



A price for good roads

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July 17, 2014

Winnipeg's mayoral candidates haven't exactly inspired a lot of confidence with their ideas on how to address the city's \$7-billion infrastructure deficit. The debate so far has revolved around whether hot or cold asphalt is the preferred solution for potholes; one candidate says he'll squeeze an extra \$10 million out of city budgets, while others are talking about raising a similar amount through tax increases.

These ideas are tired and weak. They won't make a difference. And despite bold promises and bombast, the city's roads and congestion will only continue to get worse.

In Vancouver, however, and other cities around the world, a bold new concept is taking hold that could reverse the downward slope of congestion and broken roads. Some critics have called it revolutionary for its potential to reverse a decades-long trend.

The concept is called mobility or road pricing, a system that manages demand by charging motorists for using the entire road network, or portions of it in periods of heavy use.

It's more than simple tolls for a new bridge or highway, which can be unfair because it only targets people who use that infrastructure. A group of 21 mayors in metropolitan Vancouver -- Canada's most congested city -- recently endorsed the concept. More studies and public consultations are planned with the goal of introducing some version of the concept in five to eight years.

San Francisco will introduce mobility pricing next year, while cities such as Stockholm, London and Rome have used it for several years. Studies show it reduces congestion, while raising funds to pay for infrastructure. There are several versions of road pricing systems operating in the world. Area schemes charge a fee for driving into or within a specified area; full network pricing charges for using roads over the entire transportation network, measured in terms of distance travelled.

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Other schemes may only charge for using certain roads during periods of peak demand,

San Francisco decided to move to a form of road pricing after realizing the road network could no longer be expanded to satisfy peak demand. The city decided it had to do better and change land-use patterns.

Stockholm charges motorists on weekdays when entering or exiting the central city with fees based on the time of day. After seven years, traffic was reduced by 22 per cent, greenhouse gas went down 14 per cent, transit ridership went up five per cent and \$100 million in new revenue was raised.

The results were the same in London, where a flat daily fee of \$13 is charged for using the roads in central London. Traffic was reduced by 30 per cent, while businesses within the zone grew twice as fast as those in comparable areas.

In San Francisco, polls show 58 per cent of the people were opposed to any type of road pricing, but the trend reversed following an extensive public consultation. It was enough to convince the municipal government to move ahead.

Winnipeg is not as large and congested as the world's biggest cities, but motorists already feel a squeeze, particularly on routes out of south Winnipeg. The city is growing, but the revenue base is not sufficient to keep pace with demands for new roads and repairs to existing infrastructure.

Rapid transit will help, if it is ever finished, but it is far from a complete answer to the twin problems of congestion and underfunding.

Winnipeg's mayoral candidates do not have to endorse mobility pricing today, but they should at least agree to investigate the opportunities, possibly in co-operation with the Transport Institute at the University of Manitoba.

Such a summit might suggest an innovative approach to Winnipeg's long-standing inertia on infrastructure. God knows, the current approach is merely getting us nowhere fast.



The 2014 MHCA Equipment Rental Rates & Membership Directory has been mailed to members!

Released annually in spring, the MHCA Equipment Rental Rates & Membership Directory is the exclusive Equipment Rental Rates Guide in Manitoba. Its "yellow pages" list companies by areas of service.

Non-members can purchase this year's directory by contacting Brenda at 204.947.1379 or brenda@mhca.mb.ca.

Public and private sector project owners extensively use the Directory to locate and contact needed suppliers of services, including contractors, materials, equipment, aggregates, oils, design, and engineering — to name a few.

Past MHCA Chair Mr. Neil Wither passed away on Saturday, July 19, 2014.

Neil Wither served as Chair, of the MHCA, from 1977- 1978.

Neil was an active advocate for sustained infrastructure investment while a member of the MHCA, and certainly as Chair.

Neil was a pioneer in promoting the notion of national infrastructure investment strategies. These views were embraced by the MHCA, influenced the position of the WCR & HCA and ultimately significantly affected the approach of the Canadian Construction Association (CCA).

Neil joined the CCA Board of Directors in 1976 as a Provincial Vice-President representing the MHCA, which he did until 1978.

Neil joined the CCA Executive Committee in 1979 as CCA Honourary Treasurer and chaired the CCA Finance Committee that same year.

Neil Wither served as Chair of the CCA Board of Directors in 1981.

Neil was a founding member of TRIP Canada and its inaugural Program Director. TRIP was formed by the CCA in April of 1983 to promote sustained investment in a national highways system.



Further information about Neil will be published in an upcoming edition of the Heavy News Weekly

At this time the Board and Members of the Manitoba Heavy Construction Association collectively extend and express sincere condolences to Neil's family, friends and business colleagues.

We also extend our sincere thanks and appreciation to Neil for his dedication to the advancement of the MHCA and the industries it represents.

Henry Borger, M. Sc., MBA
MHCA Chair

Chris Lorenc, B.A., LL.B.,
President MHCA, President WCR & HCA

Greg Huff ...retires from MHCA

The time has come for Greg to hang up his jersey (or more fitting, his hard hat, work boots, and clip board so to speak) and go off to enjoy his next journey in life ... a much deserved retirement.

Greg will certainly be missed by all he worked with, not only at the MHCA office, but also those in the heavy construction industry who he helped over his long successful career.

Greg first enjoyed a long and rewarding career at Manitoba Infrastructure and Transportation, formally the Department of Highways, before he joined the Manitoba Heavy Construction Association.

Greg joined the Association to oversee and manage the Heavy Equipment Operator Training Academy, a robust training program that trains and certifies heavy equipment operators in Manitoba.

In addition to managing the MHCA Training Academy, Greg was instrumental in forging new ground and building strong relationships with contractors, Aboriginal and First Nation communities in northern Manitoba.

Greg's responsibilities also included that of the Northern Region Safety Advisor for the WORKSAFELY Program. In addition to being a subject matter expert in heavy equipment operation, he was an incredibly knowledgeable instructor and trainer, auditor, and a seasoned talented safety and health professional.

Greg travelled extensively throughout northern Manitoba helping contractors achieve the prestigious COR Certification, the Certificate Of Recognition achievement that sets the standard for construction safety excellence in Manitoba.

Greg is looking forward to enjoying more of the outdoors! Camping, hunting, and touring in his motor home with his wife Suzie is at the top of his list. After 33 successful years in the education system, Suzie is also joining Greg in his retirement! Congratulations Suzie!

Greg's experience, knowledge, and expertise will be missed and his role will be hard to fill, but more notably, what we will really miss is Greg's wit, humour, friendly giant personality and his overwhelming desire to help everyone he comes in contact with.

Thanks for all your contributions Greg, the heavy construction industry sincerely appreciates your contributions and support, and your MHCA family wish you and Suzie all the best in your retirements!



SAVE THE DATE!

EXPO NORTH Thompson, MB
February 24, 25, 26, 2015

EXPO SOUTH Winnipeg, MB
March 24, 25 and 26, 2015



For more information visit
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12:00 noon – shotgun start

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Invoice for tournament fees

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on team

Other Golfer 2.

3.

4.

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Signature

Dinner Only (\$50.00 / person all-inclusive)

Invoice Tournament Fees:

Submit registrations ASAP by FAX: (204) 943-2279

Email: christine@mhca.mb.ca

REMINDERS:

This popular event sells out fast; therefore, registrations are on a first come, first serve basis; additional registrations will be placed on a waiting list.

All golfers will be notified by email (if you provide one on the registration form) about course location on **August 6, 2014**.

**All team captains are responsible for notifying the rest of their team of course placement.

The Events Committee will try to accommodate requests; however, please understand that not all requests are possible.

If you are not registering a full team, the extra spaces will be filled by the tournament organizers.

As per MHCA Board Policy, only registrations cancelled at least 6 working days (Aug 5/14) prior to the commencement of this event will be refunded.

Disrespectful conduct of any kind towards a person(s) during the tournament is not acceptable. It may result in immediate eviction and/or

future tournament suspension.

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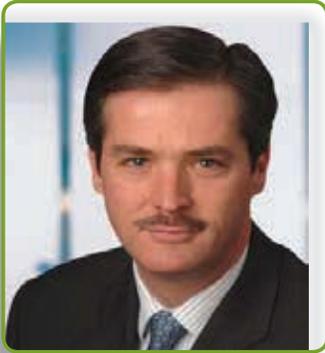
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Mid-Year Check: What are They Saying?

July 24, 2014



Peter G. Hall

They get into common conversation all the time. They say things about politics, world affairs, entertainment, sports, fashion and other hot news items. Who are 'they'? For the most part, experts of one sort or another. And yes, they also have an opinion on the economy. 'They', in this case, is likely the consensus view – a collection of experts' opinions on key indicators, compiled by various institutions around the world. So at mid-year, what are 'they' saying about the economic outlook?

Experts were upbeat at the beginning of 2014. At that point, it looked to them like the US economy was in for a 3 per cent year, an improvement on perceptions last autumn. Views of the UK economy were also improving steadily, moving comfortably into the mid-2-per cent zone. Even the beleaguered Euro zone was improving modestly, and Japan's outlook was steady. But things can change quickly in a year; recent news has taken on a more uncertain tone. Are 'they' adjusting their forecasts?

The US outlook has taken a decided turn for the worse. The 2014 outlook has dropped like a rock, at 1.6 per cent for the year, just barely above one-half of the early-year view. Revisions are common, but the magnitude of this one is a shocker. Is this yet another of the 'serial disappointments' the world has seen over the past few years, just another manifestation of the so-called 'new normal' we are living in? Not exactly. These revisions are based squarely on weather- and health-spending-related events in the first quarter of this year.

Given revised first-quarter data, the current average forecast for the US expects annualized growth of four per cent for the remainder of the year, an improvement on the initial US outlook in January. Not convinced? A mid-year Consensus Economics survey says that a large majority of key forecasters believe that US monetary policy is not restrictive enough. Market-watchers are criticizing the Fed for being too dovish, running the risk of getting behind in the inflation-vigilance game. It doesn't sound like they are concerned about imminent collapse, or anything close to it.

Non-US forecasters seem to agree. A decelerating US economy would have a marked effect on the outlook for the rest of the world. In contrast, the UK outlook continues to improve, with the average pundit now seeing growth over 3 per cent. The Euro zone outlook has remained steady at the 1-per-cent level, and while Japan's outlook slid in the spring, it has regained almost all of the ground it lost. As such, forecasters seem to believe that half of world GDP is at least in reasonably good shape.

What about the other half? Emerging markets are getting close to occupying that chunk of world GDP. Forecasters in their economies don't seem as upbeat. The average view sees China decelerating next year to just above 7 per cent, and India's growth barely increases from this year's call at 5.2 per cent. Russia and Brazil remain modest, and most other emerging economies follow suit. Only Mexico seems to diverge, rising from 2.8 per cent this year to 3.7 per cent in 2015, thanks largely to US improvement – a trend that may well extend further afield.

In light of these changes, Canada's outlook is remarkably stable, drifting downward gradually, but comfortably above 2 per cent. Forecasters see an acceleration of growth into 2015, but not enough to cause concern on the monetary policy front. In fact, the Consensus survey shows that 100 per cent of those polled believe that current Bank of Canada policy is about right, and most agree that under foreseeable conditions, interest rates should be left where they are. These views are generally consistent with EDC's upbeat Spring and Summer forecasts.

The bottom line? Recent data revisions in the US have sent forecasters scurrying to change their projections. This has hit the news in a way that has alarmed the general public, but the fears are misplaced.

Forecasters are remarkably aligned around a view of the developed world that sees an acceleration of growth that we believe will carry forward through 2015. If 'they' are right, then as we have said before, perhaps our greatest short-term risk is being taken unawares by the upsurge.



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Jul-14 Brandon Training COR™ Leadership in Safety Excellence COR™ Principles of Health & Safety Management COR™ Auditor	Jul. 7 - 8 Jul. 9 Jul. 10 - 11
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The Manitoba Water Services Board

Sealed tenders, marked as follows will be received by the undersigned at The Manitoba Water Services Board, Imperial Square, 2010 Currie Blvd., Box 22080, Brandon, Manitoba, R7A 6Y9, no later than 11:00 a.m., prevailing Brandon time on:

August 1, 2014

for the following works:

City of Dauphin water supply pipeline replacement consisting of 1400 metres of 400 mm P.V.C. Piping and associated works.

MARKED

M.W.S.B. No. 1167

City of Dauphin Water Supply Pipeline Replacement

Tenders will be publicly opened and read at the location, time and date specified above.

Each tender must be accompanied by a fully executed BID BOND on the form provided and in favor of the Minister of Finance for the amount shown on the Tender. Under NO CIRCUMSTANCES will a certified cheque be accepted in lieu of a Bid Bond.

Tender documents may be obtained on or after **July 21, 2014** at 2010 Currie Blvd., Box 22080, Brandon, Manitoba, R7A 6Y9 for Provincial registered companies. **Contact us at (204) 726-6076 to register.**

The lowest or any tender may not necessarily be accepted.



BLANKET REQUISITION #ESR-016626**Service Description:**

Newspapers: Brandon Sun and Winnipeg Free Press on:
Saturday, July 26th, 2014 and,
Wednesday, July 30th, 2014

Winnipeg Sun on:
Friday, July 25th, 2014 and,
Sunday, July 27th, 2014



R. Lytle (Contract Manager)



D. Shwaluk, P. Eng. (A/General Manager)

July 24, 2014 Manitoba Infrastructure & Transportation www.gov.mb.ca/tgs/contracts/tenders/index.html
TENDER NO. 6467 - BRIDGE CONSTRUCTION

 Location: Over Pipestone Creek, PTH 83 (Vicinity of Pipestone) Tender Availability: Currently available
 Tender Due: 12:00 Noon, August 5, 2014

The work involves the construction of a new bridge over Pipestone Creek on Provincial Trunk Highway 83, located in the S.W. 1/4 Section 28-7-26W in the Vicinity of Pipestone, in the Municipality of Pipestone, Bridge Site No. 945-10.



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 Tel: (204) 947-1379 Fax: (204) 943-2279 Email: brenda@mhca.mb.ca AT July 3, 2014

Manitoba Infrastructure & Transportation www.gov.mb.ca/tgs/contracts/tenders/index.html (as of July 24, 2014)
TENDER NO. 6444 - DRAINAGE IMPROVEMENTS, MAPLE CREEK DRAIN (PHASE 1), VICINITY OF LAC DU BONNET

Closing: June 24, 2014	Results:
(M) Earth Max Construction Inc. COR TM	\$1,128,520.00
(M) Tri-Line Construction Ltd. COR TM	\$1,649,160.00
(M) Eagle Eye Excavation Ltd. COR TM	\$1,696,749.16
(M) Hugh Munro Construction Ltd. COR TM	\$1,827,957.00
(M) Tervita	\$1,948,718.43
(M) H. Baudry Construction (19980) Ltd. COR TM	\$2,098,424.00
(M) J.K.W. Construction Ltd. COR TM	\$2,298,835.00
(M) L. Chabot Enterprises Ltd. COR TM	\$3,052,935.00
(M) Sigfusson Northern COR TM	\$3,693,683.91

TENDER NO. 6461 - CONSTRUCTION NEW MILE 14 PUMP STATION (PHASE 2 - GRADING AND WASTE REMOVAL) NEAR THE CARROT RIVER, PASQUIA LAND SETTLEMENT

Closing: July 15, 2014	Results:
3572405 MB Ltd. C/O Joey Werbicki COR TM	\$1,278,230.00
(M) Strilkiwski Contracting Ltd. COR TM	\$1,498,550.00

TENDER NO. 6462 - CONCRETE PAVEMENT (REHABILITATION), PTH 30, 0.3 KM SOUTH OF PTH 14 TO 10.6 KM SOUTH OF PTH 14

Closing: June 17, 2014	Results:
(M) Maple Leaf Construction COR TM	\$2,060,233.00
(M) Borland Construction COR TM	\$2,333,805.00
(M) Nelson River Construction COR TM	\$2,400,923.00



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