



FEATURE: The Transportation Master Plan for Winnipeg

By Kenn Rosin, City of Winnipeg Public Works

PART TWO OF A TWO PART SERIES

Goods Movement

Balancing the needs of efficient and sustainable goods movement with those of complete communities will allow the City to remain economically competitive while maintaining neighbourhood liveability.

Winnipeg is a key intermodal and freight hub due to its geographical location.

Providing and maintaining an effective road network to employment lands and large industrial centres will accommodate current and future goods movement demand. This will be key to reducing the growing pressures on transportation infrastructure and minimizing impacts to neighbouring residential and commercial developments. An effective and sustainable goods movement network that includes key trade corridors and truck routes is part of the balanced, multi-modal transportation system recommended in the TMP.

Regional Connections

The provision of effective and efficient regional

transportation links in the Capital Region is essential to economic prosperity. It is anticipated that population in the Capital Region outside of the City of Winnipeg will increase substantially in the future to over 103,000 people by 2031, resulting in a doubling of trips to/from the Capital Region and Winnipeg. The concern with this increase in travel is that it primarily impacts the transportation network within the City.

The coordination of transportation planning on a regional scale will therefore be essential and is recommended by the TMP.

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Parking

Parking should facilitate access for bicycle and motor vehicle users of the transportation network to adjacent development in a manner that supports the concept of complete communities. Parking policies should be context-sensitive to ensure that parking is provided where it is needed; opportunities for modal shift are created; and parking is integrated with the urban landscape. The provision of an effective and appropriate level of parking is an important component of the TMP.

Asset Management

Continuing support for a transportation asset management program will enable the existing and future transportation infrastructure to be maintained in a state of good repair, while not comprising on safety, level of service, or the life expectancy of assets. span.

The TMP recommends expansion of the existing transportation asset management program to respond to current and anticipated infrastructure maintenance requirements.

Funding and Governance

The TMP recommends the provision of adequate funding for the growth and maintenance requirements of the multi-modal transportation network through:

- » Working with federal and provincial partners to secure infrastructure investment for major multi-modal transportation projects that support economic development.
- » Assess the applicability and acceptability of new approaches to financing such as those recommended in the Infrastructure Funding Council (IFC) report of 2011.
- » Encouraging the establishment of a federal and/or provincial transportation infrastructure delivery strategy.
- » Working with province to outline a stable and predictable long term funding strategy for implementing the rapid transit network.
- » Exploring and assessing the applicability and acceptability of new financing tools and revenue sources to fund infrastructure projects within existing frameworks

Recommended Major Road Network and Rapid Transit Improvements

Timeframe	Category	Link	Estimated Cost (\$m)
Short-term (by 2016)	Strategic Road Network Improvements	Kenaston (Route 90) - Ness to Taylor	\$129
		CentrePort Canada Way and Connecting Roads	N/A
		Chief Peguis Trail - Henderson to Lagimodiere	N/A
	Other Major Road Network Improvements	Pembina Underpass	\$14.3
		Traffic Signal Management System	\$4.6
		Marion Street Widening/Grade Separation and Improvements - Archibald to Lagimodiere	\$70
		Plessis Road Widening and Grade Separation at CN Mainline	\$75
		Louise Bridge	TBD
		Waverley West Arterial Roads	N/A
		Disraeli Bridge and Overpass	N/A
Rapid Transit	Graham Mall to U of M	\$700 (LRT) \$275 (stage 2 BRT)	
SUB-TOTAL SHORT-TERM			\$567.9 – \$992.9
Medium-term (by 2021)	Strategic Road Network Improvements	Chief Peguis Trail – Main to McPhillips	\$110
		Bishop Grandin - Lagimodiere - Fermor	\$80
		Edward Schreyer Pkway: Plessis to Chief Peguis	\$60
		Fermor Avenue - Lagimodiere to Plessis	\$40
		William R. Clement Parkway - Grant to Wilkes	\$60
		Other Major Road Network Improvements	St. Mary's Road Widening - St. Anne's to Marion

Table One (above) summarizes and prioritizes the major road network and rapid transit improvements

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In the area of governance, the TMP recommends that the feasibility of establishing a Regional Transportation Authority to plan, implement, and deliver transportation infrastructure and services be examined.

Plan Review and Updates

The Winnipeg Transportation Master Plan must be regularly reviewed to ensure it meets the transportation needs of the City. Changing community expectations, growth patterns, and development pressures can necessitate a re-investigation of the Plan, as would changes in the expected timing of major rapid transit infrastructure. The on-going review process will involve:

- » Annual updates through Winnipeg’s Five-Year Capital Forecast and budgeting process.
- » Preparation of an annual report to Council on local transportation conditions, behaviours, needs and trends
- » A full review every five years in association with future statutory reviews of OurWinnipeg.

Table One (continued) summarizes and prioritizes the major road network and rapid transit improvements

Timeframe	Category	Link	Estimated Cost (\$m)
		Arlington Bridge	TBD
		Osborne Street Underpass	TBD
		Grade Separation at CN Mainline between Taylor and Sterling Lyon	TBD
	Rapid Transit	East - Graham Mall to Lagimodiere	\$405 (LRT) \$174 (BRT)
		SUB-TOTAL MEDIUM-TERM	\$584 - \$815
Long-term (by 2031)	Strategic Road Network Improvements	Chief Peguis Trail – McPhillips to Route 90	\$130
		Bishop Grandin - Kenaston to McGillivray	\$100
		William R. Clement Pkway: McGillivray to Wilkes	\$100
		Silver Avenue - Century (Route 90) to Sturgeon	\$90
		Chief Peguis Trail - Edward Schreyer Parkway to PTH101	\$110
		PTH 6 Extension – CentrePort Canada Way to PTH 101	\$150
	Rapid Transit	West - Portage & Main to Century	\$340 (LRT) \$146 (BRT)
		North - Graham Mall to Burrows	\$177 (LRT) \$76 (BRT)
		SUB-TOTAL LONG-TERM	\$902 - \$1197
		TOTAL	\$2053.9 - \$3004.9

For more information on the Transportation Master Plan, please visit the website at <http://transportation.speakupwinnipeg.com/>

The MHCA Welcomes New Members !

Cal McKay Construction

Cal McKay
 General Delivery
 Pilot Mound, MB ROG 1P0
 Ph: (204) 825-2193

Cell: (204) 825-7035
 Email: n/a
 Web: n/a
 Additional Information: General contracting services

MHCA Board of Directors Meeting Highlights

Winnipeg – The MHCA Board of Directors met on January 18, 2012 and what follows highlights areas of Board discussion and decisions.

MHCA/MIT ANNUAL PROGRAM REVIEW MEETING

The MHCA will be hosting the annual MHCA/MIT Program Review meeting February 6 & 7, 2012. This year Doug McNeil, Deputy Minister will be attending. The MHCA will be represented by its Executive Committee. Topics for discussion will include: Rolling budgets; Timely payments; Early tender schedule and adherence; field decisions.

MIT PROJECT MANAGERS CONFERENCE

MIT is holding its annual Project Managers Conference January 31, through February 3, 2012 in Brandon and expect 150 participants from across Manitoba. The theme and focus is Adaptability: Ahead of the Flow with presentations being brought forth and highlighting how processes or methods were adapted.

The MHCA has been invited to present. Representing the MHCA will be Henry Borger, Vice-Chair MHCA Construction and Gord Lee, Past MHCA Chair who will address 'Challenges in Making Better Decisions.' It will be followed by a question and answer session.

CONSTRUCTION INDUSTRY WAGES ACT (CIWA)

Following discussions with the heavy construction industry, the following recommendations were advanced as they apply to CIWA, the current CIWA Heavy Construction Industry (HCI) Wage Schedule and Classifications, namely:

- 1) A 3% increase to the heavy construction industry minimum wage effective May 1, 2012 and a further 3% increase to the minimum wage effective May 1, 2013;
- 2) The MHCA has met with the Apprenticeship Branch to proceed with the development of a designated voluntary trade of 'Heavy Construction Worker (HCW).' This position would be added to the heavy construction industry classifications and minimum wage rates thereby eliminating confusion associated with the 'Construction Craft Worker.' It would be added at an appropriate time after the said designation is finalized and approved; and
- 3) That there be no further changes to the CIWA, the HCI classifications and/or the minimum wage schedule.

The CIWA Panel with employer and labour representatives

which operates on a consensus basis is chaired by Manitoba Labour Board Chair Bill Hamilton, has received the above. The MHCA is represented on the panel by Barry Brown, Maple Leaf Construction and Gord Lee, Nelson River Construction. The panel's recommendations will be advanced to Manitoba's Minister of Labour. Any decision will be subject matter of further announcements.

TRADE DESIGNATIONS & TRAINING

A sub-committee chaired by Henry Borger has been struck to take forward the Board's decision associated with three initiatives namely, designation of 'Heavy Construction (Civil) Worker, 'Heavy Equipment Operator', and skills training for the heavy construction industry through a collaborative partnership with the Apprenticeship Branch. A preliminary meeting with Scott Sinclair, Director of Apprenticeship Branch has already taken place.

WORKSAFELY™ HUMAN RESOURCES

Two key positions have been filled with very capable individuals:

1. 'WORKSAFELY™ Safety Advisor West Region (Brandon/Rural) effective January 16, 2012 has been accepted by Jack Kauenhofen. Jack comes to the position with an extensive background in safety and compliance with MIT. He will be based in Brandon, Manitoba.
2. 'WORKSAFELY™ Safety South Region effective January 23, 2012 has been accepted by Al Kerney who comes with a plus 25 year experience in the safety field. He will be based in Winnipeg.

BRANDON WORKSAFELY™ OFFICE

The MHCA WORKSAFELY Program will soon open a permanent office in Brandon, Manitoba. It will be based in the St. John Ambulance facility. Further details will follow.

CONSTRUCTION MANAGEMENT DEGREE PROGRAM SCHOLARSHIPS

On November 24, 2012 the MHCA presented two scholarships of \$1500 each to Devan McLenaghan, the MHCA Cornerstone Award, and to Dominique Pereira, the Construction Management Student Award. Each student was very grateful and each personally brought a letter of thanks to the MHCA office.

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WORKSAFELY™ - COR™ QUARTERLY MEETING JANUARY 30, 31, 2012

As per an objective of the MHCA to raise the MHCA profile in northern Manitoba, the MHCA will be hosting a profiled meeting with a broad array of industry and stakeholders on January 30 and 31, 2012 in Thompson, Manitoba.

The meeting agenda includes discussion around COR™ Certification and its benefits; the Heavy Construction EXPO Conference; Aboriginal engagement; WORKSAFELY™ Program Services; industry education and training; Winter Roads overview, Heavy Equipment Operator Training.

The MHCA will be represented by Bob Reidy, MHCA Chair; Nicole Chabot (WORKSAFELY™ Chair – MHCA Board of Directors); Pat Turner (MHCA Board of Directors); Chris Lorenc – President MHCA; Glen Black – Director WORKSAFELY; Greg Huff – WORKSAFELY™ Advisor – Northern Region

HEAVY EQUIPMENT OPERATOR ABORIGINAL PILOT PROJECT

Funding for an Aboriginal Pilot Project to train 16 Aboriginal in Heavy Equipment Operations has been approved. The MHCA is partnering with the Manitoba government to deliver the training.

FEDERAL PRE-BUDGET 2012 CONSULTATION

MHCA President Chris Lorenc was invited to present at a Pre-Budget Consultation with Parliamentary Secretary to the Minister of Finance – Shelly Glover and did so on January 9, 2012.

NATIONAL INFRASTRUCTURE SUMMIT (NIS) SEPTEMBER 2012

The second National Infrastructure Summit (NIS) will be hosted in Regina in September 2012 and it appears that MHCA President Chris Lorenc will be a speaker.

HEAVY CONSTRUCTION EXPO

The heavy construction EXPO to take place March 20-22, 2012 at the Winnipeg Convention Centre is into its final stretch of preparations. As of January 16, 2012 there are roughly 460 people registered. Space is filling up so industry is encouraged to register soon. The numbers registered to date exceed the number registered in the previous MCC Conferences, indicating that there is great value in courses to be delivered.

CITY OF WINNIPEG CAPITAL BUDGETS

MHCA President appeared at Executive Policy Committee (EPC), Infrastructure Renewal & Public Works (IRPW) and City Council a combined total of eight/nine times to speak/present related to the preliminary 2012 and 2013-2017 five year forecast capital budgets.

Quite apart from urging application of the Infrastructure Funding Council Report recommendations, Council was urged to consider an annual 2% realty tax increase dedicated to infrastructure - 1% = \$4.3 million - following an Edmonton model; an increase of \$1 to the frontage levy (\$1=\$10.8 million), both for infrastructure for 2012 - \$19 million total; pursue stand alone Transportation Authority as recommended in a variety of reports reaching back to 1998; press for sustained federal participation.

A full presentation of the City's Capital Program will be made on March 7, 2012 at the Victoria Inn. Details will follow.

The above represents only highlights of topics considered by the MHCA Board of Directors.



Bob Reidy, P.Eng.,
MHCA Chair

2012 MHCA Curling Bonspiel Results

Thanks to everyone who attended! See you next year!

WINNERS:

'A' side – Beaver Sewer & Water

- » Nadene Lumsden
- » Curtis Gobeil
- » Troy Argo
- » Grant Msitelbacher – skip

Sponsored by The Lehigh Inland Group



'B' side – Superior Asphalt

- » Larry Mack
- » Nick Hildebrand
- » Howard Bloomfield
- » Don Nelson – skip

Sponsored by Lafarge



'C' side – Mulder Construction

- » Chris Pearson
- » Daniel Gagnon
- » Derek Genyk
- » Dan Desrochers – skip

Sponsored by Manitoba Heavy Construction Association



2012 MHCA Curling Bonspiel Sponsors

Thank you to our sponsors:

Ice Sponsors

» Ron Copeland of Lafarge Canada



» Darren Iwanchysko of ELRUS Aggregate Systems



» Juice Lambert of Titan Environmental Containment



» Bob Gladden of Toromont CAT



» Conrad Starkell of Terraco Fuels & Lubricants



» Mark Moon of EF Moon Construction



» Todd Dokken of Westcon Equipment & Rentals Ltd



» Paul Ferriera of Wolseley Waterworks



Coffee & Muffins Sponsor

» Glen Black of WORKSAFELY™



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» Ron Copeland of Lafarge Canada



» Mike Smith of Lehigh Inland Group



» Manitoba Heavy Construction Association



The End of Globalisation?

By Peter Hall, Vice-President and Chief Economist of Export Development Canada

We've had a fair amount of time to think about a topic that surfaced before recession hit us just over three years ago. The end of globalisation is still being discussed, and the longer the world battles meagre growth, the more intense the conversation is likely to become. But does that suggest any particular outcome – is the fabric of international commerce really coming apart at the seams?

Multiple arguments for the end of globalisation have been made. Neo-protectionism in the early days of the recession was perhaps the most compelling argument. Fears of financial market contagion led to talk of more subtle regulatory forms of protectionism. Supply-chain risk – highlighted by last year's devastating natural disasters – prompted re-thinking of the current globalisation model. Fears that globalisation is responsible for widening income disparity continues to feed globo-skepticism. And then there's the sustainability argument: globalisation leads to sky-high commodity prices, which makes international shipment too expensive, leading to neo-localisation of commerce.

Data argue against globalisation's demise. Global exports are up 6.5% through last October, almost double our projected world GDP growth for the year. Recent performance is uneven, but there are more regional zones that are well into the black than otherwise. Foreign investment has not been as promising, but as it typically lags the cycle, it is too early to pick on this indicator.

If globalisation were to end, it would be a sad day for developed countries. With aging populations and in most cases, weak productivity records, collective annual potential growth is set to slow to the 1%-2% range. Contrast that with emerging markets, which can sustain growth in the 5%-6% range well into the future, and the developed economies' sales strategy is obvious. This dynamic is core to the bold, export-led-growth policy pronouncements over the past two years by the US, Japan, the UK and others, and the resumption of bilateral trade discussions on a number of fronts.



Emerging markets get this too. Although most of their exports of final goods were headed to developed markets in the middle of the 2000s, growth dynamics are gradually shifting the landscape. Armed with a growing awareness of their inter-dependencies, emerging markets are talking more about South-South trade, and discussing their own trade agreements, both bi- and multi-lateral.

So, are arguments to the contrary winning out? Thankfully, protectionist rhetoric seems to have remained just that. Multinational companies are making adjustments to account for supply-chain risk, but there is nothing to suggest anything close to wholesale divestment. As for the commodity price argument, recent softening has taken the edge off the argument, and an examination of supply-demand fundamentals does not conclusively suggest we are in for debilitating near-term price spirals.

Concern about income disparity appears to remain strong, and is always magnified when economic conditions are soft. The test of this argument will be its durability during the coming growth phase.

The bottom line? Given these arguments, it is difficult to conclude that globalisation is on the ropes. If one accepts that the true end of globalisation is collective, global prosperity through increased efficiency, then the end of globalisation as we now know it is not imminent.

WORKSAFELY MHCA

Construction Safety Excellence™

Training Schedule

Register by:

- » Email: safety@mhca.mb.ca
- » Fax: 204-943-2279

Cancellation Policy:

The *WORKSAFELY* policy states cancellation must be made at least two business days in advance, otherwise full course fee charge will apply.

JANUARY 2012	
January 9-10	Train the Trainer
January 11	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
January 12	COR™ Auditor Refresher
January 13	Excavating & Trenching (1/2 day AM)
January 13	Flagperson (1/2 day PM)
January 16	Safe Work Procedures
January 17	Prime Contractor
January 18	Back Injury Prevention
January 19	Safety Administration (1/2 day AM)
January 19	Toolbox Talks (1/2 day PM)
January 23-24	COR™ Leadership
January 25	COR™ Principles
January 26	COR™ Auditor
January 27	First Aid 1 - CPR

FEBRUARY 2012	
February 6-7	Train the Trainer
February 8	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
February 9	COR™ Auditor Refresher
February 10	Excavating & Trenching (1/2 day AM)
February 10	Flagperson (1/2 day PM)
February 13-14	COR™ Leadership
February 15	COR™ Principles
February 16-17	COR™ Auditor
February 21	Safe Work Procedures
February 22	Prime Contractor
February 23	Back Injury Prevention
February 24	Safety Administration (1/2 day AM)
February 24	Toolbox Talks (1/2 day PM)

REMINDER:
WORKSAFELY requires at least six people registered to deliver the course.

Rural Manitoba Training	
January 9-13	Flin Flon, MB
January 23-25	Riverton, MB
Jan. 30 - Feb. 1	Brandon, MB
Call the MHCA Office for more details!	

Customized training is available for your specific requirements.
 Call the *WORKSAFELY* Office at (204) 947-1379 for more information.