



A new deal from Broadway Bowman must champion new revenue streams for infrastructure

By: Chris Lorenc, previously published in The Winnipeg Free Press February 3, 2015

Mayor Brian Bowman and city councillors need to remember, in their budget planning this month, that reversing decades of neglect in Winnipeg's infrastructure must be a top priority.

Further, Winnipeg's \$8-billion infrastructure deficit requires negotiating a new fiscal deal for Manitoba's municipalities.

Winnipeggers made it clear in last fall's election campaign that addressing this deficit was their top priority.

Now almost four months after the election, a new poll conducted by Probe Research shows concern about the condition of our infrastructure remains the public's No. 1 priority.

Virtually all Winnipeg adults (96 per cent) say it is important to continue investing in infrastructure including streets, sewers and water mains.

Three-quarters of those surveyed (74 per cent) think investing in infrastructure should be a "high priority," bolstered by 22 per cent that indicate it is a "medium priority," according to Probe Research.

So the support for the "Fix My Infrastructure" message during the civic election has not changed. Winnipeggers believe the condition of infrastructure is the single-biggest challenge facing the city -- surpassing crime, jobs and the economy, taxes and health care, in that order.

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City council, with an \$8-billion infrastructure deficit, bumped up spending on roads last year
PHIL HOSSACK / WINNIPEG FREE PRESS

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Infrastructure has consistently been ranked as the No. 1 issue facing Winnipeg for the past two years, significantly higher than crime, ranked second highest at 28 per cent. So what can be done?

Our municipal leaders must first demonstrate an understanding that sustained and strategic investment in infrastructure fuels economic growth, generating revenues necessary to fund our social programs, therefore quality of life. This is our economic and social well-being program.

They must therefore commit to linking infrastructure investment to principles.

Focusing infrastructure investment on economic growth, for example, will not only help address the condition of our infrastructure, it pays back handsomely in terms of economic return. The Conference Board of Canada conservatively estimates that for every \$1 invested in infrastructure, the return to the economy is \$1.16. Canadian and American studies show for every \$1 billion invested in infrastructure between 8,000 and 36,000 jobs are created.

That economic link is further well-established in a series of reports released in the last two years by the Canada West Foundation. And, premiers at their January meetings in Charlottetown heard this same message from Kevin Lynch, vice-president of the BMO Financial Group and former clerk of the federal privy council.

The mayor and council, therefore, should commit to core infrastructure investment planning that is built upon six principles: a permanent plan; focused on economic growth; embracing innovation; harnessing partnerships with the private sector; transparently funded by dedicated revenue streams; with regular public reviews for results and adjustments.

Further, the mayor and council should build upon the existing dedicated regional and residential streets reserve accounts strategy, which transparently and predictably set revenue streams, to begin incrementally addressing Winnipeg's infrastructure investment.

Most importantly, Manitoba's municipalities, even with found efficiencies, clearly do not have the revenue streams sufficient to address the \$14-billion infrastructure deficit in this province.

That is why it is most important, finally, for Mayor Bowman to lead a campaign to push the premier to negotiate a fair, balanced and responsibly shared new fiscal deal for municipalities, specially to address the province-wide infrastructure deficit.

Such a new fiscal deal is in our collective economic and social well-being interests.

Chris Lorenc is president of the Manitoba Heavy Construction Association

Tune in on Saturday, February 7, 2015 at noon to 680 am CJOB for BOLD Radio.

MHCA's President Chris Lorenc and guest Curtis Brown, Vice-President Probe Research Inc., will discuss recent public opinion poll results that indicate the #1 important matter to Winnipeggers is infrastructure!

The logo for BOLD RADIO features the word "BOLD" in a large, bold, dark blue sans-serif font. Below it, the word "RADIO" is written in a smaller, yellow, all-caps sans-serif font. The letters are spaced out, and the overall design is clean and modern.

Manitoba

Infrastructure and Transportation

Permit Services & Development
 Motor Carrier Division(MCD)
 Unit C – 1695 Sargent Avenue
 Winnipeg, MB, Canada, R3H 0C4
 T 1-877-812-0009 F 204-945-6499

January 20, 2014

NOTICE: PERMITS FOR EXTENDED LENGTH (1.52 m) AERODYNAMIC DEVICES (BOAT TAILS) NOW AVAILABLE

Dear Stakeholder;

As part of recent changes to the *Memorandum of Understanding Respecting A Federal - Provincial -Territorial Agreement on Vehicle Weights and Dimensions* (MOU) between Canadian jurisdictions, Manitoba has agreed to extend the length allowed for aerodynamic devices, otherwise known as boat tails, to a maximum of 1.52 metres (m).

Aerodynamic devices are defined in the Manitoba's *Vehicle Weights and Dimensions on Classes of Highways Regulation* (Regulation) as:

Auxiliary equipment that is designed and used to improve the aerodynamic performance of a vehicle and is mounted at the rear of a truck, trailer or semi-trailer;

The Regulation currently allows a maximum length up to 0.61 centimetres (cm) for aerodynamic devices. Until the Regulation is amended to allow a maximum length of 1.52 m, Manitoba Permit Services will offer term and annual permits to enable the legal use of aerodynamic devices up to **1.52 m**.

Illustration:



Fig. 1: Allowed by the Regulation (.61m)



Fig. 2: Allowed by Permit (1.52m)

.../2

The permits to enable the use of 1.52 m aerodynamic devices will be offered at no cost, and can be obtained for individual vehicles and for fleets. The permit is required until this new length is introduced into the Regulation and becomes legal.

The additional length allowed for the aerodynamic device does not affect the overall length of the vehicle configuration itself. Under the permit, Manitoba will continue to exempt these longer aerodynamic devices from the overall length of a vehicle. For example, the current legal length of a truck-tractor, semi trailer is 23 m. Based on this example, a carrier can travel with a 23 m truck-tractor, semi trailer and a 1.52 m rear aerodynamic device (boat tail), under permit.

Please contact the Permit Services office for further details on the permit for extended length aerodynamic devices and any other related questions you may have.

Permit Services Contact Information:

Phone: (toll free) 1-877-812-0009
Fax: 204-945-6499

Phone (local) 204-945-3961
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MHCA Member Canada Culvert takes part in Warming Huts v.2015 competition

Canada Culvert has taken its engineering tactics and signature craftsmanship to the next level in this year's Warming Huts v.2015 competition, held at The Forks in Winnipeg, MB.

By partnering with Weiss Architecture & Urbanism Limited, from Toronto, ON, Canada Culvert became the supplier, manufacturer and co-engineering team behind The Hole Idea: a portable hole that was inspired by the 1955 Looney Tunes animation, "The Hole Thing", featuring Wile E Coyote and his never-ending hunt for the Roadrunner.

The design consists of a large, yellow culvert base and colourful holes throughout that can be seen from any direction. Its design and diverse palette has been chosen to provide skaters with a warm and cheery shelter that will protect them from evil forces (mainly being the gloomy winter weather).

Travis Malkoske, Controller & General Manager of Canada Culvert, is proud of their involvement in the creation and donation of The Hole Idea and anticipates that this project marks the beginning of a new path for Canada Culvert to take on within the industry.

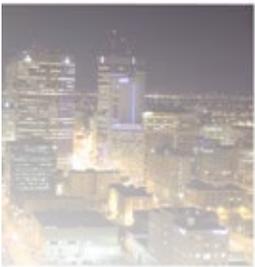
"Creating The Hole Idea was a challenging but a very interesting experience for us. Our team had to really think outside the box. They are experienced in making culvert fittings, however, the multiple angles and unique placement on "The Hole Idea" made for a complex project," says Malkoske. "But thanks to this warming hut competition, and some recent work we've done with the Canadian Museum for Human Rights and The Forks, we're able to show culverts being used in more ways than simply an industrial standpoint – such as design, architectural and cosmetic work."

Now with the Warming Huts v.2015 competition officially underway, Malkoske is looking forward to taking on more diverse projects like this in the future. "Our fabrication shop can essentially handle any project – anything you can think of, we can make," says Malkoske.



Team Canada Culvert standing inside their creation "The Hole Idea". This winter look for the bright yellow culvert at The Forks, located at the historic, icy intersection of the Red and Assiniboine Rivers!





MHCA's Construction Safety & Education EXPO is back and is bigger than ever!

With a new Leadership Certificate Program and diverse selection of hands-on, interactive workshops; countless networking opportunities with employers and exhibitors across Manitoba; and a new Safety Professional Development Workshop, exclusive to EXPO South - it's no wonder that MHCA's Heavy Construction EXPO is building workforce excellence.



Destination: Thompson
February 24, 25 & 26, 2015

Destination: Winnipeg
March 24, 25 & 26, 2015

Register now at:
www.mhca.mb.ca/EXPO

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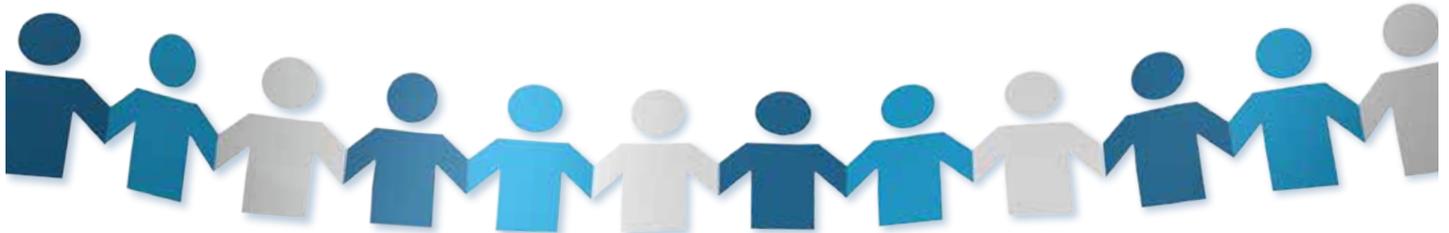


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- **DRONE / UAV SURVEYS** – Utilizing our UAV we fly your project site or quarry for pre-construction records, and quantities. We then can re-fly at a set project interval or at years end for as-built, project progress, and quantity purposes. The UAV records photographs of the earth and the resulting photographs can be stitched together into an ortho-mosaic model, which can be converted into 3-D point clouds and images similar to HD Laser Scanning but from a birds eye perspective.



- **IMAGING ROVER** – Utilizing our V10 imaging rover, we can provide 360° panoramic images of construction sites. They can be used indoors and outdoors for all types of projects and provide photographic records that can be used to measure dimensions after the fact.
- **LIDAR** – Using Aerial, Mobile and Terrestrial Lidar, point clouds can be gathered for all types of projects.

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Auto Sector Revival?

By Peter Hall, Vice-President and Chief Economist February 3, 2015



Search for a gloomy article about Canada's post-crisis experience, and you're bound to see mention of the auto sector. Beyond the super-sized bailouts, the sector has struggled, with commentators blaming Dutch disease, competitiveness and productivity issues, corporate welfare and other macro- and micro-factors for the poor performance.

Gloom even led industry insiders to pine about the fate of the sector. Is it on a long slide, or is there renewed hope for production of autos and auto parts in Canada?

We haven't owned exclusive rights to industry gloom. Detroit was almost singularly used to illustrate the ravages of the Great Recession in its early days. Indeed, the fate of the Detroit Three was hanging in the balance. The city retained punching-bag status as Motown turned into a ghost town. But from the ashes, the industry came back. In fact, it gained strong momentum ahead of the rest of the economy. When things hit bottom, an oversold auto market suddenly was in deficit, and immediately mounted a steady comeback that revived US sales from 9 million units in the crisis to over 16 million last year.

Canada initially participated in the revival, but production has been flat since early 2012. Given the steady growth in US sales over this period, by definition, we have been losing market share. The numbers are sobering: Canadian share of North American production was fairly steady at just above 16 per cent from 2001 to 2008; it jumped up to 17 per cent in 2009-10, but since then, it has tumbled steadily, and is currently between 13 and 14 per cent.

The industry faced pretty tight capacity constraints over this time, so demand hasn't been the problem. The real issue? A lack of investment. So if we haven't been getting it, who has?

Mexico is the popular answer to this question. But do the facts agree? Not exactly. Mexico has indeed had a lot of success attracting investment south of the Rio Grande. But its big inroads in the industry occurred in the 2005-09 window.

During that period, its share of North American vehicle production rose from 8 per cent to 18 per cent. However, since 2009, the share has been static – meaning that Mexico definitely held its own during high-growth years – so clearly, it isn't the cause of Canada's loss in share.

That honour goes to the United States. As a share of North American production, US activity peaked in 2003 at 74.5 per cent of the total. From there, it endured a seven-year tumble to 64 per cent. In effect, the US bore the brunt of Mexico's ascendance. But since 2010, America has been in comeback mode, rising to 67 per cent of North American production last year.

The trend is solidly positive, so there is nothing in the numbers to suggest it won't continue, and given that there is still evidence of pent-up demand in the sector, the potential is there. But there is a problem. US investment has not kept pace with production, so capacity usage is significantly above previous peak levels – absent a wave of investment, there's little capacity to grow.

Post-crisis trends have been worrisome for Canada. Lack of new investment has left some resigned to a permanent downward trajectory, a 'hollowing out' of the sector. But are things turning around? Our dollar is weaker, and this is a very dollar-sensitive sector. And recently, there have been significant spending announcements. Ford won a global mandate for its Oakville facility.

Linamar is making a half-billion-dollar investment in its Guelph facilities, creating 1,200 new jobs. Chrysler has announced a \$2 billion play that will bring a new generation of vehicles to Windsor. At the same time, there are discussions with GM in Oshawa. At long last, there are signs of life.

The bottom line? An industry that was beaten up by a deep recession seems to be on the march again. One of the most encouraging signals is companies' renewed willingness to put money on the table. Demand has been there for awhile, and it still has lots of headroom. Lower oil prices are expected to spur demand further – and then there's the demand story for the rest of the world. These may be early days, but if we are at the start of an investment wave, it could be an exciting ride.

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From March 9 - 13, 2015:

- morning classes begin at **8:30 a.m.**
- afternoon classes begin at **1 p.m.**

Full day: \$120 ^{+GST}

Half day: \$85 ^{+GST}

Two-day Traffic Controller Coordinator course: \$400 ^{+GST}

(Lunch included)



MONDAY, MARCH 9

Morning: Supervisor Roles & Responsibilities
Committee/Worker Rep Training

Afternoon: Hazard Assessment
WHMIS

TUESDAY, MARCH 10

Morning: Fall Protection
Transportation of Dangerous Goods

Afternoon: Emergency Response
Fire Extinguisher

WEDNESDAY, MARCH 11

Afternoon: Flagging

All Day: First Aid (\$85)

THURSDAY & FRIDAY, MARCH 12 - 13

Two-day: Traffic Control Coordinator

TO REGISTER, PLEASE CONTACT

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

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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
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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

MHCA Office
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Construction Safety Excellence™

**TO REGISTER,
 PLEASE CONTACT:**

Sarah Higgins
 sarah@mhca.mb.ca

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
www.mhca.mb.ca/worksafely**

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



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February 5, 2015 Manitoba Infrastructure & Transportation www.gov.mb.ca/tgs/contracts/tenders/index.html

C.O. X31289 - DRAINAGE IMPROVEMENTS ON YUVILLE DRAIN

Location: NW21-05-08E to NE32-07-06E, Vicinity of Landmark

Tender Availability: Currently available Tender Due: 12:00 Noon, February 6, 2015

Owner: Infrastructure and Transportation

Phone: 204-795-7267

The work involves Drain Excavation (Modified) Excavate side slopes and drain at specified locations:

- Rip-Rap Enhancements at all locations where material has already been stockpiled
- Loading and Hauling of previously excavated material
- Supply and Install Geotextile fabric

Mandatory Site Inspection at pre tender meeting**

C.O. X31285 - CHANNEL EXCAVATION

Location: Portage Diversion, Vicinity of Oakland, (Phase 3 - South of PR 227) (East)

Tender Availability: Currently available Tender Due: 12:00 Noon, February 6, 2015

Owner: Infrastructure and Transportation

Fax: 204-239-3668

The work involves channel excavation of approximately 460m of the Portage Diversion Channel (East of the low flow channel) in Section 17-13-7W and disposal in borrow pits on the East side of the East Dike.

C.O. X03708 - STOCKPILING STONE RIP-RAP

Location: Municipalities of Souris-Glenwood & Oakland-Wawanesa

Tender Availability: Currently available Tender Due: 12:00 Noon, February 10, 2015

Owner: Infrastructure and Transportation

Phone: 204-726-6800

The work involves, supplying, loading, hauling and stockpiling Stone Rip-Rap, Class 600mm in the Rural Municipalities of Souris-Glenwood and Oakland-Wawanesa

C.O. X03709 - STOCKPILING STONE RIP-RAP

Location: Various locations: Rural Municipalities of Argyle, Killarney-Turtle Mountain and Deloraine-Winchester

Tender Availability: Currently available Tender Due: 12:00 Noon, February 10, 2015

Owner: Infrastructure and Transportation

Phone: 204-726-6800

The work involves, supplying, loading, hauling and stockpiling Stone Rip-Rap, Class 600mm in the Rural Municipalities of Argyle, Killarney-Turtle Mountain and Deloraine-Winchester.

C.O. X03711 - STOCKPILING STONE RIP-RAP

Location: Virden-Cromer-Elkhorn area Tender Availability: Currently available

Tender Due: 12:00 Noon, February 12, 2015

Owner: Infrastructure and Transportation

Phone: 204-726-6800

The work involves, supplying, loading, hauling and stockpiling Stone Rip-Rap, Class 600mm in Virden, Cromer and Elkhorn area.

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: February 13, 2015, for the following works:

The supply and installation for mechanization of a new well located at SE 1/2 21-13-14. The work includes a new pitless adapter, submersible turbine pump with electrical controls, meter chamber, automatic air release, flush-out, and all associated site piping and valves. The work also includes the replacement of two existing well pumps, speed drives and standby generator at the same site. MARKED M.W.S.B. No. 1208 Town of Neepawa New Hummerston Well Mechanization

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 January 30, 2015 at 2010 Currie Blvd., Brandon, Manitoba, for Provincial registered companies or contact us at (204) 726-6076 to request the tender documents in PDF format via email. The lowest or any tender may not necessarily be accepted.

TENDER NO. 6526 - SUPPLY OF STRUCTURAL STEEL PLATE GIRDERS

Location: PTH 5 at Shell River - PTH 10 at Drifting River and PTH 20 at Fork River Tender Availability: Currently available
 Tender Due: 12:00 Noon, February 12, 2015 Owner: Infrastructure and Transportation Phone: 204-945-3637
 The work involves the supply of Structural Steel Plate Girders for 3 One Span Bridge Structures on Provincial Trunk Highway 5 over Shell River, provincial Trunk Highway 10 over Drifting River and Provincial Trunk Highway 20 over Fork River, in the Municipalities of Hillsburg, Gilbert Plains and Mossey River.

TENDER NO. 6527 - SOUTH DIKE REHABILITATION

Location: Gardenton Floodway (Phase 1) Tender Availability: Currently available
 Tender Due: 12:00 Noon, February 12, 2015 Owner: Infrastructure and Transportation Phone: 204-945-3637
 The work involves south dike rehabilitation on the Gardenton Floodway, consisting of approximately 1.9 km of reconstruction in Sections 15,21,22-1-7E in the Municipality of Stuartburn. Major items of work include:

- 57 000 m3 of Composite Excavation (Modified)

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



(M) Indicates MHCA member / (COR™) Indicates an MHCA WORKSAFELY COR™ Certified Company
MANITOBA HEAVY CONSTRUCTION ASSOCIATION - 3-1680 Ellice Avenue, Winnipeg MB R3H 0Z2
 Tel: (204) 947-1379 Fax: (204) 943-2279 Email: brenda@mhca.mb.ca AT February 3, 2015

City of Winnipeg (as of February 5, 2015) www.winnipeg.ca

TENDER NO. 557-2014 - 2014 SEWER RENEWALS BY CIPP LINING - CONTRACT NO. 11

Closing: January 28, 2015	Results:
Insituform	\$2,787,155.42
Capital Sewer	\$3,182,807.29



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NEWS UPDATE: SEE WHAT'S COMING TO THOMPSON & WINNIPEG IN 2015