



Rapid-transit funding outlined, construction of new corridor to begin in 2016

By: Geoff Kirbyson previously published in *The Winnipeg Free Press* February 10, 2015 print edition

Winnipeg Blue Bombers fans will likely be able to take rapid transit to football games starting in the 2020 season.

Construction is scheduled to begin next year on the second phase of Winnipeg's bus rapid-transit corridor, extending it by nearly eight kilometres, from the intersection of Pembina Highway and Jubilee Avenue to the University of Manitoba. It's expected to be completed in late 2019. Following a period of testing and training, transit buses should start running the route in April 2020.

The announcement of the largest municipal infrastructure project in the city's history -- it's also the first public-private partnership of its kind for transit in Canada -- was made by representatives of all three levels of government at the downtown bus depot Monday afternoon.

Mayor Brian Bowman praised the federal government for not only listening to the funding calls from municipal governments, but delivering.

"This is a great day for Winnipeg. This is what happens when all three levels of government work together," he said.

The project, which is eligible to receive up to \$137.3 million from Ottawa and \$450 million split evenly between the province and the City of Winnipeg, will also add 10 transit stations, two park-and-ride facilities, a pair of transitway bridges, an overpass, an underpass and a tunnel.

The first phase of the city's rapid transit began operations in April 2012. It runs parallel to the railway tracks from Queen Elizabeth Way near The Forks to Pembina Highway and Jubilee Avenue.

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.....

Rapid-transit funding outlined, continued from page 1

The city will be borrowing its share and will start making \$20-million repayments in 2020. The mayor said council has yet to identify where its funds will come from, but people won't have to wait too long. "The city is obligated to identify where we're going to come up with the funds. Those plans are being finalized as part of the budget process, and we'll be tabling that with the budget soon," Bowman said.

The administration has suggested the funds could be found by raising transit fares, raising property taxes or both. The \$20 million is the equivalent of a property-tax increase of four to five percentage points. Bowman doesn't want to stop at this corridor. He's hoping Ottawa and the province will commit to building four or five more by 2030. Shelly Glover, Manitoba's senior cabinet minister and federal minister of Canadian heritage and official languages, said the Harper government is on board and believes public infrastructure and public transit projects should be a top priority. "(The southwest transitway) will improve traffic flow and the air we breathe," she said.

Glover said rapid transit would qualify for money from the gasoline-tax fund, which sat at \$20 million for Manitoba in 2006 but has since grown to \$60 million. "It's up to the municipalities. The money is there, they just need to make the best pitch they can (for it)," she said.



Mayor Brian Bowman (from left), Minister of Canadian Heritage and Official Languages Shelly Glover, Winnipeg Transit assistant chief inspector Craig Gill and Minister of Jobs and the Economy Kevin Chief announce funding for Phase 2 of rapid transit Monday. (JOE BRYKSA / WINNIPEG FREE PRESS)

Kevin Chief, provincial minister of jobs and the economy, said he is proud of the unique 50-50 relationship the province has with the city. "It's the only agreement like that across the country. We're always open to working with the mayor. We have a process that we have to go through and we're open to continuing to build and work with the mayor, not only on his election commitments but state-of-the-art modern public transit, too," he said.

The city will select a private company to maintain the corridor from 2019 to 2049, at which point it will be turned over to the city. This is similar to the models used recently by the city for the \$195-million Disraeli Bridges Project and the \$110-million Chief Peguis Trail extension.

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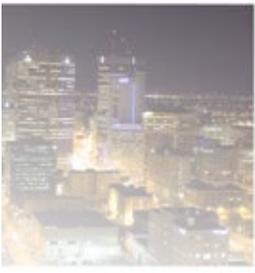
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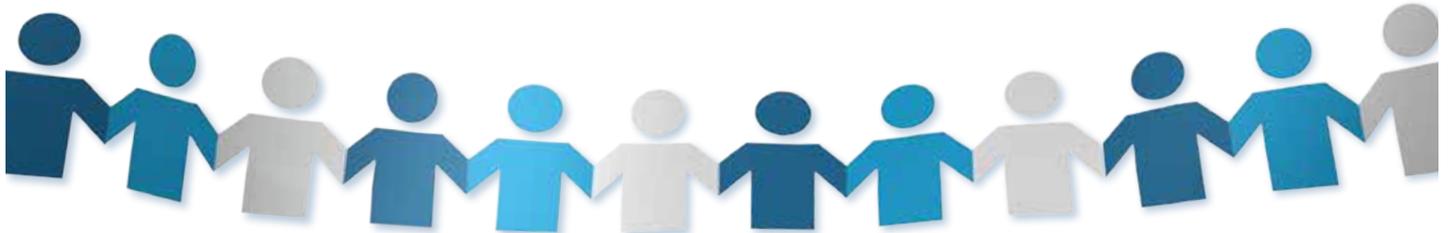


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Mexico: A Market Apart

By Peter Hall, Vice-President and Chief Economist February 12, 2015



In contrast to the snow-bound North, the weather for my brief trip to Mexico last week was close to ideal. It was in stark contrast to the economic weather in emerging markets these days, which is more like what the US Northeast is currently coping with. Is Mexico's economy more in keeping with its sunny skies, or is the situation as gloomy as in other emerging markets?

Even if Mexico was doing well, recent data have many fearing a turn for the worse. Plunging oil prices have hit just as Mexico is implementing its greatest round of structural reforms – notably in the energy sector – threatening to undermine the process. And with one third of the federal public purse dependent on the oil sector, the halving of the Mexican oil basket-price suggests tough times for policy development and implementation, and the risk outlook for the country as a whole. So, does Mexico have its own particular version of a dimming global outlook?

Maybe, at first blush. But scratch a bit beneath the surface, and things don't look quite as bad. Burned by the volatility of oil markets in the past, the federal finance ministry has engaged in a hedging program that will for the most part ensure that oil price targets in its fiscal budget are met. Add to that significant government reserves and IMF funds that can be accessed if needed, and things don't look nearly as bad – at least for 2015. After that, the hedge runs out, and Mexico is at the mercy of the market. But this year allows for time to adjust plans, and by year-end, oil prices may well be up from their lows, limiting the damage to the bottom line.

Even if the economy suffers at the hand of oil, there is a lot else going on. As the other economy that shares a border with the world's growth engine, Mexico has had a banner year in trade.

Thus far, exports are up 7.9 per cent this year, thanks largely to the US economy, and given the latter's continued strength, Mexico's exporters seem buckled in for another great year. At the same time, lower oil prices have weakened the peso, which is down roughly 10 per cent against the US dollar recently, and should give an additional boost to manufacturer-exporters.

Export growth should also benefit from Mexico's success at attracting significant manufacturing sector investments by foreign multinationals. The auto sector continues to pour funds in, not just from this continent but from Western Europe and Asia. While recent record-setting activity is not expected to persist, it is a testament to this country that in an investment-constrained world, it has been able to boast substantial inflows.

Those inflows are likely to get even better in the short term. With the US industrial machine facing ultra-tight capacity constraints this year, and an order book that continues to swell, Mexico stands to attract investment by US firms desperate to increase capacity speedily. As the growth cycle persists, other nations may also be at the doorstep. Labour constraints are expected to be a key feature of the current growth cycle, not just the familiar OECD cases, but also in key emerging markets like China. Sustaining productive capacity is likely to usher in a wave of cross-border investing in search of labour – and Mexico has a deep endowment of both skilled and unskilled labour.

And don't forget the reforms. Sure, oil prices have added doubt to current progress, but some of the energy plays in Mexico remain long-term plums that oil and utility majors will find hard to resist. Investment funds are also likely to show interest, and their sights are almost always set on longer-term plays. Notice as well that it's emerging markets with reform programs like those in Mexico and Colombia that are currently over-performing.

Is the news all good? Not exactly. Recent high-profile crime and violence has sullied the Pena Nieto government's reputation, and in addition to other blow-back, may slow the reform process and the economy's ability to attract key investments. Also, a permanent drop in oil prices would necessitate a biting re-tooling of the country's finances, dampening the outlook.

The bottom line? Mexico is off to a good start in the nascent growth cycle, with a substantial boost coming from the resurgent US economy. If it remains stable, it will continue to be a good source of global – and Canadian – industrial capacity.

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Afternoon: Hazard Assessment
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Morning: Fall Protection
Transportation of Dangerous Goods

Afternoon: Emergency Response
Fire Extinguisher

WEDNESDAY, MARCH 11

Afternoon: Flagging

THURSDAY & FRIDAY, MARCH 12 - 13

Two-day: Traffic Control Coordinator

TO REGISTER, PLEASE CONTACT

Sarah Higgins
204-947-1379
sarah@mhca.mb.ca



Cold Weather Hazards

Working in cold weather conditions requires special considerations. Cold temperatures, snow, ice and freezing rain pose particular hazards. Exposure to cold temperatures can cause injuries such as frost bite and hypothermia which can become life threatening.

Risk Assessment/Hazards

The following are identified as hazards that may happen in cold weather:

- Frostbite occurs when parts of the body are exposed to extremely cold temperatures, causing tissues to freeze.
- Hypothermia occurs when the body's core temperature cannot be maintained, causing persistent shivering, confusion, and poor coordination.
- Ice, snow, slush, and wet surfaces can cause slips and falls.
- Carbon Monoxide is a clear, colourless gas that you can't smell or taste, that is life threatening.



Control Measures/Safeguards

Implement the following safe work procedures to eliminate or reduce a MSI that may result from cold weather hazards:

- Wear several layers of light, loose clothing instead of one thick layer.
- Wear gloves, as well as a hard hat liner.
- Stay dry, protect yourself from rain or snow.
- Clean ice and snow off boots and from work areas and platforms.
- Use sand, salt, or other de-icing material.
- When heating an enclosed space, use an indirect-fired heater.
- Check propane vehicle-cab heaters for leaks and proper venting.
- Operate engines outdoors when possible.
- Make sure work area is well ventilated when using fuel powered equipment indoors. Keep doors and windows open and use fans to bring in fresh air.

Thought Provoking Questions

What behaviors cause the greatest risk of slip in your work site in the winter?

What fuel powered equipment is used indoors in the winter?



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Date: _____

Supervisor: _____

Performed By: _____

Location: _____

Name & Number of Safety Talk

Employee Name:

Employee Signature:

Concerns:

Corrective Actions:





Training Schedule

Winnipeg

February

COR™ Leadership in Safety Excellence, **Brandon MB**
 COR™ Principles of Health & Safety Management, **Brandon MB**
 COR™ Auditor, **Brandon MB**
 Committee/Representative Training (1/2 day AM)
 COR™ Leadership in Safety Excellence
 COR™ Principles of Health & Safety Management
 COR™ Auditor
 COR™ Auditor Refresher 1/2 day AM
EXPO North, Thompson MB

Feb. 2 - 3
 Feb. 4
 Feb. 5 - 6
 Feb. 6
 Feb. 9 - 10
 Feb. 11
 Feb. 12 - 13
 Feb. 17
Feb. 24 - 26

St. John Ambulance
 St. John Ambulance
 St. John Ambulance
 MHCA Office
 MHCA Office
 MHCA Office
 MHCA Office
 MHCA Office
Thompson

March

Prime Contractor 1/2 day AM
 Safety Administrator 1/2 day PM
 WHMIS 1/2 day AM
 TDG 1/2 day PM
 Train the Trainer
EXPO South

March 3
 March 3
 March 4
 March 4
 March 5 - 6
March 24 - 26

MHCA Office
 MHCA Office
 MHCA Office
 MHCA Office
Victoria Inn Hotel & Convention Centre

April

Train the Trainer
 COR™ Leadership in Safety Excellence
 COR™ Principles of Health & Safety Management
 COR™ Auditor

April 9 - 10
 April 27 - 28
 April 29
 April 30 - May 1

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Construction Safety Excellence™

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Sarah Higgins
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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	1	2
3	4	5 COR Leadership in Safety Excellence	6	7	8	9
10	11	12	13	14 Training Progress	15	16
17	18 COR Leadership in Safety Excellence	19 COR Leadership in Safety Excellence	20 COR Auditor	21 COR Auditor	22	23
24	25	26	27	28	29	30

**For the full calendar, visit
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For the most up-to-date training schedules for the coming months, visit www.mhca.mb.ca/worksafely

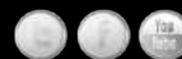


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C.O. X04442 - CLOSURE OF REACH 1 (BID HOURLY EQUIPMENT)

Location: Lake St. Martin Emergency Channel Inlet Tender Availability: Currently available
 Tender Due: 12:00 Noon, February 17, 2015 Owner: Infrastructure and Transportation Phone: 204-622-2061
 The work involves staging equipment at the inlet to the Lake St. Martin Emergency Channel (Reach 1) and the partial closure of the Reach 1 inlet by using Bid Hourly Equipment in the Unorganized Territory of the Electoral Division of Interlake.

TENDER NO. 6528 - APPLICATION OF PAVEMENT MARKING PAINT

Location: Various Locations, Province of Manitoba Tender Availability: Currently available
 Tender Due: 12:00 Noon, February 24, 2015 Owner: Infrastructure and Transportation Phone: 204-945-3637
 The work consists of applying pavement marking paint at various locations within the Province of Manitoba. Major items of work include:

- 2 300 line km of Roadway Lines - Painting Yellow
- 2 850 line km of Roadway Lines - Painting White

TENDER NO. 6529 - PAVEMENT CRACK REPAIRS

Location: PTH 10 (PTH 60 - 16th Street in The Pas), PTH 10 (Overflowing River - 10.0 km South of PTH 60)
 Tender Availability: Currently available Tender Due: 12:00 Noon, February 19, 2015
 Owner: Infrastructure and Transportation Phone: 204-945-3637
 The work consists of crack routing and sealing asphalt pavement on Provincial Trunk Highway 10 from Provincial Trunk Highway 60 to 16th Street in The Pas and Provincial Trunk Highway 60 in the Municipality of Kelsey. Major items of work include:

- 140 000 m of Crack routing and Sealing



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Manitoba Infrastructure & Transportation www.gov.mb.ca/tgs/contracts/tenders/index.html (as of February 12, 2015)

TENDER NO. 6525 - CULVERT IMPROVEMENTS ON PTH 32 IN WINKLER AT PEMBINA AVENUE

Closing: February 3, 2015	Results:
WBS Construction	\$562,502.21
Graham Construction	\$628,489.00
Gateway Construction & Engineering Ltd.	\$831,834.00



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