projects.

- Consideration of any resultant decreases in mill rate caused by the implementation of user fees will be identified within the appropriate budget documentation.

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2. Intergovernmental Implementation Recommendations

The intergovernmental implementation recommendations outlined in the SIRPIC Report include:

Policy Option No.	Subject	Appendix "A" Page No.
25	National Infrastructure Policy	A-7
19	Cost Shared Programs	A-5
26	Employment Training Programs	A-7
27	Capital Region Infrastructure Strategy	A-7
17	Tax Exempt Bonds	A-5
16	Pursue Dedicated Levy Legislation	A-4
15	Infrastructure Services Renewal Levy	A-4

On October 11, 2000, Federal and Provincial officials signed a new Canada-Manitoba Infrastructure Agreement. The City has been actively involved in discussions leading up to this agreement, as have the Association of Manitoba Municipalities, the Federation of Canadian Municipalities and other stakeholder organizations. Now that the new agreement has been announced, the City will be preparing a list of proposed initiatives for consideration under the program.

Through its membership in the Federation of Canadian Municipalities, the City continues to support and encourage the other levels of government to approve mechanisms for alternative means of financing large capital projects, such as the issuance of Tax Exempt Bonds.

The City's ongoing participation in the Manitoba Association of Urban Municipalities and the Capital Region Committee will be an important means of encouraging the discussion of municipal infrastructure on a regional basis.

The issue of a dedicated resource for infrastructure renewal remains a challenge. On February 23, 2000, Council adopted a motion supporting the Association of Manitoba Municipalities' request to the Province of Manitoba that The Gasoline Tax Act be amended to allow all the municipalities in Manitoba to benefit from an appropriate share of tax on gasoline, gasohol, diesel and proposed fuels for use in motor vehicles, to support street and roadway renewal.

Senior City staff will be pursuing discussions with their provincial counterparts regarding possible alternative sources of revenue, including levies to infrastructure renewal.

Cost Implications

The City continues to be challenged by increasing debt and finance charges, as a result of capital expenditure decisions made in prior years. In an effort to control these charges, Council imposed a cap of $61 million on external and internal financing of new tax-supported capital expenditures in 1996.

During the 1997 capital budget deliberations, Council felt that more stringent measures must be taken to maintain and improve the City's credit rating, and to ensure the long-term financial health of the City. As a result, Council approved a plan to reduce the capital program for a two-year period (1997 and 1998) below the $61 million cap. In 1999 and 2000, no new external debt was authorized for the tax-supported program, including transit. There is a plan in place to internally finance tax-supported capital programs in the amount of $61 million from the City's General Reserve by 2004. However, the cost of participation in a new tri-level infrastructure program would need to be identified within the Capital Budget process.

Participation in a new infrastructure program would result in either a reprioritization of projects within the existing capital, or considering external borrowing, or identifying other funding sources. These measures would have major implications for Council's Capital and Current Budgets, both in the immediate and more distant future.

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3. Administrative/Process Implementation Recommendations

The administrative/process implementation recommendations outlined in the SIRPIC Report include:

Policy Option No.	Subject	Appendix "A" Page No.
5	Management of Asset Data	A-2
4	Computerized Maintenance Management System (CMMS)	A-2
2	Minimize Deferred Maintenance	A-1
28	Cost Benefit Analysis	A-7
11	Accrual Accounting System	A-3
12	Fully Costed Services	A-4
1	Life Cycle Costing	A-1
8	Update Construction Specifications	A-2
29	Sustain Infrastructure Development Policy	A-7
20	Implement ASD Options	A-5
21	Public Private Partnership Research	A-6
22	Pursue Partnering Strategies	A-6
23	PPP Policy Options	A-6
24	Winnipeg Transportation Utility	A-6
30	SIRP Implementation Committee	A-8

- The accountability for corporate asset management will be explored under the guidance of the ERP Steering Committee during the ERP's scoping phase. This Committee has been charged with the development and implementation of a corporate-wide ERP system. Given the City's commitment to the existing system (i.e. CMMS) and planned expansions, it is integral to the project's success that all of these major initiatives be linked on an ongoing basis.

- The City continues to make significant improvements in the areas of financial reporting. The implementation of accrual accounting and full costing processes continue to be refined as the City moves forward under the Controllership model. As well, the development of corporate standards and guidelines for the minimization of deferred maintenance and project-based cost benefit analysis, including appropriate reporting mechanisms, will be considered in the near future by the administration's Controllership group, in conjunction with the appropriate line departments.

- Council's adoption of the framework on alternative service delivery provided the groundwork for the implementation recommendations outlined in the SIRPIC Report regarding ASD and public-private partnerships.

- The ASD Subcommittee's report on Public-Private Partnerships is accepted as one of a number of reference documents supporting the City's larger ASD Policy Framework. This report is available through the Intranet, and feedback/suggestions are actively sought. Administrative staff currently undertaking the development of partnerships are encouraged to review this document. Should partnership opportunities fall within the framework of Council's ASD policy, then the initiative will be considered as part of the development of Council's ASD agenda.

- The City also continues to explore partnership opportunities through its ongoing liaison with the National Research Council and other relevant organizations. The City will continue to participate in field trials of new technologies as funding becomes available.

- The City's Specification Committee will continue to improve and update our construction specifications.

- The City has endorsed the principles and guidelines of the Manitoba Roundtable on the Environment and Economy with respect to sustainability within infrastructure decisions and these principles will be considered by the Major Capital Projects Steering Committee when reviewing major capital projects.

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- The report proposes that a preliminary analysis be undertaken to determine the feasibility for providing an alternative service delivery option for transportation systems, i.e. Winnipeg Transportation Utility. This matter will be referred to the Chief Administrative Officer for future consideration, relative to the identification of on-going dedicated funding sources.

- Upon approval of this report, the City acknowledges the work of the SIRP Implementation Committee and requests that, since its mandate has been fulfilled, SIRPIC and its subcommittees be dissolved, and activities flowing from the SIRPIC Report be assigned to appropriate administrative entities.

Cost Implications

By way of example, the 2000 annual pavement budget stands at approximately $15.6 million. If an additional 100,000 square metres of pavement was added and inflation is assumed to be 2%, the 2001 maintenance budget should start with a base of $16 million.

FINANCIAL IMPACT

The following comments highlight, in general, the fiscal impacts of the recommendations adopted by Council with respect to the SIRP report.

Recommendation 1:

> "That following the peak in 2002, it is essential that the City apply 100% of the savings derived from reduced tax-supported debt and finance charges to increased capital investment toward infrastructure, on a pay-as-you-go basis."

The impact of this recommendation is that following the peak in 2002, the savings derived from reduced tax-supported debt and finance charges to the City are approximately $1.8 million, ultimately reaching a level of $53 million in the year 2015. These amounts represent a new current budget adjustment required in each year, equalling to the difference between the maximum debt and finance charges in 2002 and the actual debt and finance charges of the respective year.

Recommendation 2:

> "That the City's infrastructure maintenance budgets be adjusted on an annual basis to reflect any growth in physical inventory, as well as an inflationary increase to cover rising labour, material and equipment costs."

The impact of this recommendation is a required increase in current budgets, beginning in the initial year of implementation. For example, had this been implemented from 1990 to 2000, infrastructure maintenance of bridges, buildings, parks, and pavements would have grown from $57.10 million in 1990 to $73.70 million in 2000. These levels of funding increments would have been necessary to ensure the maintenance budgets of Public Works infrastructure kept pace with both inflation and the costs of maintaining new infrastructure.

Future impacts on current budgets are directly related to the actual capital investment in new infrastructure.

Recommendation 3:

> "That the City commit $500,000.00 in 2001 to strategic municipal infrastructure research and .5% of the annual construction budget thereafter."

The impact of this recommendation is to increase the current budget by:

a) $500,000.00 net budget adjustment required in the initial year (2001 recommended).

b) Approximately $125,000.00 would be generated in a given year by applying .5% to the capital budget (using 2000 adopted capital budget for Public Works Department). This amount would vary from year to year depending on the size of the capital budget that the .5% is applied to.

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On September 19, 2001, the Executive Policy Committee recommended filing Clause 5 of the Report of the Standing Policy Committee on Public Works dated July 4, 2000. The Executive Policy Committee also received as information the Administrative Report dated May 4, 2001, entitled "Financing Infrastructure Preservation - Challenges and Opportunities" a copy of which is on file in the office of the City Clerk.

The Executive Policy Committee recommends:

I. That the Standing Policy Committee on Public Works be requested to prepare a policy on Infrastructure Reinvestment for Council's consideration.

II. That the Standing Policy Committee on Public Works be requested to prepare a policy factoring maintenance costs into initial costs for Council's consideration.

III. That the Standing Policy Committee on Public Works consider as part of the policy review, the reinvestment of a portion of all tender awards being directed to strategic research and innovative partnership projects.

IV. That since its mandate is now complete, SIRPIC and its subcommittees be dissolved, with ongoing work regarding reinvestment policy implementation being referred to the Administration.

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

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

Moved by His Worship Mayor Murray,
Adoption of the clause.

Carried.

Proposed Closing of Part of Atwood Street North of Dugald Road
File DAC 15/99

828 - 2. The Executive Policy Committee has been advised that the closing of the street requires a by-law pursuant to Section 495 of *The City of Winnipeg Act*.

In June 1999, the Real Estate Division of the Planning, Property and Development Department received an offer from Mr. Peter Hnatishin of Custom Castings Ltd. to purchase the portion of Atwood Street identified as "Proposed Closing" on Schedule "A". Custom Castings intends to use the land for expanding their employee parking area.

The East Kildonan-Transcona Community Committee approved the street closing at its public meeting held on September 28, 1999.

The Standing Policy Committee on Property and Development considered a report recommending the sale of the property at its meeting of July 5, 2001 and recommended that Council approve the sale of the land at a price of $28,000.00 in accordance with the terms and conditions, as negotiated.

Council approved the sale of the street on July 18, 2001.

The street must be legally closed before it may be sold. Title to all public rights of way in Manitoba is vested in the name of the Province. The registration in the Winnipeg Land Titles Office of a closing by-law removes the public right of way status from the land and vests the ownership of the property in the City's name. The City is not entitled to dispose of the land until this has been done.

This report is submitted in accordance with the provisions of By-law No. 7325/98, a by-law to allow certain street opening and closing applications to be submitted to the Executive Policy Committee for report to Council without the requirement to be reviewed by a Standing Policy Committee.

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The following criteria must be met before the authority given in the by-law may be exercised:

1. The proposed closing must have been addressed at a public meeting and received approval from the Committee before which the public meeting took place.
2. The proposed closing and transfer must have been approved by the Director of Public Works.
3. The proposed closing must have been submitted to all affected City Departments and public utilities with no objections having been received.
4. Any conditions regarding engineering aspects (i.e. relocation of facilities) must have been mutually agreed to.
5. The terms and conditions of any easement agreements created by the proposed closing and transfer must have been addressed.
6. The proposed closing must have been approved by the affected property owner(s).
7. The terms and conditions of any agreements concerning the proposed closing and transfer must have been approved by the Director of the department that requested the closing and either the Standing Committee on Fiscal Issues, the Standing Policy Committee on Property and Development, or the Director of Planning, Property and Development, as is appropriate.

All of these conditions have been met.

There is no financial impact as all costs associated with the closing of the street are the responsibility of the Purchaser, Custom Castings Ltd.

The Executive Policy Committee recommends:

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing, as outlined on Schedule "A", Misc. Plan No. 10675/2.

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

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

Adopted by consent.

Grant to Federation of Canadian Municipalities

File GC-5.1 (Vol. 45)

829 - 3. The Executive Policy Committee has been advised that Winnipeg, together with other major cities, has been asked to contribute to the Federation of Canadian Municipalities (FCM) Right of Way Defense Fund, to appeal the CRTC decision relating to access to municipal rights-of-way. Council approval is required for this grant.

A dispute between Vancouver and a telecommunication company (teleco) as to who controls access to rights-of-way and the type and amounts of compensation a municipality should be entitled to resulted in a hearing before the CRTC, in which the FCM intervened. On January 8, 1998 and July 5, 2000, Council approved two grants, of $19,914.00 each, to the FCM right-of-way defense fund to pay a share of legal costs incurred.

The FCM position is that municipalities must be able to set the conditions for access within their rights-of-way and are entitled to compensation for direct and indirect costs, including the value of the land used.

Earlier this year, the CRTC issued its decision. That decision was in favour of the teleco and it held, among other things, that the CRTC had sole and exclusive authority to regulate in this area; municipalities could not insist on projects being co-ordinated to limit the disruption; there would be no compensation for many costs incurred; and no charge for the land being occupied could be made.

The CRTC decision has been appealed by the FCM to the Federal Court of Appeal. A hearing will likely be held at the beginning of next year. Given the importance of the issues and the amount of money involved, a further appeal to the Supreme Court of Canada is possible.

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The FCM needs funds (estimated at $1.15 million) in order to pay the legal costs for the hearing before the Federal Court of Appeal and, potentially, the Supreme Court of Canada.

The FCM has proposed that the major Canadian cities agree to make a maximum contribution of 5.9 cents per capita payable over 3 years. In Winnipeg's case, the total maximum contribution would be $109,500.00 payable in quarterly installments or, alternatively, on receipt of regular invoices from FCM.

This grant would be subject to the following qualifications:

1. Sufficient Canadian cities agree on or before September 30, 2001, or such other date as the FCM determines, to contribute on a per capita basis so that the total contribution represents a minimum of 6.5 million citizens;

2. If qualification No. 1 is not met, Winnipeg's commitment to make a contribution ends;

3. If the total commitment exceeds this amount, Winnipeg's contribution will be reduced proportionately.

To date, the following cities have agreed to contribute the amounts noted:

Toronto	$459,000.00
Calgary	$136,000.00
Edmonton	$109,000.00
Halifax	$ 21,000.00
Ottawa	$127,500.00

The Executive Policy Committee recommends:

I. That Council approve a maximum contribution of $109,500.00 payable over 3 years to the Federation of Canadian Municipalities (FCM) subject to the noted qualifications and annual budget approvals.

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.

Agreement Between The City of Winnipeg and The Province of Manitoba for a Community Revitalization Program
File EU-5 (Vol. 5)

830 - 4. The Executive Policy Committee has been advised that the previous Manitoba/Winnipeg Community Revitalization Program (M/WCRP) Agreement expired in 1997. Any agreement between the City and the Province requires Council approval.

The revitalization of Winnipeg's older neighbourhoods is an evolution of three prior programs - the Neighbourhood Improvement Program (1974 - 1978), the Community Improvement Program (1979 - 1983), and the Manitoba/Winnipeg Community Revitalization Program (1984 - 1997) over the past twenty-six years. The programs have been instrumental in the revitalization of twenty-one neighbourhoods over that time.

On July 24, 1996, City Council approved additional capital funding in the amount of $6.875 million for the continuation of M/WCRP funding into UCPA III, identifying priority neighbourhoods as: North Point Douglas, West End, St. Boniface Centre, Wolseley, Burrows Central and Luxton. Approval was conditional upon establishing a joint Provincial/City working group to formulate revisions to program guidelines.

On January 15, 1997, the then Committee on Planning and Community Services recommended that a review of M/WCRP be undertaken to examine criteria, policies and neighbourhood improvements with a view to broadening the program.

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In March 1997 Leskiw & Associates conducted an independent evaluation of the program. Several program-related issues were identified to improve program effectiveness.

An Audit Review, directed by the Audit Committee of Council, was undertaken between August and November 1997 and recommendations from the review were submitted to Council in January 1998.

On August 6, 1998, the Province's commitment to funding a community revitalization program through UCPA III was confirmed "subject to a further decision upon the initiatives and the neighbourhoods after a new program is determined."

On December 8, 1999, the Executive Policy Committee referred the following recommendation from the Standing Policy Committee on Protection and Community Services dated November 26, 1999 to the Standing Policy Committee on Property and Development for consideration, namely:

X. That the delivery of the previously approved Manitoba/Winnipeg Community Revitalization Program (M/WCRP) be immediately implemented.

On December 15, 1999, Council adopted Clause 1 of the Report of the Standing Policy Committee on Protection and Community Services dated November 26, 1999, as amended by Executive Policy Committee, to refer Recommendation X. of the said clause to the Standing Policy Committee on Property and Development.

On January 26, 2000, Council adopted the following recommendations of the Standing Policy Committee on Property and Development, namely:

I. That Recommendation X. of Clause 1 of the Report of the Standing Policy Committee on Protection and Community Services dated November 26, 1999, be adopted.

II. That the Administration be authorized to enter into discussions with the Province of Manitoba with respect to the process for implementing the Manitoba/Winnipeg Community Revitalization Programs, and report back on the results thereof to the Standing Policy Committee on Property and Development.

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

The proposed new revitalization agreement has been developed to advance the vision of Plan Winnipeg: "To be a vibrant and healthy city which places its highest priority on quality of life," and with regard to Plan Winnipeg's 2020 policies regarding creating healthy neighbourhoods and supporting neighbourhood revitalization through efforts that address the physical, social, and economic needs of residential neighbourhoods.

The terms and conditions for the program are established in a formal agreement between the City of Winnipeg and the Province of Manitoba, as outlined on Appendix “A”. The Agreement sets the goals and anticipated outcomes of the Program, the terms and conditions for administration of the Program, and the scope of the Program components.

The Province, through UCPA III (1997 - 2003), and the City, in the 1997 - 2000 ($3 million) and 2001 - 2003 ($4 million) Capital Budgets, have approved shared funding allocations to a total of $14 million for implementation of a community revitalization program.

Goals

The goal of the Agreement is to improve living conditions in Winnipeg's older, physically declining neighbourhoods where capital improvements in housing renewal, community facilities, municipal infrastructure and crime prevention initiatives will have lasting, long-term benefits to the neighbourhood and the larger urban community.

Administration

The City of Winnipeg and the Province of Manitoba are jointly managing the Agreement and the City of Winnipeg will administer the Program.

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The Agreement sets out a new governance model intended to ensure enhanced political accountability. The governance model establishes a Policy Committee (comprised of the Mayor of the City of Winnipeg and a City Councillor as designated by the Mayor, the Provincial Minister of Intergovernmental Affairs and an MLA as designated by the Minister) that will be responsible for the overall direction of the new Agreement by issuing policy guidelines or instructions to the Management Committee. This Committee will make a number of final decisions including approving the neighbourhood strategies and budgets, reallocating funds between neighbourhoods, the communications strategy and the evaluation plan.

The Management Committee (comprised of two senior staff from both The City of Winnipeg and the Province or their designates) will be responsible for the management, coordination and administration of the Agreement. This Committee will ensure that the terms and conditions of the Agreement are met, recommend neighbourhood and communications strategies and the evaluation plan to the Policy Committee, recommend the reallocation of funds between neighbourhoods, and recommend other financial transfers to the Policy Committee.

Program Components

Component 1: Neighbourhood Revitalization

This is a capital expenditure program that invests in the public community infrastructure in designated neighbourhoods. A neighbourhood planning strategy will be developed in consultation with area stakeholders. Funding will be directed to the following:

- Planning - including fees and expenses paid to limited term or contract employees or for consultant services to prepare a neighbourhood strategy

- Municipal Infrastructure - including the construction, replacement and/or removal of municipal services such as lighting, streets, sidewalks and including the implementation of urban safety initiatives and 'Main Street' improvements

- Community Facilities - including the expansion and/or renovation of public community facilities, including the implementation of urban safety initiatives

- Land Re-development - including land assembly for community facilities or infill housing, removal of incompatible land uses, site preparation, environmental studies and other related works

Based on criteria from the previous revitalization program and those used in the development of the "Winnipeg Housing Policy Neighbourhood Designation" report and the Province's ‘Neighbourhoods Alive!” Initiative, the following neighbourhoods will be targeted:

- Burrows - Central
- Luxton (includes Luxton, Seven Oaks and St. John's Park)
- St. Boniface (includes Central St. Boniface, North St. Boniface, Dufresne and Tissot)
- St. George - Worthington
- Sargent Park - Minto
- Wolseley

Timing as to the commencement of program implementation in the targeted neighbourhoods will be determined jointly by the City and the Province.

Component 2: Neighbourhood Housing Renewal

The objective of this program is to contribute to the revitalization of housing in designated neighbour-hoods by supporting renovation initiatives by homeowners and landlords.

The parameters of the program are as follows:

- a matching grant of up to $2,500.00 to homeowners undertaking repair/renovation projects subject to a minimum contribution of $500.00 from the homeowner

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- a matching grant of up to $1,000.00 per unit up to a maximum of $5,000.00 per building to landlords to upgrade rental units
- a matching grant of up to $250.00 per room up to a maximum of $2,500.00 per rooming house to upgrade the building
- assistance to eligible homeowners for major home repairs under the Provincial Residential Rehabilitation Assistance Program (RRAP) may also be made available
- a limit of one grant per dwelling unit

Communications/Evaluation

A committee will be established, with representation from both the City and the Province, to develop a communications strategy. Additionally, the parameters for a program evaluation will be set up once the Agreement has been signed. An independent consultant will be contracted to undertake the evaluation with a joint committee of equal representatives of the two jurisdictions overseeing the consultant.

There is no financial impact inasmuch as the recommendations deal only with program administration and program details, which do not result in changes to capital authorizations or cash flows.

The Executive Policy Committee recommends:

I. That Council endorse the terms and conditions of the Building Communities Agreement between Winnipeg and Manitoba, as outlined on Appendix "A".

II. That any unused authorized funding in the former Manitoba/Winnipeg Community Revitalization Program capital budgets be transferred to this new community revitalization program called Building Communities and that it be consolidated into one budget line for the new program.

III. That the Agreement be called Building Communities.

IV. That His Worship Mayor Murray and Councillor Daniel Vandal be appointed as the City's members of the Policy Committee under this Agreement.

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

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

Moved by His Worship Mayor Murray,
Adoption of the clause.

Carried.

Appointment of Committee Coordinator for the Citizen Outreach Equity Office (COEO)

File GC-7 (Vol. 31)

831 - 5. On September 19, 2001, the Executive Policy Committee passed the following motion, namely:

WHEREAS on March 21, 2001, Council approved the creation of the Citizen Equity Committee (CEC) and the Citizen Outreach Equity Office (COEO);

AND WHEREAS on June 20, 2001, Council approved the citizen members on the CEC;

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AND WHEREAS the Citizen Equity Hiring Committee has been actively pursuing the filling of the CEC Committee Coordinator in order to comply with Council's recommendation to maintain the COEO and its mandate;

THEREFORE BE IT RESOLVED THAT Carole Fréchette be offered a contract as the Committee Coordinator for the Citizen Outreach Equity Office (COEO), the terms and conditions of the proposed contract to be negotiated in consultation with the Human Resources Services and Legal Services Divisions.

and submits same to Council for favourable consideration.

Adopted by consent.

Appointment to The Forks North Portage Partnership
File FR-4.1 (Vol. 5) [c/r GC-7 (Vol. 3)]

832 - 6. The Executive Policy Committee at its meeting held on September 19, 2001, passed the following motion, namely:

WHEREAS Brad Hughes' term on The Forks/North Portage Partnership expired on May 26, 2001;

THEREFORE BE IT RESOLVED THAT the Executive Policy Committee recommend to Council that Mr. Philip M. Sheps, Barrister, Pitblado, Buchwald, Asper, be appointed to The Forks/North Portage Partnership for a 3 year term to expire on May 26, 2004.

and submits same to Council for approval.

Adopted by consent.

Appointments to the City Council Benefits Board
File GC-2.3 (Vol. 6)

833 - 7. The Executive Policy Committee at its meeting held on September 19, 2001, passed the following motion, namely:

WHEREAS the Legislature of the Province of Manitoba has enacted The City of Winnipeg Act, enabling Council to pass a by-law to establish a pension benefits program maintained by The City of Winnipeg for Members of Council;

AND WHEREAS Council, at its meeting on November 22, 2000, adopted Clause 1 of the Report of the Secretariat Committee that a by-law be prepared to establish a pension benefits program for all Members of Council of The City of Winnipeg and that the pension benefits program be effective from January 1, 2001;

AND WHEREAS Council, at its meeting on July 18, 2001, passed By-law No. 7869/2001 to establish a pension benefits program for Members of Council of The City of Winnipeg;

AND WHEREAS Section 7, (1) of By-law No. 7869/2001 states:

The Board consists of:

a) Three representatives appointed by Council, only one of whom may be a Councillor, and
b) The Chief Financial Officer of the City and where such position is vacant, the acting designate.

THEREFORE BE IT RESOLVED that the following representatives be appointed to the City Council Benefits Board for a three year term, ending December, 2004:

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- *Speaker of Council*
- *Mr. Ken Hayes, Executive Director of the Employee Benefits Board*
- *Mr. Michael Ruta, Corporate Controller, City of Winnipeg, Corporate Finance Department*

and submits same to Council for approval.

Adopted by consent.

Designation of the Chief Administrative Officer to Authorize Temporary Banners and Portable Signage in the Downtown
Files EZ-DAZ (Vol. 15), FL-7.4 (Vol. 8)

834 - 8. On September 19, 2001, the Executive Policy Committee passed the following motion, namely:

WHEREAS it is desirable for the City to promote the excitement of downtown by providing clear and co-ordinated information to Winnipeggers and tourists, and by encouraging activities in the downtown which foster the spirit of celebration and festivity and which promote the participation of residents and visitors;

AND WHEREAS an important tool for the City in providing such information and encouraging activity and excitement in the downtown is the use of temporary banners and portable signage;

AND WHEREAS the Downtown Zoning By-law limits allowable signage, with certain exceptions as listed in the by-law;

AND WHEREAS one of the exceptions so listed is signage installed by the City;

THEREFORE BE IT RESOLVED that the CAO, or designate, be authorized to approve the use and placement, by the city, of temporary banners and portable signage to promote events and activity in the downtown;

and submits same to Council for approval.

Adopted by consent.

Agreement between The City of Winnipeg and CentreVenture Development Corporation to Establish Marketing or Promotional Signage on Downtown Properties
File EP-1.2.3. (Vol. 3)

835 - 9. On September 19, 2001, the Executive Policy Committee passed the following motion, namely:

WHEREAS City Council has created the CentreVenture Development Corporation to provide leadership in creating and sustaining business opportunities and economic growth in downtown Winnipeg;

AND WHEREAS CentreVenture has been granted options on all surplus downtown properties to provide the Corporation with maximum capacity and flexibility to market and develop properties;

AND WHEREAS the CentreVenture Heritage Conservation Tax Credit Program has been created to facilitate and support the adaptive re-use of heritage buildings within the downtown;

AND WHEREAS an important tool for CentreVenture in marketing both city owned properties and publicly supported developments within the downtown is the use of signage;

Report of the Executive Policy Committee dated September 19, 2001

AND WHEREAS the Downtown Zoning by-law limits allowable signage, with certain exceptions as listed in the By-law;

AND WHEREAS one of the exceptions so listed is signage authorized by agreement with the City;

THEREFORE BE IT RESOLVED that an agreement be entered into with the CentreVenture Development Corporation to permit it to establish marketing and/or promotional signage on certain downtown properties, and that the CAO, or designate, be authorized to finalize and approve the terms and conditions of that agreement, including provisions for such matters as size, number, style, and content of the signage and/or a process by which the proposed signage and its location will be reviewed and approved in advance;

and submits same to Council for approval.

Adopted by consent.

Red River College Downtown Campus
File FI-1.2 (Vol. 1)

836 - 10. The Executive Policy Committee has been advised that Manitoba Justice, on behalf of the Province and Princess Street Consortium Inc. ("PSC), the Province's developer for the Red River College Downtown Campus, have made requests to the City with respect to the indemnification of PSC.

Council, at its meeting held on January 31, 2001, approved the Red River College Downtown Campus Project on Princess Street.

There have been court proceedings concerning the property municipally known as 140 Princess Street, Winnipeg and owned by Cosman Realty Ltd. ("Cosman") relating to the expropriation by the City for the Red River College Downtown Campus. Cosman has challenged both the validity of the expropriation and the City's request for possession of 140 Princess Street. The Court of Queen's Bench has ruled that the expropriation is valid and further, has ordered that the City is entitled to possession. Both of these judgments are under appeal by Cosman.

When granting the City possession of 140 Princess Street, Madam Justice Beard imposed certain conditions, most notably that the building is not to be demolished prior to October 29, 2001, and that Cosman shall have continued access to and use of the building up to that date. The City has filed a cross appeal seeking to have these conditions deleted. All appeals are scheduled for hearing by Manitoba Court of Appeal on Thursday, September 20, 2001.

In early August 2001, the City received, from the lawyer representing PSC, a request for an agreement for access to 140 Princess Street for development of the Red River College Downtown Campus and for a related limited indemnification for PSC. After some discussions, the Province subsequently made a "Without Prejudice" proposal for the allocation and sharing of the risks of the limited indemnification requested by PSC.

The Executive Policy Committee recommends:

I. That Council approve a limited indemnification by the City of Princess Street Consortium Inc. ("PSC"), with respect to the development of the Red River College Downtown Campus.

II. That Council delegate to the Chief Administrative Officer, the authority to negotiate and approve the terms and conditions of the said indemnification, including the sharing of risk with the Province.

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.

REPORT OF THE

EXECUTIVE POLICY COMMITTEE

DATED SEPTEMBER 26, 2001

On motion of His Worship Mayor Murray, the rule was suspended and the Report of the Executive Policy Committee, dated September 26, 2001, was considered.

Negotiations between The City of Winnipeg and the Winnipeg Association of Public Service Officers (WAPSO) - Memorandum of Settlement

File GU-4.6 (Vol. 11)

837 - 1. The Executive Policy Committee has been advised that City Council must ratify all collective agreements negotiated between The City of Winnipeg and bargaining agents representing civic employees before they may take effect.

The Collective Agreement between The City of Winnipeg and the Winnipeg Association of Public Service Officers (WAPSO) expired October 11, 2000 and the parties commenced bargaining in January 2001.

A Memorandum of Settlement was signed by negotiating committees representing the City and WAPSO respectively on August 30, 2001.

The City has an established practice of extending changes in the terms and conditions of employment as they affect WAPSO rated employees to WAPSO Exempt and Senior Management employees as may be appropriate.

In July 2001, the Executive Policy Committee approved a negotiations mandate intended to ensure that the City has sufficient flexibility to implement initiatives consistent with Council directives over the term of the Collective Agreement.

That mandate provided for a three year term (October 12, 2000 – October 11, 2003), general economic increases and benefit increases comparable to CUPE, provision of a Human Resource Development Fund, and salary schedule restructuring that better reflects external market competitiveness.

The terms of the Memorandum of Settlement fall within the mandate as follows:

Term:

October 12, 2000 – October 11, 2003 (3 years)

Wages and Benefits:

PP 22 2000 – CPI (minimum 2.0%/maximum 2.5%)
PP 22 2001 – CPI (minimum 2.0%/maximum 2.5%)
PP 22 2002 – CPI (minimum 2.0%/maximum 2.5%)

Based on actual changes in CPI over the period in question, general wage increases for 2000 and 2001 are as follows:

PP 22 2000 – 2.313%
PP 22 2001 – 2.500%

Professional Development Fund:

The City will create a Professional Development Fund in the amount of $200,000.00 that will be used for education, training and professional development of members of WAPSO.

Report of the Executive Policy Committee dated September 26, 2001

Salary Schedule Restructuring:

Results of a market wage survey for WAPSO rated positions indicate that the City currently compensates this group of employees above the median and average for comparable positions in a broad mix of public and private sector organizations.

A new salary schedule has been agreed to that will apply to all new employees hired on or after October 21, 2001 and to current employees who are promoted to higher grade levels under certain circumstances. Current employees will remain on the existing salary schedule and will therefore not be adversely affected by this change.

This change should result in significant cost savings over the long-term as current WAPSO rated staff retire and are replaced by employees pursuant to the new salary schedule. The financial impact is within approved current budget.

The Executive Policy Committee recommends:

I. That City Council ratify the Memorandum of Settlement dated August 30, 2001 agreed to by the negotiating committees of The City and the Winnipeg Association of Public Service Officers, as outlined on Schedule "A".

II. That City Council authorize the City's negotiating committee to conclude a Collective Agreement with the Winnipeg Association of Public Service Officers based on the terms of the Memorandum of Settlement.

III. That City Council authorize the City to extend the general wage increases and apply the new Salary Schedule A2 to WAPSO Exempt and Senior Management employees as may be appropriate given existing individual contracts.

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

Salary Schedules and the Financial Impact Statement are on file in the office of the City Clerk.

Moved by His Worship Mayor Murray,
Adoption of the clause.

Carried.

(See Minute No. 890 for attachment)

EXECUTIVE POLICY COMMITTEE

MOTIONS

Moved by Councillor Vandal,
Seconded by Councillor Eadie,
838 - WHEREAS:

(a) Pursuant to its By-law No. 7845/2001, The City of Winnipeg authorized the expropriation of the lands described therein and executed a Declaration of Expropriation dated the 23rd day of May, 2001; and

(b) A Notice of Intended Expropriation was served by The City of Winnipeg upon all owners and interested parties in the lands intended to be expropriated, and published in the newspaper, pursuant to Section 1 of Schedule "A" to *The Expropriation Act*; and

(c) Notices of Objection to the intended expropriation were served upon the confirming authority by some of the said owners pursuant to Section 3 of Schedule "A" to *The Expropriation Act*; and

(d) The confirming authority requested the Minister of Justice to appoint an Inquiry Officer; and

Executive Policy Committee - Motions (continued)

(e) The Minister of Justice on the 14th day of August, 2001, appointed an Inquiry Officer pursuant to Section 4(2) of Schedule "A" to *The Expropriation Act* and an Inquiry was conducted on the 15th day of August, 2001.

AND WHEREAS the Inquiry Officer submitted his report to the confirming authority on the 10th day of September, 2001, wherein he stated that the intended expropriation is fair and reasonably necessary for the achievement of the objectives of The City of Winnipeg, the said objectives being in relation to a Public Street, subject, however, to the Declaration of Expropriation being amended to provide that the lands are expropriated free and clear of all encumbrances save and except a Miscellaneous Agreement registered with the Winnipeg Land Titles Office as Instrument Number A15059.

BE IT RESOLVED that the Declaration of Expropriation dated May 23, 2001, executed pursuant to By-law No. 7845/2001 and expropriating the following lands:

> The lands taken for Esselmont Avenue and Public Drain as the same are shown bordered on Plan Deposit 389/2001 WLTO, prepared by Albert Gerhard Degner, Manitoba Land Surveyor.
>
> The lands described above are expropriated free and clear of all encumbrances.
>
> The lands described above herein except mines, minerals and named substances which are excepted from or not included in the Certificate of Title of the registered owner of the surface under the Real Property Act or are not owned by the owner of the surface under the Registry Act, and except reservations in favour of the Crown as excepted from the Title of the owner of the surface, or to which Title is subject by implication under the provisions of the Real Property Act.

be amended to provide that the lands are expropriated free and clear of all encumbrances save and except a Miscellaneous Agreement registered in the Winnipeg Land Titles Office as Instrument Number A15059.

BE IT FURTHER RESOLVED that the Declaration of Expropriation dated May 23, 2001, as amended herein and thereby replaced by an Amended Declaration of Expropriation dated September 26, 2001, is hereby confirmed.

Carried.

Moved by Councillor Vandal,
Seconded by Councillor Eadie,

839 - WHEREAS:

(a) Pursuant to its By-law No. 7846/2001, The City of Winnipeg authorized the expropriation of the interest in lands described therein and executed a Declaration of Expropriation dated the 23rd day of May, 2001; and

(b) Notice of Intended Expropriation was served by The City of Winnipeg upon all owners and interested parties in the interest in lands intended to be expropriated, and published in the newspaper, pursuant to Section 1 of Schedule "A" to *The Expropriation Act*; and

(c) Notices of Objection to the intended expropriation were served upon the confirming authority by some of the said owners pursuant to Section 3 of Schedule "A" to *The Expropriation Act*; and

(d) The confirming authority requested the Minister of Justice to appoint an Inquiry Officer; and

(e) The Minister of Justice on the 14th day of August, 2001, appointed an Inquiry Officer pursuant to Section 4(2) of Schedule "A" to *The Expropriation Act* and an Inquiry was conducted on the 15th day of August, 2001.

AND WHEREAS the Inquiry Officer submitted his report to the confirming authority on the 10th day of September, 2001, wherein he stated that the intended expropriation is fair and reasonably necessary for the achievement of the objectives of The City of Winnipeg, the said objectives being in relation to work space for construction, subject, however, to the Declaration of Expropriation being amended to provide that the interest in lands is expropriated free and clear of all encumbrances save and except a Miscellaneous Agreement registered with the Winnipeg Land Titles Office as Instrument Number A15059.

Executive Policy Committee - Motions (continued)

BE IT RESOLVED that the Declaration of Expropriation dated May 23, 2001, executed pursuant to By-law No. 7846/2001 and expropriating the following interest in lands:

> The easement taken for Work Space as the same is shown bordered on Plan Deposit 388/2001 WLTO, prepared by Albert Gerhard Degner, Manitoba Land Surveyor.
>
> The interest in lands described above is expropriated free and clear of all encumbrances.
>
> The interest in lands described above herein excepts mines, minerals and named substances which are excepted from or not included in the Certificate of Title of the registered owner of the surface under the Real Property Act or are not owned by the owner of the surface under the Registry Act, and excepts reservations in favour of the Crown as excepted from the Title of the owner of the surface, or to which Title is subject by implication under the provisions of the Real Property Act.

be amended to provide that the interest in lands is expropriated free and clear of all encumbrances save and except a Miscellaneous Agreement registered in the Winnipeg Land Titles Office as Instrument Number A15059.

BE IT FURTHER RESOLVED that the Declaration of Expropriation dated May 23, 2001, as amended herein and thereby replaced by an Amended Declaration of Expropriation dated September 26, 2001, is hereby confirmed.

Carried.

Moved by Councillor Lazarenko,
Seconded by Councillor Smith,

840 - WHEREAS world events this past month underscore the dangers emergency service personnel face in the line of duty;

AND WHEREAS this City Council, representing the citizens of Winnipeg, must strongly support all city employees whose job is to protect the lives and property of our citizens, the importance of which cannot be overstated;

AND WHEREAS lengthy and unresolved contract negotiations have affected the morale of members of the Winnipeg Police Service;

AND WHEREAS a harmonious relationship between the City and its Police Service employees is valuable and important;

THEREFORE BE IT RESOLVED that Council encourage the Executive Policy Committee to attempt every means with utmost effect to resolve the issues that have prevented ratification of a Collective Agreement between the City of Winnipeg and the Winnipeg Police Association.

Automatic Referral to the Executive Policy Committee in accordance with Rule 16.1 of the Procedure By-law.

Moved by Councillor Eadie,
Seconded by Councillor Lazareko,

841 - WHEREAS a number of persons have approached the City Clerk with a request to make representation to Council at its Special Meeting of October 25, 2001, concerning the 2001 Current Estimates - Tax Supported and Utility Operations;

AND WHEREAS the Procedure By-law limits the number of delegations on any item to two in support and two in opposition;

THEREFORE BE IT RESOLVED that Rule 54.5 of the Procedure By-law be suspended to permit the hearing of additional delegations to appear before Council, each delegation being limited to a maximum of ten minutes each to address Council, with no extension of time being permitted and with no questions being permitted by Members of Council to the delegates.

Carried.

EXECUTIVE POLICY COMMITTEE

CONSIDERATION OF BY-LAWS

842 - On motion of His Worship Mayor Murray, By-law No. 7890/2001, a by-law of The City of Winnipeg to amend By-law No. 98/72, being a by-law providing for the regulation of local improvements, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed. File SL-1 (Vol. 21)

EXECUTIVE POLICY COMMITTEE

QUESTION PERIOD

843 - Councillor Steeves requested an update on the question of Manitoba Hydro purchasing Winnipeg Hydro.

His Worship Mayor Murray noted that Winnipeg Hydro had been meeting with Manitoba Hydro for many months to renegotiate power sharing agreements. He cited that there had been an expression of interest from Manitoba Hydro in acquiring Winnipeg Hydro, but that no formal offer of acquisition had been received. His Worship advised that if a merger were to occur, the City would require that current revenue and benefits levels continue.

Councillor Steeves questioned if as the City pays down its debt and fiscal obligations were reduced, whether a strategy with regard to the business tax could be developed, to which His Worship replied that after the 2002 budget was decided on, Council could review the future debt load and make decisions with regard to future costs, tax reductions and related matters.

Councillor Steeves referred to the Community Revitalization Program and questioned why the neighbourhood of St. George - Worthington, initially listed fourth place in the list if neighbourhoods, was moved down to the sixth spot, to which Councillor Vandal advised that the move was made after negotiations took place between the civic administration and the Provincial Government, in accordance with selection criteria for neighbourhoods.

Councillor Steek questioned what the final costs were for the Get Together Downtown event, to which His Worship advised that the event came in on budget at $700,000.00, half of which came from the private sector contributions. He noted that there was a shortfall of $200,000.00 due to additional security costs, a loss in beer sales revenues and other factors, which had come out of existing accounts in the 2001 operating budget. His Worship advised that no new monies were drawn to support the event.

Councillor Steek requested an audited statement showing from which departments the additional $200,000.00 came from. His Worship responded in the affirmative and noted that all corporate accounts are included in the City's year end statements.

Councillor Lazarenko made reference to the recent terrorist attack on America and questioned if there was any protection in place for the citizens of Winnipeg if the virology lab on Arlington Street was ever compromised, to which His Worship responded that he believed that the lab was one of the most secure in the country and that the Federal Government did in fact have security arrangements in place.

Councillor Lazarenko questioned what protection the City had if a deadly virus were to be introduced into Winnipeg's drinking water, to which Councillor Angus replied that there were several security measures in place to protect against that type of disaster.

Councillor Prystanski referenced the Community Revitalization Program and questioned why the North Point Douglas program was not in the first phase given that capital budget monies was approved, and further questioned if the community were ready, could the project proceed in phase one.

Councillor Vandal replied in the negative and noted that the monies would not flow until the following year. His Worship further noted the numerous initiatives underway in the North Point Douglas Ward and that Point Douglas would in fact be included in the Neighbourhoods Alive program.

Executive Policy Committee - Question Period (continued)

Councillor Steek questioned if the $350,000.00 committed to the Downtown Festivals event by the private sector had actually been realized. His Worship advised that he believed that all monies had been received, but agreed to take the question under advisement and respond further to Councillor Steek.

Councillor Steek questioned if the Downtown Festivals event had once again been budgeted for in 2002, to which His Worship replied that there were several proposals to increase overall street festival funding for the downtown in the budget, noting that the 2001 event was a pilot project.

Councillor Prystanski questioned why a Community Revitalization Program project in the St. Boniface Ward was put ahead of all others, to which His Worship responded that administrative staff from both the City and the Province set the priorities based on evaluated criteria.