COUNCIL OF THE CITY OF WINNIPEG
Tuesday December 16, 2008

The Council met at 1:02 p.m.

The Clerk advised the Speaker that a quorum was present.

The Speaker called the meeting to order.

The opening prayer was read by Councillor Fielding.

ROLL CALL

Clerk: Mr. Speaker Councillor Lazarenko, His Worship Mayor Katz, Councillors Browaty, Clement, Fielding, Gerbasi, Nordman, O'Shaughnessy, Pagtakhan, Smith, Steeves, Swandel, Thomas, Vandal, Wyatt.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

Mr. Speaker: Thank you. Notice of the meeting to be read.

Pursuant to Section 79(1) of The City of Winnipeg Charter, the City Clerk was directed by His Worship Mayor Katz to arrange a special meeting of Council on this day, ***Tuesday December 16*** *at 1:00 p.m. to consider the 2009 Annual Capital Budget and the 2010 to 2014 Five-year Capital Forecast.*

Mr. Speaker: Thank you. Pages, there is none. I'd like to call on the Mayor at the present time to introduce his motion, condolence motion for the late Councillor Brenda Leipsic. Mr. Mayor?

MOTIONS

Mayor Katz: Thank you Mr. Speaker. First off, Mr. Speaker, I would like to acknowledge Brenda Leipsic's family is gathered with us here today. Her daughter Tracy and her husband Richard, and their children, Rachel, Serna and Adam, along with Brenda's son Greg, his wife Kathleen and their children, Brendan, Jeremy, and Emma, along with other special friends and family.

Alot of us had the opportunity to get to know Brenda first hand. Unfortunately, it wasn't long enough, from my point of view, but I think we got to know what a wonderful human being and special person she was.

We've heard of some of her activities within the community, how she developed the lottery for the St. Boniface Research Foundation. How she created the Teddy Bear Picnic for the Children's Hospital Foundation, and how she co-chaired the Winnipeg Humane Society's $11 million capital campaign. As well, she was past president of the Progressive Conservative Party.

Mr. Speaker, from my experiences with Brenda, she will be very much missed. No matter who you were or what you are, no matter what party you may belong to or did not belong to or what your philosophies were, Brenda treated everybody with dignity and respect. And she had a way of putting a smile on people's faces. And sometimes at the strangest moments and sometimes in the middle of a heated debate, and I think we've all experienced it, I see Councillor Vandal smiling, he knows exactly what I'm talking about. I know at EPC she would bring us down to earth every so often and she would actually share her advice and her thoughts and never hold back, and you know, it was like a sister talking to a brother. She was never condescending. She never spoke down to anybody. She truly believed that we were all equal.

She had so many loves in her life. Obviously her children and grandchildren, but you can tell by the causes that she worked for, there were things that were near and dear to her, and she wanted to make Winnipeg a better place to live for everybody. And one day she decided to make the sacrifice to run for Council and gave us all the opportunity to share some special time with a special lady.

She's had a very phenomenal impact on me. I can tell you during Passover, she would bring a week's supply of food. I would have to ration it out so it would last…I used to think I was special, and then I found out she did that for so many other people as well. She was caring, she was giving. That's what she was all about. And a lot of us miss her. She will

always have a special place in my heart, Mr. Speaker, and there is a motion by yours truly, seconded by Councillor Swandel. I would like to read it, Mr. Speaker.

Moved by His Worship Mayor Katz,
Seconded by Councillor Swandel,

WHEREAS this Council is deeply saddened by the passing of our dear friend and colleague, Councillor Brenda Leipsic, Councillor for the River Heights-Fort Garry Ward;

AND WHEREAS Councillor Leipsic's contribution to the deliberations and work of this Council will be sorely missed;

AND WHEREAS Councillor Leipsic exemplified the virtues of fortitude, kindness, and compassion throughout her career as a community leader;

AND WHEREAS Councillor Leipsic, by her life, example and tireless work on behalf of the community and the charities she loved, has made Winnipeg a better place for all of us;

AND WHEREAS Councillor Leipsic was particularly concerned to ensure that families and children have safe and beautiful places to play;

AND WHEREAS, throughout her life, Councillor Leipsic had a special passion for ensuring the well-being and kindly treatment of all animals which are in human care;

AND WHEREAS Councillor Leipsic was instrumental in the creation of an off-leash dog park at the corner of Hurst Way and Parker Avenue;

THEREFORE BE IT RESOLVED THAT Council at this time formally convey its deepest condolences to Councillor Leipsic's son Greg, daughter Tracy and the rest of the Leipsic family;

AND BE IT FURTHER RESOLVED that the Public Service be directed to do all things necessary so that the park she so loved, and worked so hard to create, at the corner of Hurst Way and Parker Avenue, be hereafter named and known as "BRENDA LEIPSIC PARK", in honour of her special contributions to and love for, the people of Winnipeg.

Mr. Speaker: Thank you, Mr. Mayor. Words well spoken. I'll call the question now. All in favour? Contrary? Carried. I would like to get everyone to rise now in the galleries and in the chambers for a moment of silence.

Mr. Speaker: Thank you. To the family, you may stay here if you wish to see the continuation of this Capital Budget meeting we've got here today, but I would like to thank you. You had a wonderful mother, a friend and a family and a cousin. She was a woman of specialty. One that I've admired very much. I'm sure all of us…as you can see in the chambers here with all of us gathered here, and just always remember her and I hope that naming of the park will take soon, as soon as possible. Thank you. You may stay if you wish, if not, thank you for coming.

Now, we'll continue on with the Meeting. Delegations. Councillor Gerbasi.

DELEGATIONS

Councillor Gerbasi: Thank you, Mr. Speaker. I'd like to ask Council to suspend the rules to hear four additional delegations for five minutes with no questions. Tim Woodcock from the Manitoba Cycling Association, Thomas Novak from the Manitoba Oblate Justice and Peace Committee, Don English and Anders Swanson.

Mr. Speaker: OK, and that'll be for a five-minute each and no questions. Councillors all in favour? Contrary? Carried.

The first delegation is Regan Wolfrom in support of Item 1 of the Report of the Executive Policy Committee dated December 10, 2008. Mr. Wolfrom, can you come down to the podium? You have ten minutes.

Regan Wolfrom: Thank you very much.

Mr. Speaker: And also before you start, the next delegation right after you will be Sel Burrows on which he will have five minutes and then after you have both concluded there will be a question period of ten minutes.

Regan Wolfrom: OK, thank you very much.

Good afternoon. My name is Regan Wolfrom and I'm here today to voice my support for the 2009 Capital Budget.

Like most people, there are a few things I'd like to see changed but overall I think this is a good budget that focuses on infrastructure at a time when the economy is uncertain and infrastructure is a priority. I know that the people here today, whether we are City Councillors, City activists, journalists or Your Worship the Mayor, that we are all here because we truly want what's best for our City. I don't believe that we will make any progress in Winnipeg if we don't work together. And I think that together we have the ideas that will move our City forward.

Like the Winnipeg Citizens Coalition, I am not yet convinced of the effectiveness of private/public partnerships, however, I believe that if the City is willing to accept requests for transparency by making public all future arrangements with contractors, including maintenance contracts, that most residents are willing to accept these capital construction projects using the P3 model. We can't move forward if we're unwilling to experiment. However, we won't get anywhere if we can't openly examine the results of these projects.

Like the Canadian Centre for Policy Alternatives, I would love to see more spending in areas that are sorely in need of new funds. However, I do not feel that it is prudent at this point to raise taxes, and I believe that surcharges to new housing starts and tolls for out-of-town residents will increase competition and animosity in the capital region and could make any future accommodation with our municipal neighbours much more difficult if not impossible. I personally believe that any successful initiative for a capital regional funding plan will need to come from the Provincial Government, and I certainly hope that they will show some leadership in the matter.

I know that Active Transportation has become an important issue for many voters, and as a fair-weather cyclist, I can understand why. However it would be disingenuous for me to say that I believe that it's more important than the majority of current infrastructure projects or riverbank stabilization. If City Council does believe that a doubling of the Active Transportation budget is feasible without affecting these priority projects, then I certainly would not disagree.

There has been some genuine concern in the past from residents of Northeast Winnipeg that our infrastructure needs were not being addressed as promptly or as fully as the needs of south Winnipeg. Many residents were upset by past decisions by the City, including the closure of Kelvin Community Centre and some aspects of the current Disraeli Freeway Rehabilitation Plan. But there has also been some encouraging moves made by the City that have not gone unnoticed in these communities, including the Northeast Pioneer's Greenway along Gateway and Raleigh, the Bronx Park Community Centre expansion, and now the Louise Bridge twinning project. These projects are beginning to send a message that the residents of the Northeast are equal partners in Winnipeg.

There is, however, one outstanding aspect of the Capital Bridge projects that is causing some serious concern for residents. It's not an issue of cost, but more of time lines and planning. As there is a project to rebuild the Louise Bridge as a two-span, four-lane bridge, can this project be coordinated with the Disraeli Rehabilitation Project in such a way to reduce congestion related to bridge closures? Is it possible to include a new Louise span as part of the existing Disraeli project? An additional component of the Disraeli requirements could be for the construction of a new two-lane span for the Louise, either beside the existing

span or sided at the alternate east-west crossing site. Once the Disraeli Rehabilitation Project is complete, a new second span of the Louise can be constructed. If the alternate east-west crossing is chosen, the current Louise Bridge could possibly become an Active Transportation link, removing the need for a third bridge to be constructed.

I know that this request is not an easy one to grant as it will take some planning and ingenuity in a short time frame, but I do believe that it would go a long way to showing the residents of Northeast Winnipeg that our Mayor and Council are actively working to improve our neighbourhoods.

All in all, I do believe that this Capital Budget plan can make things better for Winnipeg, and I feel that if this Council can continue to be receptive to the issues and concerns of Winnipeg residents, we can build a City that we can all be proud of.

Thank you very much for this opportunity to speak.

Mr. Speaker: Thank you Mr. Burrows. Regan, just stay there because there may be some questions after. Sel Burrows. Is he present? Sel Burrows, you have five minutes.

Sel Burrows: Thank you very much, Mr. Chair. It's very nice when the chair is also my Councillor.

Councillors, Mr. Mayor, first of all I want to add my condolences to the family of Brenda Leipsic I had the privilege of knowing her and working with her, and even though her politics and mine were very, very different as Mr. Katz said, we had no difficulty working together for the betterment of the community, and she will be missed.

I find myself in a strange situation first of all only having five minutes which is difficult for me. While I support the Capital Budget, I'm here to provide some advice to Council. I know all of you love receiving advice and fortunately in our society, it is a citizen's right, if not duty, to give advice.

Today I'm going to emphasize both the micro and macro importance of sidewalks. I want to try and put a human face on sidewalks. We know the costs and the problems we have with bridges, the issues of the Disraeli which passes right through my community, is well known and very troublesome, I know, to your people making your budget. We know the costs and problems of roads, particularly when they are full of potholes. Rarely do sidewalks get much attention. However, to inner City people, many of which are too poor to own a vehicle, thereby being more friendly to the environment, good sidewalks are crucial. When you're walking home with your bags of groceries, a broken curb, a big crack in the sidewalk become a problem, often one that results in scabbed knees and scabbed elbows if not breaks.

As City Councillors you face many demands. Most of them have to eventually be dealt with in a budgetary format. There is a real danger that sidewalks simply become a dollar figure. A broken sidewalk is more than a dollar figure to a mother with a child and no car, to a person who uses a wheelchair, to an elderly person who is afraid of tripping. Good sidewalks are crucial to inner City communities.

I want to give the City, particularly the Public Works Department, a compliment at this moment. In Point Douglas we are getting exceptionally good service when we call in about a problem, be it cleaning up our tot lots or getting a sidewalk fixed. We've established an exceptionally good working relationship with that department. However, the sidewalk problem, I should say the broken sidewalk problem, goes beyond responding to complaints. We need an immediate response to the state of our sidewalks. I know there are discussions among Councillors regarding the amount to be spent on repairing sidewalks and building a better Active Transportation system. Being an old guy, would I be out of line if I just called them bike trails and walking trails. But I want to recommend you increase your spending on repair and replacing our sidewalk systems for those human faces that trod upon those sidewalks.

I said at the beginning I would deal with sidewalks on a macro level as well. Canada is going into a recession. Last night, if any of you watched Prime Minister Harper on TV, he actually dealt with the issue of the possibility of a depression. The human face of a sidewalk can be one of the most…the fastest and most labour intensive capital works projects possible. Why is that a human face? Well it can employ people from the inner City who are out of work. It's one of the most ideal economic stimuli available to Council. We need the human beings in my area and the rest of the City who are not working to be given the opportunity to work.

Much of the crime suppression that Point Douglas has managed will disappear if we have a large jump in unemployment. Recently, the City and the Social Planning Council hosted a conference on crime prevention through social development, which is very encouraging to many of us to have the City this engaged with the issue. Well, one of the most important social developments is a job, and I think this is one of the cases where people of all political stripes will agree. Unfortunately, many inner City residents are the last hired and first fired. This fiscal stimulus that all Federal parties are now in favour of will ameliorate much of the impact of the recession. It is not acceptable for the City to not embark on a major fiscal stimulus at this time. To not increase capital spending undermines all the infrastructure projects that will be coming down the pipe from senior governments. Sidewalks are the fastest economic stimulus available to City Council. If you loosen the red tape, simplify or eliminate the performance bonds required for small contractors, many of whom live in our area, you can get many of our inner City residents, many…I have neighbours who work in the cement industry, they shovel cement. Many of the aboriginal people who have not, through various reasons, had good educations, will end up working on your sidewalks. So my advice and my hope is that you will look at this as a macro level and think of sidewalks with the human face that affects them. Thank you very much.

Mr. Speaker: Thank you Sel. Just stay there because there'll be some questions. Regan and is he behind you? Any questions of the delegation? Councillor Smith, you have the first question.

Councillor Smith: Yes. You know, I'm wondering what the backlog of repair work that's needed for sidewalks in Point Douglas, in your neighbourhood? Like you know, I'm just, you know, we fill them with asphalt and we seem to leave them there for years. Can you give us some idea about the situation?

Sel Burrows: Well I can't give you a detailed thing. We're being a little more busy with crack houses and other major issues which, with the support of the City and the City Police, we've done exceptionally well on, but I can tell you on my street alone there are three spots that are not up to standard. Throughout the whole area of Point Douglas there are numerous, numerous cases. What we are doing is where it's really egregious, where it's a real serious problem, we call Public Works, but we don't have the volunteer time to make a complete list, and I would like to see it attached…tackled on a much larger basis. But I guarantee you, there is enough work to keep quite a few people working and the fact that cement is produced in Manitoba, all the money that is spent on sidewalk repair is a stimulus within Manitoba, and within Winnipeg.

Mr. Speaker: Your second question? None? Any further questions Councillors? Councillor Browaty. Your question for Mr. Wolfrom or Mr. Burrows.

Councillor Browaty: My question is more directed at Mr. Wolfrom actually. I just want to say first of all thank you for your support. I think the overall budget is good even if there's things that, you know, we may not like every detail, but…Do you feel it would appropriate for to us at this point to ask the Public Service, now that they're talking about twinning the Louise Bridge, to give us an overall Northeast Winnipeg river crossing strategy in terms of looking forward to how we should go about doing, doing the whole thing in a macro way?

Regan Wolfrom: Absolutely.

Councillor Browaty: Were you aware that…

Mr. Speaker: Your second question? That's your second question now?

Councillor Browaty: Second question thank you. Were you aware that at the last East Kildonan-Transcona Community Committee, we in fact asked the Public Service to immediately start on such a project?

Regan Wolfrom: I was not aware of that. I guess my…my concern of course is that, because timing is of course of the essence, that unless something happens at sort of the highest level, sooner rather than later, that things may not be able to happen in time, because I know there are already three consortiums who are bidding on the current minimum requirements of the Disraeli.

Mr. Speaker: Your third question and final question?

Councillor Browaty: Sure. I just…I guess it comes down to the fact that, you know, obviously doing nothing is not an option as Mayor Katz has put out there, very often. I think the problem is we don't have the details as to what is the feasibility of keeping the structure open while this other work is done. Would you support us getting that information very quickly?

Regan Wolfrom: Absolutely. I mean, the sooner we can get the information on the work that is required to be done on the Disraeli, whether it's safe to have half the Disraeli Bridge open for long periods of time, how the periods of closure, how long they will be, whether or not those periods of closure affect other pieces such as Higgins itself going under the Disraeli Freeway. The sooner we can have information like that, I think the sooner the City can formulate a plan as to whether or not it is feasible to bring the Louise Bridge construction project forward so that we can better alleviate traffic concerns. Thank you.

Mr. Speaker: Councillor Swandel your first question. The question was asked to…Councillor Swandel, your first question.

Councillor Swandel: A quick question for Regan. Regan, what is your sense of the threshold in the Elmwood area or in your area, the threshold for increasing property taxes? Would it be 1%, 2%, 10%, 20%? What do you think the people in your area can afford?

Regan Wolfrom: Well, I don't think that there is much affordability there because as we know, the increase in real estate values, I assume that might increase the tax bills as they are. I'm not sure though. But realistically I think that because we can look at this…I mean if you're speaking of course of a worry of increased costs, I don't know if you're speaking as a question of that. I don't feel that there is any increased costs since the costs are already there. I think the question is…I mean if you're worried about perhaps carrying over the P3 maintenance payments and having a larger maintenance payment this year as opposed to future years, I would think that that would be the only issue because the cost should be the same long term.

Mr. Speaker: Your second question Councillor?

Councillor Swandel: I wasn't going anywhere specific. I just wanted to get an understanding of what you think the residents in your neighbourhood might be interested or willing to pay more taxes for improved service or greater capital spending?

Regan Wolfrom: Well, I think that if you look at the long-term history, I think that the Northeast Winnipeg we've been paying our fair share of taxes, so I think that as long as we don't have an extra large project that somehow deviates from what the City currently plans for both projects, I don't think it should be an issue where we need to ask for higher taxes. And quite honestly I don't think there is an ability for many of the people of Elmwood specifically to pay higher taxes. I mean the fact is, is that the taxes are already at

a level where it would be difficult to see an increase, which is why I'm glad that there has been no increases.

Mr. Speaker: Councillor Wyatt, your first question.

Councillor Wyatt: Thanks. To Mr. Burrows, Sel, the Administration has indicated to us that they could easily accommodate more repairs and more repairs to sidewalks are needed, that we have $900,000 this year budgeted towards…plus another 500,000 motion coming from EPC for sidewalks and curbs. Last year it was cut by 250,000 so it's actually a net increase of 250. Do you…are you aware that right now, based on the funding we have in place, that we can only do certain areas of the City at certain times over a four to six year period of time? That one zone can only be done at one time before real repairs can be done and then you have to wait another four to six years for that zone to be done again?

Sel Burrows: Thank you for the question. I don't know the details of that. I don't have the…I'm so busy in other things I haven't had the time to examine the Capital Budget in detail. But we are aware that repairs are not being done as they should be and that one of the things that makes the City a great City is some of these basic infrastructure issues. And so, where I can't give you, you guys and the City staff can give the details of what specific things cost, what I can talk to you about is the impact on the citizens of not doing it and the impact on the City's image of not doing it, and I do want to get a chance just because I'm up here, to add to Councillor Browaty's comment, just to make sure that everyone is aware that both those bridges pass through Point Douglas and that they have a major impact on the quality of life of Point Douglas, and any planning that takes place must take into account the residents of Point Douglas. Thank you.

Mr. Speaker: Your second question Councillor Wyatt.

Councillor Wyatt: Thank you. Mr. Burrows, there is a motion coming forward from Councillor Pagtakhan and seconded by myself to add instead of $500,000 for sidewalks and Active Transportation each, to add $1.5 million to the budget, so it's an increase of $2 million. Would you support that?

Sel Burrows: I absolutely support it and I think that taking into account of the macro situation with the recession coming, this is not brain surgery, it's something basic. You know, those of us who are old enough to have parents that lived through the depression know that one of the first things governments did in the depression was cut back on expenditures, and all of the studies, all the scholars who have studied the depression and serious recessions are saying that the opposite is required. What is needed is for all government, all levels of government particularly at the municipal level which can act the fastest, is to increase their spending not cut back on spending on things that have an immediate impact on employment. And I think I would encourage you and Councillor Pagtakhan…I'm afraid with my wife's arthritis and my state that I don't ride a bicycle as much as I used to, but inner City people ride bikes a lot and the people that are here as delegations are strong supporters of bicycles. I can tell you that there's a huge number of people in Point Douglas who use bicycles as well.

Mr. Speaker: Your final question Councillor Wyatt.

Councillor Wyatt: In light of the fact that there is not going to be much room to do anything with monetary policy, you are referring to fiscal policy, can you add a little bit more to what you mean by creating opportunities through a sidewalk A.T. program?

Sel Burrows: You know, I…being chair of the residents committee, I've learned an awful lot living with people who live in Point Douglas, how fragile their lives are, how many of them work on short-term contracts who work for small contractors, who get work when they can. Unfortunately, too many people in our community don't work at all and we're

working on that as well. But the loss of jobs and the inability to get those construction-type jobs will have a massive impact on our community. And as we know the struggles that the businesses are going through, you know, the Sun just cut 600 employees today--People will be out of work before Christmas, before the new year, that it's crucial for cities and governments to move fast to fill that gap. And that's what we learned through the depression. That's what we've learned in other recessions. And you know, I'm very pleased with the initiative you and Councillor Mike Pagtakhan have taken, and I think there's probably other ways as well that could be adopted.

Mr. Speaker: Thank you. Question period has expired. The next delegation is Mr. Tom Simms on behalf of Winnipeg Citizens Coalition in opposition to Item 1, followed by Janice Lukes, also in opposition to EPC report number 1.

Mr. Simms, you have ten minutes and Janice will follow you with five minutes and then a question period. Give it to the Clerk. Okay Tom, proceed.

Tom Simms: Good afternoon. I appreciate the opportunity to speak before Council this afternoon, and I'd also like to offer my condolences to Brenda Leipsic and her family. I did not know Brenda but the more you hear of all her good works in the community, at the political level, at the community level, and at the family level, she is a person that will be sorely missed by all in our community.

I'd like to make my presentation, making some background comments around the Capital Budget. It's a tough position. You've got to say yes or no. As other people who have spoken to support the budget, there's things they have concerns about the budget. There are things in the Capital Budget that I think are good but there are…the movement towards private/public partnerships is something that's a concern to the Winnipeg Citizens Coalition and therefore we'll be talking about our concerns about that movement that's reflected in the Capital Budget today.

The present City Council has been moving in a direction that is blurring the boundaries between the public good and private interests. The Council's policy commitment to expanding public/private partnerships as a service delivery approach is a good example of this growing trend. Public/private partnerships are ideologically driven, embrace private market values and are not based on objective analysis. The famous words of the well known neo-conservative economist, Milton Freedman, that the business of business is business should be kept in mind with respect to the underlying motive of public/private partnerships and the role they play in obscuring the boundaries between the public good and private interests.

Mayor Sam Katz has argued that recent…the recent $70 million cost overrun at the water treatment plant is an example of why City Council should adopt a "Triple P" approach for capital projects such as the Disraeli Overpass upgrades, replacement of police stations, the extension of the Chief Peguis Trail, and construction of additional water treatment facilities. The implication is that the traditional public sector approach for building infrastructure is the reason for these cost overruns. This misguided view needs to be challenged. Hyper-inflation, involving the price of materials and labour in the construction sector, as well as labour shortages are the key factors that have driven up costs for capital projects. It is private contractors working for the City that are incurring these capital costs. The City does not do its own contracting. According to John Locksley, an economist from the University of Manitoba who has been studying public/private partnerships for the past ten years, these cost increases would not have been avoided by alternative approaches to construction. For instance, design/build approaches, a common feature of "Triple P's", put the onus on the contractor to bring in a project on budget but contractors build expected cost increases into their bids. Unexpected and unbudgeted cost increases in a design/build project result in a lower product being delivered, or in the private

contractor going bankrupt or more likely, as in numerous instances around the world show, and the most graphic being the Channel tunnel link in the U.K., is that the private contractor is being bailed out by the public sector. One way or the other, the taxpayer ends up paying for the cost increases.

Locksley identifies that academic studies uniformly conclude that "Triple P's", number 1, cost more than public sector alternatives. An example, higher "Triple P" lease financing costs relative to traditional government financing of capital projects have been confirmed by the provincial auditors of Nova Scotia, New Brunswick and Ontario.

Number 2, they rarely provide value for money.

Number 3, they do not necessarily shift risk to the private sector. An example, the City of Hamilton had to pay for the cleanup costs of the "Triple P" water treatment plant that was the site of the largest ever sewage spill into Lake Ontario.

Number 4, they do not reduce government debt as they so often promise. The Charleswood Bridge is a good example of the misrepresentation of the benefits of "Triple P's". Mayor Susan Thompson promoted the use of the "Triple P" approach in 1995 to construct the Charleswood Bridge and said it would be a million dollars cheaper than using the traditional public sector capital construction approach. However, Locksley has recently completed a detailed study of the Charleswood Bridge that concludes otherwise, that the $11.6 million contract was leased by the City over 30 years instead of the traditional public sector capital approach of 20 years and will cost an extra 1.4 million in present value terms for financing costs. So the pitch was that we'd save a million. Recent studies indicate it's going to cost us $1.4 million more.

Number 2, while the City continues to pay a borrowing cost of 11.5% built into these lease, the lease, it's borrowing costs, the City's borrowing costs have fallen to between 4.5% for ten year bonds to 5.505% for 22 year bonds. It's outrageous that the private financing partner is gaining all of the benefits of the lower interest rates.

Number 3, hidden costs of bidding ppp's, preparing and evaluating requests for quotations and requests for proposals was estimated to be $1.6 million or 10% of the project. Cost to consultants was 6.7 times as high as those incurred through the traditional design/build approach.

The key questions that need to be raised regarding the "Triple P" approach include, number 1, the lack of rigorous evaluation of the private consultants, calculation of the public sector comparative. In other words, the way in which traditional public capital construction project benchmarks is established as compared to the cost of the "Triple P" approach.

Number 2, risk premiums are based on highly subjective methodology which also must be closely scrutinized.

Number 3, the "Triple P" approach privatizes information that should remain in the public realm as access to information is denied because it is subject to commercial and confidential restrictions.

The "Triple P" approach enables private sector consultants to exercise their private market orientated values to evaluate public sector projects. These private sector consultants need to be held more accountable. The Community and academic sectors need to be able to evaluate the private sector consultants with respect to their assumptions, methodologies and findings in order for a more balanced approach to be developed regarding the use of "Triple P" in the construction of public infrastructure.

Now, the Winnipeg Citizens Coalition and attachment I've sent to you was sent to the Mayor yesterday. A specific request regarding public/private partnerships approach. And I guess we're feeling if the "Triple P's" are all what they're cranked up to be, we think that requests for

releasing information publicly should be something that both the Mayor and City Council would be more than open to do if this approach to building public infrastructure is so cost effective.

So number 1, the Winnipeg Citizens Coalition would like to ask City Council and the Mayor to make the following commitments, and we've asked for the Mayor to provide a written response to these requests that we've made to him.

Number 1, all reports, especially with respect to the development of the public sector comparative, risk analysis and contracts associated with "Triple P" capital projects should be made available to the public, regarding the water treatment plant, the police stations, the Disraeli Overpass upgrades and the Chief Peguis Trail Extension in order to promote transparency, accountability, and to ensure that the value for money objectives are being achieved for the citizens of Winnipeg.

Number 2, the maintenance contract for the Charleswood Bridge should be made available to the public. Members of the community have been asking for this information for the past ten years and have, to date, not been provided this contract. And I appreciate the point that Councillor Steeves asked of me the last time around, about you know, why haven't we got the contract, and I talked to people who have been working on this who said that they did ask for the information through the access…public Access to Information legislation, but the information regarding the contract in those documents was completely blacked out.

The Mayor and City Council need to provide leadership and publicly release the maintenance contract for this "Triple P" project and we ask for that.

And finally, the City of Winnipeg should pass a by-law that would require all reports, risk analysis and contracts associated with "Triple P" projects to be made available to the public.

And I guess what…just to sum it up, because I know the time is up, is that we're saying is if "Triple P" projects are all what they're cranked up to be, if they're saving us money, then we feel that being open and transparent and accountable with the information regarding these projects would be something that would be…that the City Council and the Mayor would look at doing and it would allow the citizens of Winnipeg to know that we are, in fact, getting value for money with these projects. Thank you.

Mr. Speaker: Thank you Tom. Second delegation on the same subject, Janice Lukes will have five minutes and then we'll be getting into the questions. Janice Lukes. You have five minutes.

Janice Lukes: Thank you Mr. Speaker, Thank you Council and thank you administration. And thank you for your motion, Mr. Katz, regarding the park for Brenda Leipsic. I had the opportunity to work with her for many years before she came on City Council and was thrilled to hear when she was on City Council and it's very sad.

I'm here today on behalf of the Winnipeg Trails Association and I've asked Mark Cohoe from Bike to the Future also to co-present with me. We are here in opposition to the budget today but we understand two motions have come forward and we are in support of those motions.

One of our challenges with the budget is obviously the Active Transportation commitment. In 2008, there was a commitment of just under $3 million and this year the commitment as it stands now is at $2.25 million which is a decrease of 25%.

Mark Cohoe: We want to speak in favour of the other resolutions that are…the motions that are coming forward based on increasing funding for sidewalks and also increasing funding for Active Transportation corridors. The importance of sidewalks is really no matter what kind of a trip you're taking, sooner or later you're on foot, whether you're walking to your destination, whether you're biking to your destination, or whether you're bussing or even driving to your

destination, at some point in that trip you will be walking. So it's very important that we manage…keep our sidewalk infrastructure together and with Active Transportation one of the things we want to make sure we're doing is over the last few years we've been creating these bike paths throughout different various areas in the City but what we really need to do is start connecting those and one of the important spots that we need to connect those trails through is through our inner City areas and the older areas of the City where we don't really have the rights-of-way to create those bike paths. So what we're really…the Active Transportation budget allows us the opportunity to convert and adapt some of our older grid pattern roads towards things like bike boulevards, allocate a bit of space off the roadway to things like bike lanes so that we have that ability to connect those bike trails and bike paths and get us all connected throughout the City.

Janice Lukes: And from the Winnipeg Trails Association perspective, obviously we can't build trails everywhere and we really need the safe on-road infrastructure, not just paint on the road, but safe infrastructure that we can link from the south end of Winnipeg to the north, to the east, to the west. We have spent the last three years working with all of you, very intensely, collaborating and engaging on Active Transportation. We have a good group of supporters here today and thank you very much for coming out in this frigid cold weather. We have alot of common goals. And in all fairness to Councillor Swandel, he's had to listen to me since 2001 on Active Transportation because he was John Angus' assistant and that's when I got involved in trail building. So, maybe the squeaky wheel comment was directed directly to me, I'm not sure, but.... So we've been engaging all of you. And it astounds me. We sit in these meetings and every single one of you, yes, we believe in this, we're for it. We think it's right, we think it's good, absolutely, this is what we want for our City. But, you know, Mark, talk about the progress.

Mark Cohoe: Certainly, there has been some progress. In 2007 Council, led by Mayor Sam Katz, took a step forward by increasing that budget which really hadn't been more than a few hundred thousand a year on Active Transportation and cycling paths to reach a budget of $2 million, and that's got the ball rolling where now, we've been able to create our Active Transportation Co-ordinator, we've had out Active Transportation Study and our planning move forward. Really at this point, this juncture in time, we need to take it to the next step to move forward, to start creating this network so that we can reap the benefits of creating a more sustainable infrastructure for our City.

Janice Lukes: If we look in the last three years, we've spent approximately $4 million on trails and in the last three years we've spent approximately $350 million on roads. And that's a huge difference. That's just vast. Just like I can't speak to it. I have two minutes.

Mark Cohoe: One of the main themes of our talk today is the sustainability. Council is faced with an infrastructure deficit that's in the neighbourhood of two and a half billion dollars so we really, we have to look at two visions of the future moving forward. Do we want to continue the same policies that have led to this deficit of two and a half billion, or do we want to start rethinking how we're managing our transportation? What kind of mix of transportation people are choosing and do we want to start looking towards encouraging people to ride their bikes more often, to walk more often and to take Rapid Transit and buses more often, to sort of…instead of just building more roads to deal with congestion, to try and get people to choose different transportation modes to lessen the congestion that way.

Janice Lukes: And we've had some feedback on capacity. And you know, we've got…we're looking at a $476 million budget here. Today's motion is an addition of $300. We have the expertise. The Administration team has won an award, a Provincial award for their creativity and being under-budget and on-time for developing the Northeast Pioneer's Greenway. So we've got in-house expertise. And we want to use this to create a network. We appreciate

pieces of A.T. infrastructure being put into roads, but what we're here today is to see a cohesive network so that we can go from one end of town to the other.

Mr. Speaker: Thank you. Thank you Janice. Thank you.

Janice Lukes: In summary I'd just like to make one closing comment. We also realize that we need the City to make a move on funding, increasing the funding for Active Transportation. We've spent many meetings with the Province. We've been to many presentations with the… with Angela Matheson, with different ministers, and they all say the same thing. We need to see the City take leadership and move in this direction. So, we know and we will be going back to the Province.

Mr. Speaker: Thank you. Thank you Ms. Lukes. We have questions of the two delegations. Councillor Clement first.

Councillor Clement: My question is for Mr. Simms. Stopped fighting this battle a long time ago. We actually built this only 13 years ago, but it seems to be something that everybody loves to bring up all the time, that's the Charleswood Bridge, and I find it frustrating when I get information that I see that goes out to the public that's not accurate. And I appreciate you're only…you've actually put something in here that Mr. Locksley told you, that you didn't do the specific work on the numbers and that type of thing.

Are you aware that in 1995, when the Charleswood Bridge was built and the P3 arrangement was entered into, that the numbered company that built the bridge has to maintain the bridge and the roadways leading up to it for 30 years? Every nickel?

Tom Simms: Yeah, that's one of the things we'd like to see in that contract.

Councillor Clement: Yes or no. Are you aware that they pay every nickel of maintenance for 30 years?

Tom Simms: Yeah, but are you aware that the contract is blacked out so we couldn't even, we don't even understand what the costs are.

Councillor Clement: No, I get to ask the questions. Mr. Speaker? Mr. Speaker, he gets to answer the questions, I get to ask them. Are you going to take control of the meeting or what?

Mr. Speaker: Continue.

Councillor Clement: You know, it bothers me, I mean, this is misleading information. I'm getting media calling me about this information when I know for a fact that the maintenance…in fact I get phone calls, Mr. Speaker, almost every year, "Why are we doing more work on the Charleswood Bridge?" Well we're not because the numbered company is doing the work Mr. Speaker. They have to maintain the bridge for 30 years and provide it back to the City in 2025 in perfect condition at the end of that 30-year term. There is no cost of maintenance to the City of Winnipeg period.

Mr. Speaker: Thank you. What's your second question?

Councillor Clement: I don't have any more questions.

Mr. Speaker: Thank you. Councillor Smith your first question.

Councillor Smith: Mr. Simms, when you talked about the…getting back from your request from Freedom of Information and you said that pages were blacked out, did you ask why they were blacked out?

Tom Simms: No, and I mean it's really hard to answer Councillor Clement's question if the contract that we asked for is blacked out. I mean, I don't mind a blackout for a home Bomber game. I understand that. But you know, when you're asking for public information of taxpayers dollars and they black out the contract, the private sector can't have their cake and eat it too. If there is public money involved and if there is a contract, why is it blacked out? How can I answer your question if, if you won't give us the information.

Mr. Speaker: Tom. Tom. Tom. Mr. Simms....

Tom Simms: What are you afraid of?

Mr. Speaker: Mr. Simms. Councillor Smith was asking a question. (inaudible)

Tom Simms: Yeah OK. Well I'm just saying I'm just trying to help answer the other one.

Mr. Speaker: What's your second question Councillor Smith?

Councillor Smith: You know, what sort of answer...

Mr. Speaker: Stand up!

Councillor Smith: Surely you got an answer of some type from them on why it was blacked out. How much was blacked out?

Tom Simms: The whole section was blacked out. I don't know why it was blacked out. We made the official request to the Access to Public Information. I just don't know what people are hiding. I mean if these "Triple P" approaches are supposed to be, you know, the latest thing since sliced bread in terms of assisting the citizens of Winnipeg to have cost effective services, why not the transparency? Why not the accountability? I appreciate it being at the Executive Policy Committee last week and, you know, when you're sitting there listening to the response of the Councillors and Councillor Swandel and I wrote it down, he said "we live in a world of transparency and extreme accountability". I agree with the Councillor from St. Norbert and I just don't know why, then, the City is handing out contracts to the public that are all blacked out. Is that what extreme accountability and transparency is all about? I don't think so.

Mr. Speaker: Mr. Simms, I believe it may be under the legislation that the Province gives us is called "F.I.P.A." Freedom of Information. That's the legislation. That is maybe the purpose.

Okay, Councillor Smith are you finished? Councillor Gerbasi your first question.

Councillor Gerbasi: Thank you for your presentation today and for raising this very important issue because this is a huge portion of the Capital Budget that the City is going down this road with 30-year commitments on a number of major projects that will be indebted for, so thank you for raising these important issues about transparency as one part of that.

Do you feel there is something that the Provincial Government perhaps should be considering in terms of some kind of legislation requiring better transparency or something that we as a City Council should be doing? What do you suggest we do to address this?

Mr. Speaker: Mr. Simms?

Tom Simms: I mean, it involves all levels of government. I think that would be a good move by the Provincial Government, but I also think that you're elected as City Councillors to represent the citizens of Winnipeg and one of our requests that we're making is to ask the City Council and the Mayor to pass a by-law so that it isn't something that we just hope that we have a sympathetic Council to release this information, that we ask the City Council to pass a by-law that would require all reports, risk analysis, and contracts associated with "Triple P" capital projects to be made available to the public. And once again, if these…if this approach is such a good way to go, why not let the public have the information so that we can decide whether this is in fact true. I just…I scratch my head. I don't get it. If this is such a great way to go, why no transparency and public accountability on it? What are people afraid of?

Mr. Speaker: Your second question, Councillor Gerbasi.

Councillor Gerbasi: Do you have any response to the response when those kinds of questions are asked is usually that "well it's a private business and they don't have to reveal their books because

they're a private business." What do you say to that kind of response?

Tom Simms: Well, you know, when I was looking at some of these responses I just imagine if community groups or arts groups came to the Council asking for money, and saying "no we're not going to show you our books", I mean Council would be outraged. So when the private sector comes to City Council asking for money and get money and they show they don't want to have full disclosure of their books, I personally, and I know others in our community, have a problem with that. It's called accountability. It's called transparency. And if we're getting what we're supposed to be getting in terms of cost effective public infrastructure through a "Triple P" approach, then what are you afraid of?

Mr. Speaker: Your final question, Councillor.

Councillor Gerbasi: Thank you. I do have a question for the cycling people. Thank you Tom. It's unfortunate it's all lumped together into ten minutes because it's really not enough time. But I would like to ask if you are supportive of the motion put forward by Councillor Pagtakhan and Councillor Wyatt asking for the increased funding? Do you feel that would make a significant difference and are you supportive of that?

Janice Lukes: We are in support of that, and we think it would be a significant difference. We've got a list of projects here from an Active Transportation standpoint that are do-able for next year that would enhance the network and make it more connected because it's connectivity and that's what we're lacking, and I mean sidewalks are just basic, basic, basic. We can't even argue with that.

Mr. Speaker: Councillor Pagtakhan.

Councillor Pagtakhan: Thank you Mr. Speaker. To the delegation, you talked about, a little bit about the great work that's been happening, all the volunteer effort that's been going into this, into your work. You've identified 10 projects that could happen in 2009 if there was funding, and you also talked about the connectivity. And this really is an issue about destination infrastructure and that, you know, even though we have 95 million and some of that money is actually going perhaps into Active Transportation, what are your thoughts around that whole piece about having a connected network and not just disjointed pieces?

Mark Cohoe: Right. Right. Well, the problem with going forward…we have the policy where we create Active Transportation when we're creating new roadways or when we're doing rehabilitation, but the problem with that strategy is that you're building those connections and you're re-build those roads based on the needs of motorists on an existing network so that that work tends to be very fragmented so that where you're adding you're A.T., it's very fragmented and it doesn't create the connective aspects so it doesn't really create that benefit of getting someone from their destination to their home and back. It really just gives them a small portion of the trip and it doesn't affect really the priorities. It doesn't match up with the priorities that we see from Active Transportation. That's where we'd want to see spending go, and the second part is, it's not…with Active Transportation we're really building a new network and that's the problem we're addressing is we want to build that network out.

Mr. Speaker: Your second question Councillor.

Councillor Pagtakhan: Thank you Mr. Speaker. In your opinion, what do you think this City needs to be investing year in and year out on a go-forward basis relative to Active Transportation?

Janice Lukes: I think we really need to address on-road infrastructure. We've got a good trail system. There are certain areas that we're working on to improve it. But we can't make these connections, and I think the majority of people from 8-year-olds to 98-year-olds want a safe connection. They want to be travelling safely, and I really do believe that to connect these great trail systems and to

build in areas where we can't possibly put a separated trail is to look at innovative ways to do on-road.

Mr. Speaker: Thank you. Time has expired. The…to the delegation, there is such a thing as F.I.P.A. I talked to Tom Simms yesterday and I did some investigating. It's the Freedom of Information and Protection of Privacy Act. That is the Provincial Government legislates the City so anything that's blacked out, most of it is a third party.

The next delegation following these is Tim Woodcock, Manitoba Cycling Association, Thomas Novak, Don English, Anders Swanson, each have five minutes with no questions. First, Mr. Woodcock. Where are they? I've called out the names. Would you please come? Okay Tom, you have five minutes…Tim, you've got five minutes.

Tim Woodcock: Okay. My name's Tim Woodcock I'm the rec and transportation co-ordinator for the Manitoba Cycling Association. We represent over 700 registered members and we are at the front line when it comes to the cycling community in the City of Winnipeg in the Province of Manitoba.

I'm here today to stress the importance of the continued funding of more bike routes, bike lanes and the safety of all cyclists. Our biggest challenge is to offer safer bike routes to allow more people to safely travel around our City. It is the biggest stumbling block in preventing more people from riding to work and using bicycles instead of their cars for getting around our City. In turn, we will have healthier population and less damage to our roads and less pollution.

Winnipeg could easily become a model City in Canada for how to reintegrate the bicycle into the infrastructure. I recently was in San Francisco, and I was amazed at the amount of cyclist commuting in such a hilly City, but bike lanes were every where which encouraged more of the population to use their bicycles to get around and in a safer environment because of this infrastructure they have set up.

I hope we can work towards a faster transition to integrating more bike paths, bike lanes and integration of cycling throughout our City…into our City because now in the time…now is the time to take advantage of the opportunities we have with more people wanting to take roadways in our City, by bike. It can only grow with your support of projects towards this goal.

The Cycling Association actually represents competitive cyclists as well as most of the recreational cyclists in the City. So with the projects such as the "bike to work day" which has grown quite a bit in the one year that we've had it, we're expecting quite a few more people getting involved with that. So hopefully you can see it to expand on the funding and actually keep our Active Transportation budget growing to actually make it come to fruition and to get this done: Thank you for your time and our membership thanks you.

Mr. Speaker: Thank you. Don English. Mr. English you have five minutes.

Don English: Thank you. My name is Don English. I'm a new resident of the Exchange District and it's interesting, just walking here from where I work at the Air Canada Centre, I walked down King Street. Big piles of snow on the sidewalk, the car...the lanes are perfectly clear, and here I got a foot on the side to walk to work…to walk to this meeting, to make this statement today, so the problem we have in the world right now is that we have a gigantic car culture and there is no culture for pedestrians or cyclists. So we have to change some of the thinking. I know it's difficult. I know like a couple of years ago I was…drove my car all the time, walked from Portage Place Mall Parkade across the street to work and then got involved with a group, Bike to the Future, which is trying to work towards getting people out of their cars, onto their bikes, walking, roller skating, whatever. Trying to get people to change their activities, and when you look at the sorts of things that it would add as far as the environment goes, as far as their health goes, I mean they did…I remember reading a study that showed that if people

spent like an hour, couple of hours a week exercising it would reduce the health care costs by something like 50%.

So, but I would like to congratulate Council for in years past, increasing the Active Transportation budget. It's unfortunate it stalled this year but hopefully this motion will increase if you do the revised motion to increase it to 5 million. I believe the overall budget for roads is 95 million, approximately 2% of car users, of transit or of people trying to get to work would ride their bike, so 2 million…but it doesn't really get us anywhere. We have to…we have to get the network happening. I mean, the Northeast Pioneers Greenway is a fantastic place. Fantastic project. But, it's an island in the middle of nowhere. So we have to connect that up to downtown. We have to connect it up. Hopefully the Provincial Government will come through and connect it up to Birds Hill Park and make it an incredible tourist event.

But really, the problem is, is the new world out there and I know the old thinking is it's hard to get rid of the old thinking with cars and stuff, and I'm sure you'll hear complaints from people about we need to fix the roads all the time, but to get the most bang for your buck, really, you've got to get rid of that car culture attitude because if you make the roads better, there's just going to be more cars. And if you make the Active Transportation, the network happen, those people are going to leave their cars, they're going to ride to work, they're going to have better health, it's going to be better for the environment. So really, I'd like to emphasize that part.

I'd also like to thank the Public Works Department for their…they're very interested in what…especially with Bike to the Future or the ideas we're bringing forward on how to change the infrastructure in cost effective ways. I mean, this stuff is cheap relatively speaking. I mean you're spending hundreds of millions on cars and you know, people might bitch for awhile but when they see Active Transportation they see people riding their bikes especially if you make these corridors where people can see them, where people driving can see them. That's going to make a big difference, going to get people out of their cars.

So I would really like to urge you to revise your Active Transportation budget to make it 5.525 million and that's still only a minuscule amount of the road budget. So thank you.

Mr. Speaker: Thank you. Thomas Novak, Manitoba Oblate Justice and Peace Committee. You have five minutes.

Thomas Novak: Mr. Chair, Your Worship, Councillors, thank you very much for the opportunity to be able to speak this afternoon.

About 30 years ago a delegation of nuns and other citizens stood before City Council pleading to set up side plans for an expressway that would bisect and devastate neighbourhoods in the Inner City in the North End. Around the same time in Toronto, activists persuaded that City's leadership to cancel the proposed Spadina Expressway that would have similarly destroyed Toronto neighbourhoods.

In both cases as we look back we cannot help but wonder what were we thinking back then? Do we really need to sacrifice neighbourhoods to give commuters a few…to save a few minutes off a commuter's drive home? And to continue to build up endlessly bigger suburbs with sparser populations, bigger lots and consequently, more expensive services that the whole City needs to pay for.

Since those exciting days, the lessons that we thought we had learned have seemed to have become blurred as the domination of car culture is once again taken precedence. Happily there have been some exceptions, notably the approval of the first phase of the Rapid Transit system and some funding for Active Transportation. We also are relieved to see the proposed water utility has at least for the moment been put on hold. The proposed utility would, we fear, remove one of the last and few restraints on the growth of municipalities that are just beyond the boundaries of the City.

Still, as we celebrate these small steps forward, we are disappointed to learn that it is being proposed that a huge percentage of next year's Capital Budget is once again dedicated to building roads for cars, especially near the fringes of the City. We are saddened to see that more than 20 times the resources are being put into one car culture project, the Chief Peguis Extension, that is being committed to all of Active Transportation City-wide.

We have to admit the thinking outside of the car culture box does not come easily or naturally. It requires hard work and alot of study and conversation. We know that the Planning Department in Winnipeg is one of the smallest of anywhere in Canada, any large City at least. The plans that we have in our Plan Winnipeg are routinely set aside. We come to today, therefore, to encourage you, our leadership, to develop a plan to help us as an urban community, to start thinking outside of the car culture box, to start taking the long view of urban development, where the automobile will take a smaller place in the lives of Winnipeggers.

In taking this long view we encourage you to consider the following steps. First, to expand the Planning Department that would be charged to undertake a new Plan Winnipeg that would be based on principles and the premise that the City of the future will be built on public transportation and the re-creation of walkable village type neighbourhoods.

Secondly, to create opportunities for public input into the creation of the new Plan Winnipeg, and into all major infrastructure projects.

Third, in a short-term, to assure that there will be extensive public consultation on the first legs of the proposed Rapid Transit Corridor.

Fourth, to develop a plan for the funding of the entire Rapid Transit System, northeast and southwest.

Fifth, to make a significant increase in resources for the planning and construction of an Active Transportation system, especially assuring that when there is reconstruction, major reconstruction of roadways that bike lanes are a part of the new reconstruction.

Sixth, a moratorium on all major new car culture projects, especially those that encourage growth on the fringes or beyond the fringes of the City. The resources saved could be put into public transit, Active Transportation, and the rebuilding of existing bridges and crumbling infrastructure.

We also encourage you to reconsider your…the current reliance on public/private partnerships. In studying the “Triple P” solution we've come to the conclusion that even as they appear to save us a few dollars today, we may only be passing on a debt to our children in the future.

And finally, we’d like to propose that in the new year, Council organize a series of public think tanks that would bring together citizens with planners to begin thinking outside the car culture box and looking how we could create projects that would create a City that would be more oriented toward the interaction of citizens with each other, rather than with their cars. Thank you.

Mr. Speaker: Thank you. Thank you Mr. Novak. The final delegation is Anders Swanson. You have five minutes.

Anders Swanson: Hi. I'm from One Green City as you all know. I’m sure I’ve made presentations to all of you and usually I have a big map behind me, and that takes the pressure off so that I’m not just speaking, so I’m really nervous but I’ll try and wing it.

I'm here just because I want to get into some of the details. I want to give a quick overview of what’s been going on because essentially, I’m a big fan of consensus, and from what I understand from all the individual meetings, getting alot of positive feedback both from the Councillors but also from all the organizations that I’ve been lucky to work with over the last three years, and

everybody really wants more Active Transportation options and I think that we can get there and, so I just wanted to go over why is it that there are so many delegations speaking today, and why is it that so many people want this and why do they feel that the time is now? I would say that there are two reasons for that, two reasons for that hope. One is that they had a commitment and they have a commitment from Council, so there's been alot of positive endorsement of their ideas. It's something that people have been waiting for, for a long time. At the last Standing Policy Committee meeting and then at EPC last year when we eventually got a small increase in the Active Transportation corridors budget, I mean huge compared to what it was before, and a first step but small in terms of what was eventually needed, it was said that we needed a plan and if we had a plan that we could act upon it, and when we acted upon it you would see that network being built fairly quickly, and that is, I think, a very reasonable course of action, because until now the City of Winnipeg has essentially being focused on automobile planning. We don't have the projects to fund. I also am a project-based person. I'm not a political person at all. I don't like to deal with media and I don't like to deal with any of the hoopla or the numbers. I want to talk about what can you actually do? And I know that you've got alot of numbers before you and so I just want to talk about sort of what can be accomplished and where we're at because I think not everybody necessarily realizes that this is a crucial turning point perhaps for the City for a number of reasons.

I don't want to repeat myself and I don't want to repeat what other people have said so I'll avoid all the reasons, but, so that's where that's at.

The planning process, since we've gotten that sort of green light to give 'er last, I guess that was December, I don't know personally I haven't slept alot. And there's alot of organizations who have really acted upon this sort of…the guarantee…not guarantee but that I gave in the sense that, look, if you give your feedback, what One Green City does is collect and concentrates people's feedback towards plans, and we've come up with a six-year plan for cycling infrastructure. It's like $60 million. It's the first phase of that map that you've seen. I don't have any of the things…I've sent that all to you this morning because I realized that in a Free Press article that the Mayor had said that they would like Active Transportation advocates to show a five-year plan. I don't think everybody realized just how hard we've been working and how we have that plan. It missed the deadline for the 2009 Capital Budget through Public Works but nonetheless, if there is something that we want to have happen, we can make it happen regardless of whether it's in those recommendations. And the Active Transportation Advisory Committee has been putting like, half day long and day long at some points, regular meetings, special meetings to put this together. Each of the organizations on that Active Transportation Advisory Committee represents another hundreds if not thousands of members each. And they're constantly getting feedback from people like, I don't know, I've met with Stewart Duncan at Destination Winnipeg. I've met…I'm on the Transportation Committee of Downtown BIZ. It's amazing the amount of people that have lined up behind this idea and I would simply suggest that if you can achieve consensus you can get something really special right now. So I don't know. I know that plan inside and out. It's ridiculous how much I know about it so if you have any questions, please, by all means. But what I would like to say is that the more money you put into this obviously the quicker the whole network gets built and it only works if it's done all at once, or that it's complete I should say, because you won't use a bike if you don't know, you won't use it regularly that you can get where you want to go all the time. It doesn't work. The potential of the Northeast Pioneers Greenway will not be realized until you can get to downtown, Birds Hill Park. It will not be realized until you have a separate path along Concordia getting you to the hospital. Councillor Clement has worked really hard to get trails in his ward and I hope

that he recognizes that that network needs to expand to the rest of the City.

Anyways, each and every one of you have projects that are in that plan, and the more money you put towards it, the quicker it is that something is going to happen for your constituents. So I don't really know what else to say, like, there's more stats and stuff I could throw out. The bicycle is very, very, very, very, very good for you, and it's very, very; very, very, very good for the City.

Mr. Speaker: Thank you. Thank you. Thank you. Like they say, the last is the best.

REPORT OF
THE EXECUTIVE POLICY COMMITTEE
DATED DECEMBER 10, 2008

Mr. Speaker: Let's get down to business now. The Executive Policy Committee report of December the 10th of 2008. Mr. Mayor would you like to introduce the report.

Mayor Katz: Mr. Speaker, I'm actually going to ask Councillor Swandel to introduce the report as well as close, Mr. Speaker, but what I would like to do, just as a preamble to that is, number 1, thank the Administration for all their time and energy and efforts into what is a very difficult process, a very long process, a very time consuming process, as well as to thank the Chair of Finance and members of EPC, as well as to thank all of Council. As you know in a process such as this, Mr. Speaker, we have a Council Seminar and everybody gets to give their views as well as, I've always made it a point to contact all the Councillors and get feedback from them, and I thank them for that.

And thank the public for coming forward and making presentations to the Standing Policy Committees as well as EPC and as always as a result of those public consultations, there are always amendments made, and with that, Mr. Speaker, I will hand it over to the Chair of Finance.

Mr. Speaker: We have three motions which we will deal with shortly. Councillor Swandel, do you want to introduce it?

Councillor Swandel: I'll introduce this. I'll be very brief. I think I'll save most of my comments for closing remarks, Mr. Speaker.

What we have in front of us, I think, is probably one of the finest budgets the City has seen in a long time. We have in front of us today the actual start of Rapid Transit in the City of Winnipeg, something that we should all be celebrating. And I think if we were…as we go through these discussion there will be alot of talk about whose priorities are where and what we should be spending on. And I encourage you all to keep in your mind as you make your representations that there are limited amounts of funds. And we do set priorities.

Now if we were to just go out and poll the general population of the City of Winnipeg and we were to set those priorities based on what those polls said, I think this document would be pretty consistent with what Winnipeggers are looking for, for capital spending.

The numbers we've already put out in public as far as the amount of dollars that the tunnel work is being done on sewer and water treatment projects. We know that we've got $95.2 million in street projects included in this, which still is not enough. We know we still have to do more. We've got $164.7 million in transit projects which includes a significant amount, I think about $138 million for the Rapid Transit project. There's $12.1 million on land drainage projects. You know, land drainage, you know, you might just let it float by alot of times in a budget. It's extremely important in a City like Winnipeg. We're kind of flat around here. So land drainage is extremely important.

As I mentioned before, the sewer and the water treatment facilities is a great environmental project showing, you know, when the Province spoke when the Clean Environment Commission spoke the City of Winnipeg took it seriously and we're as committed to having clean rivers and a

clean Lake Winnipeg as our Provincial counterparts are.

The rest, you know, this is basically I can stand here and spew the statistics at you but let's have the conversation and before I sit down I'd just like to thank our wonderful team from Finance, starting with our Chief Financial Officer, Mike Ruta, our Treasurer, Jo-Ann Ferrier, Betty Holsten-Boyer, and the rest of the team from Finance. I think, you know, it's a very difficult process when EPC sits down to do this document as we're tasked with every year. We not only have the folks from Finance trying to, you know, make us understand where the dollars are and what dollars we can access and what would be considered fiscally prudent and always reminding us of what our bond raters are saying, and then we get into some of the scrapping amongst ourselves, and there's always the messages coming from outside of the EPC table that we have to consider. So it is not an easy process and I thank them dearly for the work that they have done.

So with that I'll listen to the debate and hopefully add some suitable comments in closing.

Mr. Speaker: Thank you. We have three motions, 1, 2 and 3. But number 2 and number 3 I think are identical. Perhaps Councillor Vandal....Yes you're withdrawing number 2? Okay. Withdrawn.

Councillor Pagtakhan on motion number 1.

EXECUTIVE POLICY COMMITTEE MOTIONS

Motion No. 1
Moved by Councillor Pagtakhan,
Seconded by Councillor Wyatt,

THAT Recommendation 2.A. of Item 1 of the Report of the Executive Policy Committee dated December 10, 2008 be amended to change the increase in 2009 funding for Active Transportation Corridors from $500,000.00 to $1,500,000.00;

AND THAT Recommendation 2.B. of Item 1 of the Report of the Executive Policy Committee dated December 10, 2008 be amended to change the increase in 2009 funding for Local and Regional Sidewalk and Curb Renewals from $500,000.00 to $1,500,000.00.

Councillor Pagtakhan: Thank you Mr. Speaker. We have a motion here. I'd like to thank my seconder, Councillor Wyatt. Basically it reads "THAT Recommendation 2.A. of Item 1 of the Report of the Executive Policy Committee dated December 10, 2008 be amended to change the increase in 2009 funding for Active Transportation Corridors from $500,000.00 to $1,500,000.00; And that Recommendation 2.B. of Item 1 of the Report of the Executive Policy Committee dated December 10, 2008 be amended to change the increase in 2009 funding for Local and Regional Sidewalk and Curb Renewals from $500,000.00 to $1,500,000.00."

Mr. Speaker, I just want thank all of the delegations who spoke, especially both on the cycling side of Active Transportation and the sidewalk side of Active Transportation. I believe that Winnipeg needs more cycling and walking choices in our City. That's extremely important. We heard eloquently both at Executive Policy Committee, some members of Council and EPC heard eloquently delegations regarding the connectivity in our City and the need to jump start that and the need to provide more alternate modes of transportation. The word Active Transportation is a relatively new word, Mr. Speaker, probably within the last three to five years. Most people are familiar with cycling, rollerblading, skateboarding, walking. But, you know, that whole word of Active Transportation includes all of that – the cycling side of it, the sidewalk side of it and the whole conglomeration of alternate modes of transportation. And so I know that, you know, maybe the whole concept of Active Transportation may have not have come up during budget discussions but during our process, Mr. Speaker, we heard with full force the eloquence and the resounding words of delegations from Winnipeg Trails Association, Bike to the Future, One

Green City, the Northwest Winnipeg Commuter Cyclists, Resource Conservation Manitoba and others, individual citizens, Mr. Speaker. I have received letters, e-mails, phone calls from all parts of the City. I'll just share with you. From Barbara (inaudible), from Mynarski Ward, "I want to see Winnipeg using green alternatives. We need better cycling infrastructure." From a citizen who lives on Cathcart Street, "Thank you for proposing to increase funding in the 2009 budget for bicycle lanes and Active Transportation. It is really appreciated. This has been a sorely neglected area in the past and needs to be addressed quickly." Someone who lives on Stranmillis Avenue in St. Vital, advocating for more funding, capital funding. Someone who lives on Montrose Street, "In the last few months I have been on business trips to a number of other cities in North America including Halifax, Ottawa and San Francisco. I rented bicycles in Ottawa and San Francisco. It was a good way of seeing some of the sights when I had a few hours off. It opened my eyes, Mr. Speaker, to see what good bicycling infrastructure can mean. Well marked routes, separate bicycle lanes and roads, and yes, also sharrows. And best of all frequent, separate bicycle lanes and multi-use paths. Ottawa stands out especially in this regard, but I was somewhat surprised to see that even Halifax, a much wetter and hillier City, appears to be ahead of Winnipeg in terms of designated bike lanes downtown." Another citizen, the last one here, on Brock Street, "I cycle in the City to get around when the weather is suitable and the opportunity is provided. I request better separation of motorized vehicles, cyclists and pedestrians in the City." So as you can see, Mr. Speaker, and I have tons of letters here. This is an important issue. You know, when it came out, and we tabled our final recommendations, I think that along the process there is an opportunity to make some final adjustments, I believe, Mr. Speaker, if the political will is there. And you heard also from Mr. Swanson from One Green City. The Active Transportation folks that put countless hours. Countless hours. I know some of them have missed their vacation. They've taken time off work. They volunteer their time after work for this, you know, and they could be spending more time with their families, but they are very passionate about Active Transportation, Mr. Speaker. And they've come up with a six-year plan. They've come up with 10 projects worth $2 million for 2009 if we had the funding to do it, Mr. Speaker. For one, here, rue Archibald Multi-use Pathway, two kilometres. Eugenie Street Bikeway. These would connect the existing Niakwa trail located along Fermor Avenue to the Norwood Bridge. The Norwood Bridge is the City's most heavily used cycling infrastructure and there is evidence that significant latent demands for cycling exists.

The Silver Avenue multi-use pathway, almost a kilometre in length, to connect residents of Crestview to the new skateboard park at Silver and Sturgeon Road. Future plans are to connect this pathway to the St. Matthews bikeway.

Jubilee Avenue bikeway. I mean if you're going to bike down Pembina Highway, I know Councillor Swandel, when he participated in Bike to Work Day, had indicated that he had bicycled on parts of the sidewalk on Pembina Highway. It's not a super safe route. The connection for the Jubilee bikeway, Mr. Speaker, has proven to be one of the most important A.T. problems to resolve within the City. This project is a key connection to the WinSmart Pathway and the B.R.T. for residents of Fort Garry via Pembina Highway and Riverside Drive in St. Vital.

In the downtown we are working, Mr. Speaker, and I'm happy to say that we are working diligently in the downtown for that connectivity, and that's a good thing, but yet we still need some more and they have identified more projects, Mr. Speaker. York Street, St. Mary's Avenue, and in the Exchange District the Health Sciences Precinct and in the West End Mr. Speaker, they've identified Bannatyne, McDermott, Maryland, and Sherbrook. These are all extremely important routes. If we're going to have a sense of connectivity, a sense to allow people the option to get out of their vehicles and to use our bike lanes to get to work, we've got to be putting more

funding into Active Transportation. These Projects alone, Mr. Speaker, would mesh nicely with this $1.5 million in today's motion that we have before us today. We could achieve pretty much 85 to 90% of these projects here that the Active Transportation Advisory Committee has come forward with and worked so hard to provide for us today.

We also received information from a Mr. Swanders today. I know all of you received it on your e-mail system. I'm not sure if you've read it, but there's a six-year plan there, and it's quick a comprehensive plan, Mr. Speaker. And it talks about spending I think 4 or $6 million, and so this is it. We need real dollars here. We're spending $476 million on this Capital Budget. What we're asking for here, seconded by Councillor Wyatt, this motion is pretty much asking for .99 of 1% of that Capital Budget. This is about priorities, Mr. Speaker. We have come, I think, into the dawn of a new era here in Winnipeg, where the young people, and Councillor Swandel had indicated this in a previous delegation to Infrastructure and Public Works, they are looking for a creative City. A City with choices to provide alternate modes of transportation. A City that is developed in a sustainable fashion. A City, Mr. Speaker, that provides excitement and those options not only to get to work, I mean, a high paying job, a great job and jobs also, Mr. Speaker, but also a place where they can exercise a sense of environmental stewardship. That's extremely important. We've come to that generation, Mr. Speaker, and I think it's time for this Council to make good on that and to set the direction to change, to have that paradigm shift, Mr. Speaker, and actually support something like this. I think this is a relatively modest ask and I think that we can achieve this if the political will is there.

And I just want to say, you know, if we want to get people out of their cars, we've got to give them a reason to get out of their cars. We need to be building more Active Transportation corridors. In fact, Mr. Speaker, not only will this initiative create more jobs, it's consistent with the surveys that say Winnipeggers want to see more money to address the infrastructure deficit on roads and bridges. Well guess what, Mr. Speaker? Sidewalks and Active Transportation corridors, bike lanes, bike boulevards and sharrows are all parts of roads and bridges. They are part of the connectivity network that we need to be creating here in City Council.

And I just want to say, Mr. Speaker, that also with regards to economic development, this is an important issue and we need to realize that there is a whole economic development side of this thing. And I just want to read something that I pulled up on…from a group called…from trails…trail oriented development. And it talks about in the United States and Maryland…Cumberland, Maryland. "The careful planning communities are realizing the full economic potential of linking trails and bike trails to local businesses. The Mayor of Cumberland, Mayor Lee Fiedler, points to the importance of this model for economic revitalization when he states, 'The revival of a City is driven, in part, by the trail.'" No one thought people with bikes would spend money but they were wrong, Mr. Speaker. Business is booming. And this report even talks about a whole new concept. When you build a sustainable City, a City of the future, Mr. Speaker, we need to be talking about trail and bicycle and Active Transportation oriented development. That is key. I mean it takes, it pays Mr. Speaker in a concept from transit oriented development and the world over, in European countries, in Asia and parts of the States and I know here in Canada, and it'll soon to be happening right here in Winnipeg, Manitoba. Transit oriented development is a key linkage, Mr. Speaker, to economic development, and economic development is what I think will drive this capital City of Canada into the next era, and we need to be mindful of that ingredient, I think, Mr. Speaker that can create that prosperity.

So I stand before you today to thank the delegations and to thank the citizens who have been calling in and e-mailing and to keep this issue alive. This is really a day for cyclists, a day for Active Transportation advocates. For people

who use our sidewalks who want a sense of connectivity, and this is I think something that we can achieve, Mr. Speaker. I hope that we get some, we get this…I hope that this motion will get the support of Council today. Thanks.

Mr. Speaker: Thank you Councillor. Councillor. Please, please, please. Ladies and gentlemen of the gallery, I'd like to remind you, it's too hard for the machine that's doing the translation and doing all of the copying when you applaud like that. It blanks out for a few seconds, anything what he said, part of that will be -- he'll have to try and find out how to put it back on. Okay, you understand? I hope you do.

Councillor, where do you and your seconder park your bicycles?

Councillor Vandal would you like to open on your motion number 3?

Motion No. 3
Moved by Councillor Vandal,
Seconded by Councillor Wyatt,

WHEREAS response times for Fire and Paramedic services are well above the National averages;

AND WHEREAS the southeast quadrant of St Boniface is one of the fastest growing areas of Winnipeg;

AND WHEREAS there is currently no funds in the 2009 Capital Budget for fire station construction;

THEREFORE BE IT RESOLVED THAT Council approve and advance $1 million dollars to the 2009 Capital Budget, from the 2010 - $2.6 million, Fire Paramedic Replacement and Relocation budget to begin the construction process of a Fire / Paramedic station in the Southeast quadrant of Winnipeg;

AND BE IT FURTHER RESOLVED THAT $1 million dollars from the Library Replacement fund under the Community services budget be delayed until the 2010 Capital Budget;

AND BE IT FURTHER RESOLVED THAT that Council approach the Provincial government to seek operational funding for the Fire and Paramedic station.

Councillor Vandal: Yes, Motion 2 has been withdrawn. Motion 3 is something that I want to thank Councillor Wyatt for seconding this motion.

It's an issue that's been festering or smouldering for a few months. At the end of October I moved a motion on the floor of this Council which was referred to the Executive Committee to have this problem looked at and addressed, and that funds be found in the 2009 operating budget to actually construct a fire, paramedic station on the southeast corner of the City. I have appeared at Finance Committee when that motion was discussed. I'm not quite sure where that motion is now. I know the Administration on working…are working on something but I would have thought that two months to try to address this issue would have been enough and that we would have had a clear recommendation from the Administration and from Executive Committee on how we address this issue, which is why I pen this motion.

Mr. Speaker, a new firehall is needed in the southeast corner of the City for two main reasons. Number 1, Mr. Speaker, response times are well above what is considered the national average and what is considered the City of Winnipeg average. If you talk to some Administration they will tell you that official response times in that quadrant of the City are 7 to 8 minutes. Mr….our Fire Chief Brennan, went on the public record about three weeks ago when I was at the Protection Committee to talk to this issue, saying that response times are 6 ½ …or 6 to 6 ½ minutes. Either way, they are well above the national and the City of Winnipeg response times.

Mr. Speaker, the other issue that's incredibly important is the southeast quadrant of the City is amongst the fastest growing in the entire City. Sage Creek right now has 150 homes that are constructed, and citizens are living there. When it's fully ramped up, Sage Creek

will have 4,000 single-family and multi-family units. So you know right away that this problem is going to get much, much worse before it gets better unless we move quickly and we adopt this motion and we actually start the process for construction of a firehall. Let me repeat those numbers. 150 homes in Sage Creek. It's going to be 4,000. I'm even embarrassed, Mr. Speaker, that we're here talking about this because this is an issue that our City Administration and we, as politicians, should have caught long ago, when, for example, the area structure plan was discussed and debated and approved. It was brought to the Riel Community Committee in, I believe it was October of 2005. Ultimately the area structure plan was discussed with the community, with the three Councillors. It went all the way up to City Council where it was approved in December of '05, and there were many issues discussed like land drainage and parks and Active Transportation, we're still waiting for those routes, land drainage and recreation, but nothing was talked about safety and security and I think that's an oversight that we all have to take a responsibility for.

Mr. Speaker, speaking to the very specific motion, I'll cut to the…Therefore be it resolved…"Therefore be it resolved Council approve an advance $1 million to the 2009 Capital Budget from the 2010 Fire and Paramedic Replacement and Relocation Capital Budget, where there are $2.6 million, to begin the construction process of a new fire paramedic station in the southeast quadrant of the City."

It's important to note, Mr. Speaker, there is money in 2010. There is nothing in this Capital Budget that we're going to be approving here today.

"Be it Further Resolved", Mr. Speaker, "that $1 million from the Library Replacement Fund under the Community Services Budget, which is in the 2009 budget be delayed until next year, the 2010 budget." Now under that scenario, Mr. Speaker, we're going to be taking a library in Windsor Park, and we're going to be taking a library in St. Vital, and we're going to be starting the consultations of shutting down those libraries and building a new mega library, which is all very well. It's all very important. It affects the residents of my community tremendously and in my community, the residents are telling me, before you start talking about constructing new libraries and shutting down existing libraries and opening that can of worms, let's build a firehall where we should have approved one two years ago, three years ago. Let's build a firehall in the southeast quadrant of the City where there is a real need for it, and in St. Boniface, Mr. Speaker, firehalls at this point in time trump new libraries. So if we're going to spend $1 million, let's just delay that one year and then let's look at the firehall issue first. This is important because I don't know how many times I've heard at the Finance Committee under Councillor Swandel, Public Works, Councillor Clement, EPC, the Mayor of the City of Winnipeg saying it's easy to put money back in, but you've got to pay for this somehow. You've got to find money to pay for this. Mr. Speaker, this is exactly what I've done. There was no extra spending on the bottom line after 2009 if my motion is approved, and the budget is approved. There is not one cent of extra spending for this firehall. It re-jigs money that's already going to be spent in the City of Winnipeg budget. It re-jigs it to address priorities of the citizens of St. Boniface in what should be priorities. I'm sure if you ask them, the citizens of the entire City of Winnipeg. That's why I've moved this motion Mr. Speaker. I want to thank Councillor Wyatt for seconding it and I will be speaking more to it as I close. Thank you.

Mr. Speaker: Thank you. Speakers list now is Councillor Wyatt and we'll be dealing with the motions and also with the Report of Executive Policy Committee dated the December the 10th. Councillor Wyatt.

Councillor Wyatt: Thanks, Mr. Speaker. It's relatively, I think, a sad Council meeting. I want to thank Mayor Katz and Councillor Swandel for the emotion and the honour bestowed upon Councillor Leipsic. I got to know Brenda really just in the last two years. She was a seat mate of mine at iEPC where we often would, through various discussions,

whisper different things back and forth to each other. She was someone with a great knowledge and great wisdom and great compassion for the City. I also shared an office with her, right beside her and so every day she would greet me and I would greet her and she was very, very kind. When I was sick one time she actually made a brisket. I never had a brisket before, but I love food more than I love politics as she knew, and she made this brisket and it was delicious. And I was sick and Janet was in Cuba, she took pity on me and then one time, she actually did the same thing, she took pity on me and she invited me over to her house for dinner and she said don't tell anybody, it's just you and me, and then she was sick or I was sick, I can't remember, and we had to cancel it and we never had that dinner and that's…life is very very short Mr. Speaker. She was always very kind to me and to my family, to Thomas. When Thomas, when he was born she gave us this little back pack that my wife still uses to this day. Throughout her work as a Councillor, and we all know what it's like to be on Council and how hard it is. I think it's very telling the kind of compassion she had day in and day out. So my sympathies go to the family who were here earlier today.

I'm going to support the Capital Budget. I'm going to support the motions for amending the Capital Budget. I'm not going to add much more, Mr. Speaker. I've lobbied privately one on one with members of Council last year and a half for money for sidewalks. I've also lobbied publicly, and my sympathies to Councillor Clement because I'm always in his Standing Committee. I've been there three times in the last year and a half on the sidewalk issue, and we sent four motions from Standing Policy Committee of E.K.T. forward to the…or the Community Committee to Standing Policy Committee; four motions over the last year and a half. Standing Policy Committee actually considered the item five times, and actually on March 11th, '08, Standing Policy Committee actually supported doubling the sidewalk and curb budget and forwarded that support on to EPC where it was actually received as information in the operating budget.

I think we have the money and we can do this and I think we could address…you know, we know the Administration has told us they can get the money out there. It's not an issue of that. I think it's…you know, it's a basic thing. Everybody walks on sidewalks, everybody has curbs. This is City-wide. This is not particular to any one ward and so I think it's something worth supporting. Thanks.

Mr. Speaker: Councillor Thomas.

Councillor Thomas: Thank you. This budget needs to be turned on its head and given a good shake, and I don't believe a phone call on the day the budget is to be released hardly counts as consultation at all. Gone are the times when there were pre-budget consultations and outreach to the community with meetings in each area of the City. Gone is the opportunity for Community Committee review of the budget. Over the past three years there have been less and less opportunity for input by the citizenry and less and less time in which to do it.

In speaking to Councillor Pagtakhan's motion, seconded by Councillor Wyatt, I was at F.C.M. in Calgary a number of years ago, and took a tour of their bike paths in the downtown. They have over 700 kilometres of dedicated bike paths. 700 kilometres. They keep 70 kilometres cleared all year round to keep the major routes open in all areas of the City for people who wish to bike. Yes, that includes winter ploughing. We have nowhere near that. And when bike facilities are being pushed into the community, there needs to be more planning on how they decide to do it. Just recently, in the last Council meeting, there was $14.5 million put in for a separate bike bridge between two bridges that are approximately 2 kilometres away from each other, without consultation with the community and without understanding how this should be done. The idea was to move bike trails that had been proceeding along, that the citizens had been planning to go a certain route, move it over a couple of kilometres, a good six blocks and blow it through a grove of

trees in the middle of a (inaudible) park, create a bridge that would dump out into the middle of an industrial area, which the Administration refused to put lights on, because in their words, what they said at our last Community Committee meeting, is that it would create the illusion of safety. How is that helpful to our community? I'd love to see more bike paths and I'd like to see them in an area that they're helpful and spending $14.5 million to create a bike path where the Administration feels they can't, they don't want to light it because people would have the illusion of feeling safe. That doesn't make sense. So let's do it, let's do it with planning and going from 500,000 to 1.5 million seems a reasonable increase. And since it costs so much less to do a kilometre of bike path than it does to do a kilometre of street, I'm sure that could make a significant dent into the amount of bike paths that we need to have, dedicated bike paths that we need to have to make it safe for our community to cycle.

I will also concur with the motion moved by Councillor Vandal and seconded by Councillor Wyatt with regard to the fire paramedic, addition of an additional station. I had seen the stats with regard to it and it's scary when it gets to be that out of whack. The recommended time limit is 4.5 minutes and I believe it's in some areas 8, and in other areas it exceeds 11 minutes before people can have access to appropriate response. That's getting to be very dangerous from many reports that I've read.

So back to the general budget. There are so many things wrong with it, it's hard to know where to start but let's start with the 3P's. I call it proliferation without appropriate accountability or transparency; in other words, a scam. I think we could do alot more with alot less money if these P3's were halted in their tracks because they're not accountable. I think it's also, as well as a scam it's a sham. There's been an illusion of progress here but it doesn't adequately attract… address either Active Transportation or mass transit. We've been talking about mass transit for decades. The pittance that is put forward for mass transit will continue to go in the 1950's illusion of more and more superhighways is ludicrous. We need to stop that. It's becoming more and more expensive to drive in single car vehicles. Mass transit, Active Transportation is what we want our citizenry to be doing and it's a sham to continue to go down that road.

And finally…my final "s" is it's spam. It may look spicy at first glance but it has a tinny quality about it. It's just not doing the job. Thank you.

Mr. Speaker: Councillor Gerbasi.

Councillor Gerbasi: Thank you very much, Mr. Speaker. I did just briefly want to mention a word of sadness on Councillor Leipsic as well. She was a friend to me even though we were very different politically. She was always…felt like she was cheering for me even though we were on opposite side. And I know she would have encouraged me to keep fighting for the things I fight for, even if she doesn't agree with them and I really respect that. She was a good friend to many of us.

On the Capital Budget, I would like to open as the Mayor did about the process because I think it really hasn't been a good process and I think that issue is not being addressed. It is continuing year after year.

Less than three weeks, having less than three weeks for any input into a budget, other than from the Mayor and EPC, is very challenging and frustrating. I appreciate the phone call I received from the Mayor a few days before the budget was tabled, asking me for my input into both the Operating and Capital Budgets. It's always pleasant to talk to Mayor Sam on the phone and we always have a good conversation, but this is not a proper way to consult people about a budget. I had no warning that I was going to have to come up with my budget advice on the spot, and there was no document in front of me or information from the Administration to make…to give feedback on as to where they were going. I did the best I could but I just think it's, in fairness, there's been discussion of the process

and I don't think this is a good process. A seminar was held but it was also held right before the document was already ready and then subsequently released to the media, and I don't think this is a proper process.

When I've met across the country over the years at Federation of Canadian Municipality conferences with other Councillors, and lately I've been talking to them about our budget process here, and they are appalled. Their jaws drop when I tell them about how the Mayor and his cabinet have such a large amount of control, and about the secrecy involved in our budget process. Not only is a large minority of Councillors excluded from the process until the last few weeks, but there is not enough opportunity for public input. Many community groups and organizations need time to discuss the budget and to bring the issues forward to their boards to consider a position. This is impossible, for many. Only a few hearty alpha cyclists and other die-hards have managed to come out to speak or there's been quite a few because the cyclists are very well organized. And thank goodness for them and their efforts.

I would also point out that the Provincial Government did pre-budget consultations in the fall that were well advertised, and they haven't even done their budget for a few months yet, and lots of people had a chance to come forward and bring forward their issues, so I would urge Council to consider holding pre-budget consultations for the operating budget and for future budgets. This has…I think you would all agree that our current process could use improvement.

I'd also like to point out that there is another budget that's currently being worked on behind closed doors, which started several months ago. After the Capital Budget debate is over, at some point the rest of us will begin to hear about the Operating Budget. We all know the important point is that these two budgets are linked as much of our Capital spending is cash to capital. The Mayor and EPC are likely working behind the scenes trying to find ways to achieve tax cuts, tax freezes or other operating budget decisions that affect how much money the City is going to have, and these discussions have surely influenced the budget we're voting on today. Perhaps this accounts for the reluctance to invest more Capital spending in issues such as Active Transportation and sidewalks. But we don't know that.

With any Capital Budget, there are good things in it as it is a list of projects reflecting physical things that we're building, and of course I'm thrilled to see Phase 1 of Rapid Transit in the budget. I'm…however, I do want to point out my concern about the lack of a commitment in this five-year budget, projected budget, to a Phase 2 for transit. The Capital Budget is a long-term planning document, and building Phase 1 of Rapid Transit is a fantastic start, but I hope it is not the end. I know that there is an expectation in the community and from the Province to see a second phase and other phases, but that planning needs to be done.

I'm also pleased that the 400,000 for image route enhancement and streetscaping was put back into the budget. Our neighbourhood main streets need that support to keep our communities vibrant and beautiful. It is too bad the B.I.Z. volunteers had to come out and fight for it but I thank you for listening and changing your mind and restoring that unfortunate decision, earlier decision to cut that funding.

I don't understand why the riverbank stabilization on City lands, park lands, was cut by $400,000. It's a crying shame as we were so far behind in addressing this problem. It was wonderful when the Mayor put $1 million a year and this Council back into that program so that we can stop the loss of City park land at a faster rate than zero, which is (inaudible) before.

The next top project on the top ten priority list is St. Vital Park. After St. Vital Park is done, it's Churchill Park, and that project was estimated at $2 million years ago. So this cut could delay that project and I certainly hope something's done to ensure that doesn't happen.

On Active Transportation, I'm supportive of increased funding. Our City has had its priorities in the past skewed to car-oriented infrastructure for far too long. Our commitment to Active Transportation is (inaudible) inadequate to make a real difference in the long term and we need to do more. The Active Transportation Committee has put together a plan for the next five years. A lot of volunteer expert advice and sweat has been put into making that plan with the City to make the choice to use Active Transportation alot more attractive and do-able.

While this Council has taken some steps, and we are doing more than in the past, we have an opportunity to see some real change, that paradigm shift that Councillor Pagtakhan was talking about. If we invested a few more million each year, we could make a big difference for commuter cyclists. By creating safe and Active Transportation routes, we create an opportunity for people who wish to reduce their use of the automobile. This benefits everyone including car drivers, by reducing congestion and greenhouse gas emissions.

I would point out to you, I don't know if you were aware, that the City of Toronto just passed its Capital Budget. 50% of its $1.6 billion Capital Budget was invested in public transit improvements. Yet in Winnipeg's Capital Budget and forecast we are funding the extension of a freeway, the Chief Peguis Trail, planning to widen Kenaston, and doing the preliminary work for building the Waverley underpass, among others. These projects are choices Council is making to invest in new car-oriented infrastructure rather than investing more in Transit and Active Transportation alternatives. As the Mayor has often said it's about priorities, and I have to agree. I support the need to rehabilitate the Disraeli Bridge as we must address the deterioration of existing Infrastructure, however, some of the other projects that we're moving ahead on should not be our top priority. It's like building an addition on the house when the roof is crumbling.

Another concern I'd like to talk about today is the long term cost of committing to borrowing through the lease payments for private-public partnerships. It's simply a different and probably more expensive way of borrowing. There was a huge and very legitimate concern about the lack of transparency with private partnerships. The private business confidentiality that is part of this model leaves elected officials often unaware of the real costs. Detailed information on the true costs of these projects is almost impossible to get even for elected officials, and the private partners are not required to share this information. This is true of all of our public…

Mr. Speaker: Councillor Steeves moves extension of two minutes. All in favour? Contrary? Carried.

Councillor Gerbasi: This is true of all the P3's we've done so far including the police station and the Charleswood Bridge. Once we are…I'm also concerned that once we are locked into these lease payments, we are locked into the interest rates. An example was given. We're paying inflated interest rates for the Charleswood Bridge project. We are also locked into dependency on the 50 million a year in funding from the Federal gas tax, because these commitments for P3's are for over 30 years of borrowing. God forbid the Federal Government changes its mind anytime over the next 30 years, and another question…what happens when the revenue drops as the use of fossil fuels subside as this is a non-renewable resource and that becomes less available or less used? We'll still have to make those lease payments every year for the next 30 years. I sure hope someone has thought this through.

What we need to be doing right now is choosing very careful priorities. We need new police stations, but they don't have to be cathedrals. They just need to meet the functional needs of the Winnipeg Police Service.

We should be building sustainable infrastructure such as investments in public transit and Active Transportation, not new freeways and road widenings to make it more attractive to the single occupant automobile. Yes we are

building Rapid Transit. One phase is fantastic, but these other things are taking away our capacity to build the rest of our Rapid Transit system. These are the choices we have to make today.

So in conclusion, there are many good projects in this budget. There are also some disappointments. Having a closed and secretive process for both the Capital and Operating Budget make it very difficult to buy into any budget for us who are not part of the inner circle.

There are many unanswered questions that can't properly be considered without knowing the City's financial direction in terms of tax increases, cuts, and revenue sources.

I'd like to thank Councillor Pagtakhan and Councillor Wyatt for their courage in speaking out, even though they are on the Executive Policy Committee and I think that's an exercise in democracy and I'd like to thank them for having the courage to speak their mind in what they believe in. I'd also like to thank all the delegations for coming here today and speaking. Thank you.

Mr. Speaker: Thank you Councillor. Next is Councillor Steeves, followed by Fielding, Browaty.

Councillor Steeves: Thank you, Mr. Speaker. I'll begin my words too with some words about Brenda. We're all going to miss Brenda horribly, obviously. Very, very difficult meeting for all of us and I trust people in the gallery appreciate that. I'm intrigued about the stories about the food, because Brenda did me a good turn as well. I was hosting a dinner party back one time when Lori was pregnant and she…Lori announced at some point before the dinner party she was not going to participate in the preparation of the food for the dinner party we were hosting which as you can probably appreciate was a source of some consternation for me. So, I told Brenda about my dilemma and I had planned out a meal and Brenda actually prepared a special cake that was so good that I brought it in for the people I was hosting and it was so good they actually forgot about the meal that I had just served them. It was wonderful. I will remember her as a wonderful person. I had a chance, just before the end of July, which is the last time any of us saw her, to go to Calgary with her to look at some animal services stuff, and we shared a wonderful evening, a meal in Calgary and we laughed and had a couple of drinks and that is what I am going to remember about our colleague from River Heights who will be sorely missed.

With respect to our Capital Budget, I want to thank my colleague from St. Norbert. People probably don't appreciate the work that this gentleman puts into this stuff and I call it stuff because I don't always find it that attractive but apparently he does. He has this ability innately I think to go into numbers and to really challenge Executive Policy Committee and the balance of Council with the way that he looks at it and the way that he brings the numbers forward, and I think indeed he challenges our very worthy Administration, Glen and his team of Mike and Jo-Ann and Betty and the rest of the gang who supported us through this Capital Budget process, which is very, very difficult.

And speaking of the process, I will say that I, with reference to the comments of my colleague from Fort Rouge-East Fort Garry and the terrible process that is going on, I was first appointed to Executive Policy Committee by Glen Murray. To my knowledge, this is the exact same process that was run back in those days as well. I don't recall any operative differences. I certainly don't recall any meetings in the community hosted by Glen Murray. But perhaps there was, I just don't recall it, but I don't believe there was Mr. Speaker. I think this is essentially the same process we've been running for a very, very long time, and I say that as a friend of Glen Murray and I'm sure he would count me as a friend as well.

I will be supporting this Capital Budget. It will probably come as no surprise to you. We're increasing the cash to capital, the money that we're moving from our Operating Budget into our Capital Budget by an amount of $2 million. That means

the taxpayers are being asked to pay an additional $2 million per year, again, which is kind of our standard fair for citizens of this City, showing our commitment to this priority.

Thank you to our Provincial friends, but to a greater extent our Federal Government friends who, this year, will be contributing I think around $40 million by way of primarily the gas tax to our capital infrastructure envelope. I shudder to think what would happen if we didn't have access to these funds Mr. Speaker. Incidentally these funds were brought about by a sustained effort by municipalities right across the country through either their Provincial associations or the national association of F.C.M., and the production of reports like the Mirza Report which credibly and clearly documents the Canadian infrastructure deficit at $123 billion. That, followed up in these economic times by the Infometrica report which shows clearly that in times of economic contraction, there is no better government expenditure than infrastructure in order to support the economy. I agree with all the comments that have been made. Having said that, there is ultimately a limited amount of money and people have to understand that. We all have to understand that. We are not operating with unlimited money, and the Capital Budget is a zero sum gain. If we were taking money from one thing, we have to…and put it into another, please be aware always that we're depleting one account to increase another account, and people have made credible arguments as to why that should happen. But we don't have additional monies to simply flow into this Capital Budget, and that is the challenge with a couple of the amendments that I have to talk about today, positive things, and the Rapid Transit issue can't be overstated. I mean this is a wonderful thing for this City. Mayor after Mayor after Mayor, Council after Council after Council has been trying to do this to no avail, but this Council and this Mayor have in fact achieved that. And that is substantial. And it is remarkable. Liveability, sustainability, what have any of us done to greater advance those two items in our civic infrastructure in our careers? I would suggest exactly nothing. If we can get a foot hold on our Rapid Transit network and continue it out, which I believe we will, the liveability of this City is going to be so greatly enhanced far beyond anything that we have ever done as a City, which is why we all support and which is why we all might support this Capital Budget.

We are doing some great things in Water and Waste. I say great things but they do cost alot of money and that remains one of our challenges. Along with issues like the police station and these roads and bridges which people have talked about, not saying we don't need them necessarily, but I think everybody around this Council table acknowledges the great expense that they are to the citizens that we represent. And they reach into their pocket each and every year to help us cover those expenses.

No one is arguing we don't need the Disraeli Bridge right? No one is saying that around this Council table. It is expensive. It is very, very expensive. Some people, in fact, are saying we need an even enhanced model for even more money. We're trying to find that common ground.

A word about Active Transportation. Some disappointment with the way this has gone. I think what we've done as a community is, to a certain extent, we have turned a good news story into a bad news story. Over the last few years, this Council has made a real step. I'm not going to overstate that. I'm not going to say it's been completely…a complete new world, but money is there that hasn't existed in a very long time. There is an additional appropriation of a half million dollars again that we're suggesting be made. This represents the commitment of this Council and of this Executive Policy Committee to that. If we start talking about simply adding in increasing amounts of money that does two things. First of all, there is no reference as to where that money will come from in this Capital Budget. And second of all and more importantly, what it does is it threatens the sustainability of the program. We do not want Active Transportation funding that goes up one

year and then down one year. Up one year and then down one year or however that's going to work. What you want is an amount of funding that can be sustained and reasonably augmented over a period of years. That is how you achieve true financial sustainability. A half million dollars additionally in this budget will allow us to do that. If we, I guess, go to too large an amount of money I can tell you right now, in all likelihood, this Council will not be able to deliver a like amount next year, and then what do we do? It will be demoralizing for the movement.

Mr. Speaker: Councillor Fielding moves extension of two minutes. All in favour? Contrary? Carried.

Councillor Steeves: The same applies to sidewalks. The exact same argument. Steady amounts of funding augmented reasonably over an increasing amount of years is the best way to do it. Consider supporting that notion as a method of funding. It makes the most sense.

The fire station issue, which is well placed, actually, I can tell you is being looked at very, very seriously. Obviously in these types of circumstances not all details can be given out at public Council because we are talking about negotiations within the community and no one's prepared to go into those types of details. I don't know exactly what's going to happen but it was my respectful suggestion to this Council that this motion at this time is not needed. I respect where it's coming from and I'm not denying the need. We can leave the money in libraries and I think we can get to where we want to go.

People have to choose here I suppose. Yes Capital Budget or no Capital Budget and that's fine. We have to be a little bit more grown up, both as a Council and as a community that is saying I'm not going to support this Capital Budget because there is something in there I don't like. That is not a worthy thought process. This is a good Capital Budget that makes sense for our community. We could do more in some areas, granted, but we're doing our best with what we have. It's worthy of your support. I do regret we don't have a unanimous budget coming out of the Executive Policy Committee. Of course that's going to make the few remaining Executive Policy Committee members the bad guys which we always seem to be because we have to be the people that say wait a second, there is a limit to the amount of money. But this City, this Council, this Executive Policy Committee and this Mayor have developed a national and international reputation for good financial management. And this budget represents that and it deserves your support.

Mr. Speaker: Councillor Fielding.

Councillor Fielding: Thank you Mr. Speaker. I do want to also register some comments for my good friend Brenda Leipsic. I'm just looking at Council. I probably have known Brenda probably the most out of anyone. I cut my teeth in the political arena I guess back in '93. Brenda was one of the ones that I joined when she was President of the P.C. Party and later on down the line followed suit with her, being good friends with her throughout the process and being on the Board of the Convention Centre and then joining Council at the same time. So, you know, all the comments are very valid and I just want to say she'll be very much missed. She is a very good friend.

In terms of the 2009 Capital Budget, I'm very much pleased to rise today to support it. I think that the budget…really, this is the first budget that I had some direct support. I came in at the end of the process but I can tell you, it's not always an easy task as Councillor Steeves had mentioned.

I want to thank everyone that was involved. Councillor Swandel knows the details better than most people, in fact, and in terms of some of the Administration sometimes he'll challenge them with the numbers and Glen and Mike Ruta and your team there. You did a fantastic job, very professional and thorough throughout the process. Very helpful too in terms of getting knowledge back to us on a timely basis.

When drafting a budget you really have to take into account many different factors.

You have to look at what worked well in years past. What didn't work so well. You have to look at really the needs of the City, the future needs of the City and most importantly, what our citizens and what the stakeholder groups have said. And I can tell you, my travels in my own ward, the people continue to tell us, you know, infrastructure, the major infrastructure project, the roads and bridges, these are the number one priorities when they talk about infrastructure challenges. In fact, I would say beyond crime, this is the most important issue that we're facing as a Council.

Everyone's talked about the infrastructure deficit that we've seen, whether it be 2.5 million or 1.5 million. The fact of the matter is we need to be spending more money, and I'd like to say, over the last two, two and some years, I think this Council deserves alot of credit for addressing some of the infrastructure issues that are there today. I think we moved in the right direction, we're continuing to move in the right direction in a balanced facet. I'm very proud of our investments we have made.

So to me what the 2009 Capital Budget really represents is spending more money on infrastructure and ensuring dollars invested this year go towards infrastructure dollars in 2009. You know, there's been alot of things that have surprised me since being elected in 2006 coming to City Hall, and one of the big surprises of course is the fact that money is sometimes allocated for projects but sometimes sits in reserve accounts for sometimes months and years, and after awhile sometimes people forget why the funding is there and we have to ask the question so it's important to have people that have been around, Councillor Clement, and other people who can tell us, you know, in terms of why we did some priorities, as well as people in the Administration.

But the Budget process has really opened our eyes of how we can improve this project delivery and ensure the capital dollars are being spent in a very timely facet. There's a number of departments I think that we've identified here that will…we're going to look to eliminate the bottleneck, if you will, in terms of the delays of getting these infrastructure projects moving. Improved project delivery methods will result in capital dollars being…really getting in the hands of citizens so they're going to see the benefits of this on a day-to-day basis. And this is especially important with the recent turn of events with the economic down-turn that we've talked about. I think the Prime Minister today or yesterday had talked about the potential even of going into a depression, and that's something that's very scary and that's why we need to put these infrastructure dollars to work in the years that they're allocated for, so very much supportive of that, and I think we're stepping in the right direction.

As a budget process, I think we've got to learn from lessons in the past. Last year we talked about the focus really of the budget was in terms of the infrastructure, the inflation, where we saw 20 to 30% increases in inflation, construction that was there. I want to give Administration, the Public Service, some praise as well as I think some of our politicians that supported this, and this year you're seeing the inflation and construction inflation really being reduced with I think it's somewhere in the neighbourhood of anywhere between 12 to 15% which I think is more acceptable. We've hired some people that know the books well, and I think we're stepping in the right direction for it.

P3's, very pleased that we're continuing our process with the public private partnerships. I think they make sense in a variety of ways. Number one it gives cost certainty. We know for a fact that alot of these projects will cost the taxpayer alot less money at the end of the day and reduces the risk for our citizens in terms of their exposure. The private sector once we enter contracts with it are more exposed and reduces the risks that are there, and it can get these projects done in a timely facet which I think is very much important.

The Capital Budget highlights, I don't have to go through too many of them, but of course I would like to reinforce the

importance of the reinvestment priorities, roads and bridges, spending $2.1 billion in capital projects, over $428 million earmarked for streets and bridges in a multi-year. 95 million just for this year alone. 103 million for community infrastructure amenities and 56 million for public safety infrastructure as well as the Central Park Redevelopment which I think is very much important.

Now the topic of Active Transportation has come up and this is an area that I'm really interested in. You know, I've been trying to drive projects in our area with Councillor Nordman and a few others to really drive initiatives like this. I think it's time that we invest in it, and I think we have come a long way as has been mentioned before. Before we didn't have an Active Transportation corridor, co-ordinator, which we have. We didn't have a plan before, which moved the ball in terms of that respect. There is more money that is going towards it, in fact this year with the amendment that was proposed and accepted at EPC. There is upwards of 225 or 2 million, $250,000 that allocated towards these types of initiatives which I think is a very important step.

And what I would like to also mention is I think it's an important balance, okay. You know, you're never going to have people completely get out of your cars. If we can get more people doing Rapid…whether Rapid Transit, whether cycling. I think that's important, but you're always going to have people that are going to be using…that are going to need a bridge, they're going to need a road, so you need to take a balanced approach to this. And in my opinion, this very much is a balanced approach. It's a step in the right direction. Is it the exact amount that alot of the organizations that do a great job, Janice Lukes and their gang there, you know, I mean, no, it's not all the money but it's very much a step in the right direction and I think we're moving whole heartedly towards this.

The budget also includes $2.3 million for traffic signal enhancements. This is something I think that's important in terms of the flow of traffic for it, and it fulfils, further fulfils Mayor Katz's commitment in terms of transportation.

Image Route Enhancement. Councillor Gerbasi was very much a proponent of it and deserves alot of credit to ensure that the money was put back in there. This is a fund that the BIZ's have really tapped into. My thoughts are that I'm happy that we were able to restore that $400,000. I think what is important to realize with this fund though is initially it was set up for the Image Route Enhancement. There were six routes that we were talking about. And it seems to a bit to evolve to a certain extent of whichever BIZ's are able to get to that money first or able to tap into it, so I think we really need to go back to the focus of what the program was set up for. I know just in my own patch, you know St. James BIZ has tapped into this fund, and very much has been some very good projects that…beautification projects and making the area more amenable which I think is very much a step in the right direction.

Water and Waste. The past number of years, I think this is the biggest issue that is facing our City and will be over the next 50 years, although it still is a big issue facing our City. I think there is a bit of a light at the end of the tunnel probably due to some money that we got from the Feds and the Province, as well as the (inaudible)…

Mr. Speaker: Councillor Browaty moves two minute extension. All in favour? Contrary? Carried.

Councillor Fielding: Six year Capital, you know I won't go through the numbers but obviously over $800 million are invested in that. $114 million for the water systems and also we're including of course the business plan that we talked about at the last meeting that takes a look at the utility and how we deliver this service, so very much excited to hear the results of that.

Another issue that we've talked about is in terms of some of the transit projects that are there. Now, you know, the City of Winnipeg has made very much progress in terms of the bussing systems that are

there. Rapid Transit, I was of course the only member of Council that didn't support Rapid Transit but I do support the will of Council that is there. I think the Mayor and EPC and this whole Council deserves alot of credit for investing this money in there. Maybe not my vintage of how much money we should spend, but I think it is a step in the right direction and the commitment is very much there and a commitment to Rapid Transit.

Back lane renewals is another item. I'm glad we were able to put additional money to back lane renewals. I know Councillor Steeves and myself joke all the time. I think our wards are very similar in terms of some of the dirt back lanes that are there and the issues that we're facing. But I think, you know, the additional money that is there is an important step in the right direction and we need to, in my opinion, find a different approach to this, addressing some of the situations that we're having in some of these older wards.

With that, I am very much in support of this budget. I'm proud of it. I think it makes sense. I think it's a balanced approach. It invests good infrastructure and it looks to address the efficiencies within how we're delivering this, ensuring that the dollars that are spent are going to be spent in this year. So I'd very much like to congratulate everyone involved and very much say I'll be supportive. Thank you.

Mr. Speaker: Councillor Browaty.

Councillor Browaty: Thank you very much, Mr. Speaker. I'm going to start my comments today as well to make a couple of comments on the passing of Brenda Leipsic.

The story goes that apparently back in January of 1977 when I was born, my father was an employee at Arnovitch and Leipsic, and in January…they always held their parties in January. Apparently my father left the hospital and left my mother there the day I was born and it was announced at their holiday party that I was born. Apparently one of the first people to give my dad a hug in that room was Brenda Leipsic. So anyways, that goes really way back.

I only met Brenda four or five years ago in…sorry? (laughter) Four or five years ago I met Brenda and served together on a Provincial committee and since that time, I mean, and especially here in Council, it's been an absolute pleasure. Her resolve, her dedication, her determination, her smile, her food and her hospitality was always first class. I had the opportunity…I didn't really speak with her much during our election campaigns, but the day after we did get to celebrate together, and that was a very special time for all of us.

About a year and a half ago when I moved into my first home, I was showing pictures of the house and pointed out the only appliance that didn't match in our kitchen was our dishwasher. Turns out she had just finished a kitchen renovation. She'd just put in a stainless steel dishwasher and her old white dishwasher was sitting in her garage and happened to matched all our other appliances, so into the mini-van we went and picked it up and took it home. It was absolutely wonderful. There's millions of stories like that about Brenda. Everyone has their own. She really will be missed around here.

And speaking of the Capital Budget, I clearly will be supporting the budget today. Again as Deputy Mayor Swandel is suggesting, this is a well balanced budget. Is it going to make everybody absolutely 100% happy? No. But is it balanced? Does it deliver on the priorities? I believe it truly does.

The traditional infrastructure, the three P's, you know, the Pipes, Policing and Pavement. Those are there. Interesting new things. Transportation amenities like Active Transportation, Rapid Transit. These things are new for us. We're expanding on them and we're going there in a big way and I think that's the right approach.

The opportunities are afforded to us right now because of the downturn in commodity pricing and perhaps a downturn in private sector development

gives us the opportunity to get better bang for our buck. The fact that we're increasing our Capital Budget this year I think is the right thing at the right time. We have to be cognizant and prepared to act upon opportunities to deal with other stimulus available from other levels of government that may present themselves to us. We're in a good position for better infrastructure here in our City right now.

I was speaking earlier when we had a delegation here speaking about river crossings in Northeast Winnipeg. Again, I think Northeast Winnipeg is doing better than it has in the past, and again, we can't afford to do nothing when it comes to the Disraeli. But we do need to really look at…and the decision makers here on this table, there's still questions that I still feel are a little bit unanswered. Specifically, what is the cost, and what are the risk factors of perhaps keeping the Disraeli open to do the Louise first? Is it possible? What is the cost? What are the details? That's a debate for another day but that's still something that I think we need to get done very quickly because again, we do need to move ahead with Disraeli now.

What else would I like to have seen? Well the Mayor mentioned in his comments at EPC and again from our private conversation, sidewalks. North Kildonan, we have already today some fairly dense development. We lost a little bit more recently but the opportunity is there to do some more dense development.

We have a transit "park and ride" facility being planned for Douglas and Henderson Highway around alot of high rise apartments. The opportunity to make these more accessible and more walkable is very much real there. It's, I mean it's not, you know, sprawl. It's dense development, and what do the people there want? They want good sidewalks. They want well-cleared sidewalks. So again, one of my priorities and Mayor Katz and members of EPC know is it's quality sidewalks especially on…in the more dense areas in the City.

I'd like to see the traffic signalization improvement sped up. Those are things that, again, I think we can look at going forward.

Back in April of this year, I was quoted in the Free Press in terms of trade and terms of building jobs in our City. We need to make sure the bottle necks are out of there. With the recently afforded…with recently getting the Kansas City economic partnership position, you see things like the Mayor's Economic Opportunity Commission…sorry the Mayor's Trade Council report, as a way to expand our City and to improve our City, and right now Kenaston Boulevard, at least the Academy to Taylor portion, is a bottle neck. We need to work with the Federal Government. There is precedent in other provinces where Federal lands have been sold off. Former defence lands have been sold off, especially in Quebec, and the money is being re-invested locally. The opportunity to expand Kenaston…we need to look at going down that route to expand Kenaston Boulevard and ensure that one of our most important trade routes from our airport going down south has the capacity we need for the growth of things like the inland port.

Coming back to my ward for just one moment, one of the biggest, actually the biggest park in the City if you take the forest out of Assiniboine Park is Kilcona Harbourview Park up in the northeast. It's one of the big four quadrant parks, and it's looking…it just reached 25 years of age and it needs some work. There was some excitement earlier in this year when it was mentioned that one of the short listed projects for the potential water park was actually at Kilcona Harbourview. We need to look at that gem and look at that opportunity and see what other opportunities are available there in terms of Northeast Winnipeg.

I'm a little put off by some of the comments that were out there today that, you know, this is all the money we're spending on Active Transportation and this is it. This is all we're doing for sidewalks and this is it, and we need to spend this much more. As part of the Chief Peguis Trail project, a big bad freeway, we're adding approximately six

kilometres of asphalt trail; mixed-use, multi-use asphalt trail. It's part of the TransCanada trail. It's part of a network. This isn't just, you know, a random piece in the middle of nowhere. This is connectivity that connects other pieces of trail including the Bunn's Creek Parkway. It touches a little piece of the Northeast Pioneers Greenway. This is connected trail. This is trail infrastructure. I mean we're going to see some pretty massive economies of scale from this because it is being done at the same time as the other roadway works but it's probably one and a half to $2 million in trail infrastructure over the next two years above and beyond, above and beyond the other earmarked line items that are specifically for other parts of trail infrastructure. So there is money being spent on trail infrastructure. And it's happening all over the City. When you're doing a major rehabilitation along a street. They're doing work on sidewalks at the same time. To say that this is the only money that's being spent on sidewalks is inaccurate, and I think just darn wrong.

So again, I look forward very much today to supporting the Capital Budget. Does it make everyone happy? Is there going to be dancing in the streets tonight? No. But I think it's a well-balanced appropriate approach to move forward for our City. Thank you very much.

Mr. Speaker: Thank you. Councillor. Councillor Smith.

Councillor Smith: Yes Mr. Speaker. Let me tell you this. You know, after hearing Councillor Steeves talk about the alternative transportation, he talked about if we made a real increase this year, significant increase, that it'd likely go down next year, up and down. No one talked about it going down, Councillor Steeves. We all talk about it going up.

Councillor Steeves: We will be if we do a big increase.

Councillor Smith: The fact is, if we give our priority to this, we will increase it significantly every year, not just by little bits and pieces. You know, the other part of this…I'm supporting the amendments. You know, the other part of sidewalks. You know, we don't even know the condition of our sidewalks. We don't know how much has to be done. You know, what happens is you know, there's a sidewalk that needs repair. They slap down some asphalt and leave it there for a few years. You know, we do not pay enough attention to sidewalks. As an avid pedestrian, someone who does an awful lot of walking, I appreciate good sidewalks. And you know, I get alot of calls about sidewalks from senior citizens, from other people. The fact is we have neglected sidewalks over the years.

But my main opposition to this budget, why I really oppose it, is the private public partnerships. You know, I asked a question of Tom Simms. Did you get the information? Why was it blacked out, the pages? Why did they say it was blacked out? The fact is we're kept in the dark. We're kept in the dark. We should have the agreements absolutely before us, nothing should be blacked out, and so you know it's also a very more expensive way of reviving the infrastructure. We can borrow alot cheaper than private firms can. So, you know, this may be…look okay over a period of time with the payments every year, but in the long run when you add it up, the costs are going to be greater. So that's why, you know…there are some things in this budget I really like. But overall, because of the private public partnerships, I cannot support it. Thank you.

Mr. Speaker: Councillor Clement.

Councillor Clement: Thank you, Mr. Speaker. I'd also like to make a…tell a little story about Brenda.

Brenda Leipsic was a pretty special person. I think everybody knows that. I had the unfortunate situation in my life going through the same disease this year as everybody in here knows, and they were able to help me a little more than Brenda, but when I was first diagnosed with that terrible disease this year, she was one of the first people that came down to my office, Mr. Speaker, offering

to have her executive assistant spend part-time in my office to take some pressure off of me and let me think about what was important in my life at the time and I can tell you, if you have to go through what her and I have gone through, what we're debating here today would be a little bit less important in your life. So you can take your stress levels down a little bit because quite frankly, this isn't as important as we think it is sometimes.

You know, I was out campaigning in 1992, and was going down (inaudible) Boulevard, didn't even realize that Brenda lived at this house to be honest with you at the time. I knocked on the door and "Bill what are you doing here? You don't need to stop here" she said. She said "The sign is already out front." I said I knew that, I just came to thank whoever it was who put it up to say thank you for having it up. She wouldn't let me even leave until I had a roast beef sandwich and a Coke because I was working too hard and I'd lost too much weight, she'd noticed, and you know, she was like that with all of us and I'm sure that there are many, many more stories like that. Yeah, she fixed it a little, and you know, somebody else did something else with it.

I'm going to support the Capital Budget today and I'm not going to support any amendments to the Capital Budget today.

I'm disappointed and I'm somewhat on the same page as Councillor Steeves. I would have rather stood here today and talked about the positive things in this Capital Budget because I think that there's many things in here. He mentioned some of them. Rapid Transit or the start of it. There's been proponents of it that didn't even mention it today although they mentioned it many other times in speeches. Rapid Transit is a huge initiative that's getting its infancy.

The Disraeli Freeway. Do you know that three years ago, we didn't even know we had a problem there. It's 125 to $130 million, Mr. Speaker, to fix that bridge, and we have to do it. End of story or we'd have to close it. But three years ago when we did this we didn't even know we had a problem. So, you take a look at this document and if it wasn't a P3, Mr. Speaker, where we could spread it out, I'd like to hear where the $130 million worth of projects that are currently in this document are going to go, and who's going to stand up and say take mine out or take mine out, because the only alternative would be to borrow and I haven't heard too many people jumping on that bandwagon, particularly given today's climate.

There's a new police station going to be built in south Winnipeg, southwest Winnipeg, which I'm very pleased about.

The Peguis extension is finally happening which will trigger the other extensions to get this thing over to Route 90 over the next 10 years or so I hope and create alternatives within the City for driving.

Living within our means, Mr. Speaker, and the fact that we're adding $2 million to each of these budget years as we go forward, cash to capital.

Are there issues in here that I'm not happy with? That I wouldn't have minded bringing motions forward on? Sure there are. Do you know there are seven and a half million dollars in this budget to deal with the intersection of Bishop Grandin and Kenaston Boulevard, and there's another seven and a half million that the Province has got in the Waverley West Agreements for that same intersection. That's $15 million, and if we doubled that each and got another third from the Federal Government which we probably could do if we went down that path, Mr. Speaker, with all the infrastructure money that they seem to want to spend, we'd be able to do a proper grade separation there and not destroy what's currently a real good flow of traffic and create what the Administration wants to do in this document which is a 90-degree intersection with a set of lights. What a joke that's going to be. But I raised it. I didn't win the argument but I had my go, and so have many other people on the issues that they're raising, but there comes a time when if you've fought the battle and you've argued your points and if you don't win the battle this year then

you try again for next year, but once the document gets here, Mr. Speaker, it's not time for motions where you don't know where the money's coming from, and I appreciate Dan Vandal's motion because at least he did at least cover that off. But there's nothing in here, frankly, that talks about where this $3 million is going to come from. Nowhere. Oh they'll just find it. Well, no they won't. It's just not that simple. What are you going to do? Take it out of some mysterious reserve somewhere that's not there for any proper reason? We don't have a reserve, Mr. Speaker, that's not there for any proper reason. We don't have money sitting around doing nothing for no good reason. The fact of the matter is, is that this is a change and it's not something that we should be dealing with in this meeting. This kind of stuff ended last Wednesday or should have. So, I'm disappointed that I'm being put in a position of having to look at motion number one as an example. I'm actually very frustrated by it because everybody knows that I've been one of the strongest proponents for bicycle paths and Active Transportation as Chairman of Public Works, and before that. Everybody knows that I virtually connected my entire constituency with bicycle paths and there is one that's just not quite finished, but it will be finished in the spring and then I will have actually accomplished that.

Councillor Browaty made a very good point that seems to be missed and I appreciate that everybody can't know that, I mean, the whole deal in this lobby by the bicycle group over the last little bit has been about the specific account that we have in this document. And I understand that because they don't deal with this kind of stuff all the time. But the fact of the matter is when we built the Kenaston underpass, we spent $2.4 million on an asphalt bike path from Shaftesbury Boulevard all the way to Waverley Street. That's a lot of money. Next year we're building a bike path. Active Transportation Corridor is actually what it is, from Kenaston Boulevard to Pembina Highway along McGillivray Boulevard. Anybody up there know about that? I bet you not. Anders does. That's over a million bucks by the way in that capital project, and guess what it connects to? The walkway that we built two years ago along McGillivray Boulevard over to Brady which connects to the one that we built into the Fort Whyte Nature Centre five or six years ago which connects to the one that they built down to the Sterling Lyon Parkway, which connects to the one that we built that was built with the Kenaston underpass, which connects to the one through the Assiniboine Forest down to one that was built years ago by the Tuxedo Golf Course right into the zoo and into many others. And by the way, the link that I'm talking about that we finished in the spring reconnects to the Hart Trail to the west and you can go all the way to Eli just about on that one over the next little bit. There is huge amounts of money being spent Mr. Speaker.

Mr. Speaker: Councillor Nordman moves extension of 2 minutes. All in favour? Contrary? Carried.

Councillor Clement: You can land wherever you want to land on the Disraeli Freeway Mr. Speaker. But the fact of the matter is, there's a $15 million bicycle pedestrian bridge being built over there that's going to connect Brazier Avenue which is an Active Transportation route, which some people don't seem to know. It also allows the Northwest Pioneers right of way that…by the way wasn't even being talked about by anybody four years ago. But we got the…other than we were trying to negotiate with the railway and thankfully John Bueller came along and requested that he be allowed to take a shot at it because he seemed to have some clout with them, and he pulled it off and good for him. And as a result of that we spent over a million dollars building that right-of-way that four years ago nobody was even talking about it. Now it's going to connect down to this new bridge, which is going to connect Annabella and take you right into The Forks. So we're trying. We recognize that it's a small component of what has to be built, but for anybody to think that we're only spending what's in that budget account number, it's just wrong, and there comes a time when you have to be responsible about the amount of money that you spend in a given year. We think

we've done that, and in fact since there was significant discussion at Public Works and then at Executive Policy Committee, Executive Policy in fact has increased the expenditure in that account by a further $500,000 to a million dollars this year. There's already a million in the bicycle path area over and above that which was only at $200,000 two years ago. Or maybe it was 3, but it was around there.

I want to make one last comment on P3's real quick Mr. Speaker. I hear all this nonsense about what the Charleswood Bridge is going to cost. My only answer back to people that don't seem to get it, is go through the Current Budget and show me the money that's being spent on maintenance on the Charleswood Bridge. Just go through the budget anywhere you want any year you want, and show me the money that's being spent on maintenance of the Charleswood Bridge and I'll guarantee that you won't find it. You won't find 5 cents because there isn't any.

Mr. Speaker: Thank you Councillor. Councillor Nordman.

Councillor Nordman: Mr. Speaker it's my pleasure to stand today and make a few comments both on the budget and our dear friend Brenda Leipsic. I've had the pleasure of knowing Brenda since 1984. We both worked on my campaign for, at that time, a member of the P.C. Caucus at the Legislature. His name was Gary Filmon, and we also ended up on his Board of Directors in the Provincial riding of Tuxedo and for at least a dozen years, we were close colleagues in that area. I have since moved to another part of the City which I'm pleased to represent, but when Brenda and I were both elected in October of 2006, and we were lucky enough to sit beside each other, we sort of muddled our way through the first few Council meetings with some help from Jenny and some help from Mike that sort of got us on the right track. I've got to tell you, I never got any real food from her but she always had lots of candies right here in this drawer, and it was always something that I looked forward to Brenda's sweets. We will miss her.

I'm not going to speak long and hard about the budget today. I think it's been well handled by our Administration, so thank you very much, and to Councillor Swandel on his very first budget as Finance Chairman. Congratulations. I think he's done an outstanding job. I will just say, the couple of times that I spoke with the Mayor about things that were of interest to St. Charles Ward and the residents that I represent, Councillor Fielding touched on it and he talked about dirt back lanes which in my case are the residue of the rural municipality of Assiniboia back in the 60's, and they certainly still exist and I hear about them regularly. In fact the folks in St. Charles Ward are one of the few places in the City that look forward to Winter arriving because they don't have to deal with mud in their back lanes. They can depend on the freeze taking away the requirement for a 4 x 4 to get to get down to their garage. So as we go forward and look at the opportunity to contribute more money to those back lanes, whether it's in St. Vital, St. James, River Heights, St. Charles certainly is happy to have that happen.

I'm also going to speak very briefly on the $2 million that has been appropriated for the Assiniboine Park Conservancy as we move forward in that model. Brenda Leipsic was a strong proponent, Vice Chair of that Committee. I've had the good fortune to be appointed by the Mayor to look after those responsibilities along with Councillor Fielding, and just speaking with those folks last week at my first Board meeting, they're tickled to death that, you know, this money is going forward to be part of the future plans of the Assiniboine Park Conservancy as we move forward.

So, at the end of the day I think we're going to go forward. I will support the budget as it stands. I will not be supporting the motions before us, and as we leave this Council meeting today, I think we're moving in the right direction. Thank you, Mr. Speaker.

Mr. Speaker: Thank you. Final speaker is the Mayor. Mayor Katz and then followed by the closing of both Councillor

Vandal on his motion and Councillor Pagtakhan and Councillor Swandel. They'll each get eight minutes. Mr. Mayor.

Mayor Katz: Thank you Mr. Speaker. What a difference a week makes Mr. Speaker. First of all I very much want to thank the ladies and gentlemen behind me for the work they put into this Capital Budget. Yeoman's work. I also very much want to thank the Chair of Finance, Councillor Swandel, who's about to leave as I say something nice about him. But that's Okay. I don't think in my years, and this is no disrespect to Councillor O'Shaughnessy or Councillor Clement, but no one's had the passion for a budget that I saw out of Councillor Swandel. I think many of us think he is sick and needs to see a doctor but he really loved what he…that's true. He put his heart and soul into this, and I commend him for that.

Mr. Speaker, the first thing that I want to say is I want to thank Councillor Vandal for his motion. I can tell you that with a friendly amendment, I probably would have supported that motion and I've shared this with Councillor Swandel that I have spoken to the Administration and they have a plan right now. They believe, they've told me emphatically before the end of 2009. Unfortunately when you're dealing with sensitive information such as location, you obviously don't want to divulge that because that would only cost us more, but in my humble opinion, Councillor Vandal should have been kept in the loop and on behalf of yours truly and the department I apologize for that, but they do believe that there will be a building before 2009 comes to an end. And I want to thank him for his motion because one of the few individuals that identified something that he believed in and identified where the money would come from and I thank you for that.

You know, Mr. Speaker, let's talk about any topic. Would you like to see more money spent on sidewalks? I know Councillor Wyatt would. I know I would, too. Maybe at least another $2 million. I know that Councillor Smith moved a motion to increase it by $200,000. We took that Councillor Smith, and more than doubled it to half a million dollars. I would think that you would say that's a good step. Would you like to see more money spent on our back lanes? Once again, I think Councillor Smith and I would agree tens of millions of dollars could be spent solving our back lane problem. The ones that are falling apart. The ones that are gravel and the maintenance is killing us and we end up nowhere, but you know what Mr. Speaker? In order to do that we need to formulate a policy, identify the exact problem and come up with a plan of attack that all Council can agree on.

Active Transportation. It was only a week ago where Janice Lukes was virtually praising yours truly, the Mayor and Council for the fact that it wasn't that long ago there was nothing being done on Active Transportation, and now we are making major headway. Do we have a long way to go? Absolutely. But I think Councillor Clement and Councillor Browaty pointed out how many other trails there are, run off's, that aren't even part of this that are millions of dollars, much more than the money that's being allocated today. We increased it by half a million dollars. Would we like to increase it by more? Yes. But we have an obligation, Mr. Speaker. You can't spend money without having money, and just for the record, the Northeast Pioneers Trail, Councillor Clement was right – cost one and a half million dollars to build. It cost a million and a half dollars to acquire the land, it was a $3 million project in total.

$15 million, which was mentioned just earlier, Disraeli, Active Transportation, which will be a major asset in connectivity. And it sounds to me that Councillor Clement seems to know quite an about connectivity the way he reeled off everything that's connecting. There is nobody on the floor of Council that believes we can't do more in those three categories as well as others. Councillor Nordman I guarantee you, you'd like to see more for recreational facilities. Councillor Browaty, like to see more for libraries. Councillor Jenny Gerbasi, I'm sure she would like to see more safe pedestrian crosswalks. Okay. I could go through every member of Council. Yeah but you know what? We have to live

within our limitation. It's not easy and you have to make decisions.

Mr. Speaker, I will most definitely be supporting this budget. A big thank you from the Mayor and all the citizens to Councillor Swandel. I said it before and I'll say it again. There is no such thing as a perfect budget. If we had a blank cheque and maybe we had something more than property taxes that we're so reliable on, maybe we could make much more headway but that is the plan for the future, and I can assure those people, when it comes to back lanes, sidewalks, and Active Transportation, we're just getting warmed up. Two presentations that I heard at EPC, one for 6 million, one for 80 million if I recall correctly over a period of time. Mr. Speaker we will get there. I'm sorry it can't happen a week before the Capital Budget has come to fruition, but keep in mind, as a result of the delegations, we increased it by half a million dollars for Active Transportation. Back lanes, another half a million dollars. Sidewalks, another half a million dollars which I personally would have loved to have seen much, much higher.

We talked about the $400,000 that wasn't in the budget. We heard from delegations as far as streetscaping. That is back in there. More money for Old Market Square. More money for a study which Janice confirmed is part of Active Transportation. We're doing as much as we can. Do we all want to do more? Yes. I'm sorry we can't do it overnight but think of this as something positive and you know what? It's interesting, during the delegation Janice mentioned, they've talked and talked and talked and talked and talked to the Province, and I guess they're not getting anywhere, and supposedly looking to the City for leadership. This Mayor and this Council is showing leadership, not for $2.5 million or whatever number you think it is, but for millions of dollars on Active Transportation which I think was shared by many Councillors here, and we will continue to do much more in the future. Thank you, Mr. Speaker.

Mr. Speaker: Thank you, Mr. Mayor. Closing, Councillor Vandal.

Councillor Swandel: Point of Order Mr. Speaker. I just am wondering procedurally if I should not be given the opportunity to speak to the motions prior to the people closing as they would then have the ability to rebut anything that I say. I believe that's how the process should work as opposed to try to talk about the motions after they've already closed on the motions.

Mr. Speaker: You already had spoken when you opened your, introduced the motion.

Councillor Swandel: The motions weren't on the table when I opened Mr. Speaker.

Mr. Speaker: Sure they were. They were on the table. Councillor Vandal closing on your motion, followed by Councillor Pagtakhan, and then followed by Councillor Swandel closing on the clause. Councillor Vandal proceed. You have eight minutes.

Councillor Vandal: Thank you, Mr. Speaker.

I remember a time when, a dozen years ago where we used to bring all budgets to the community whether it was in Old St. Norbert or Old St. Boniface or St. Vital, and we used to invite the community to come out and participate and have input on what's happening in their neighbourhoods. In that time we had an active Riel Residents Advisory Group. We had various resident associations, community clubs and service organizations who would actually come out and we would bring government to the people. The…when I fast forward a dozen years or so and I look at the process, we're talking about two and a half weeks before we actually get to the floor of this Council today. Two and a half weeks we went to the Council seminar and put our ideas together at that time. We've gone through Standing Committee. We totally omit Community Committee. Go to Executive Committee and here we are two and half weeks later. So it's a

drastic change and I think one that doesn't serve our citizens as well. If I have any advice to give Councillor Swandel moving forward. it's perhaps let's take a page out of what the Province does as Councillor Gerbasi said, and have some budget consultations leading up to the actual putting together of the entire budget.

Mr. Speaker, I'm not going to stand here and tell people in this chamber that this is a horrible budget because there are things in here that I can…I've advocated for my entire political life, and I'm talking about Phase 1 of Bus Rapid Transit. I'm glad that we approved that a couple of, I think it was a couple of months ago. I'm glad it's in the budget. I'm not so glad that we're borrowing all the money on behalf of the Province. I still don't know where the tax increment financing legislation is, when that's coming forward, and if I had my druthers, Mr. Speaker, we'd be talking about Phase 2 of Rapid Transit because this was approved about four and a half years ago already. Should have been constructed and we should be talking about Phase 2 all the way to the University of Manitoba. I note that in this five-year budget there is not a word about what we're going to do for Phase 2 and we're talking about building Ikea Service Centres on Kenaston and widenings of Kenaston and maybe that's a good thing, but I don't know how much that's going to cost at the end of the day. So in terms of setting a vision for the long term, I would have liked to say this is how we're going to move forward on Phase 2 of Rapid Transit, because if we end it at Jubilee, I dare say no one's going to be satisfied with that.. But nevertheless, it's here and I think that's very positive. And there are other positive initiatives in there that I can go on.

But I'll switch to Triple P's and contrary to popular belief, I'm not…I don't think all Triple P's are horrible. I've actually voted for one for a police station in my ward which is really Councillor Wyatt's ward, but it got done quickly and I think that's one of the…it's closer to Councillor Wyatt's constituents than mine, but it is in St. Boniface. I voted for it, it got done quickly and that was a good thing at the time.

I am a little concerned when there is about three-quarters of a billion dollars of Triple P funding in there if you go from Chief Peguis to Disraeli to the police stations to the North end and the South End Water Treatment Plants. We're looking at three-quarters of a billion because I often compare Triple P's to a rent-to-own for a young person or a young family that has no credit or bad credit. And as sure as you're going to pay a premium for rent-to-own, you are going to pay a premium for Triple P's, whether it's for the Assignment of Risk, there's some maintenance involved, and the operation of the Triple P's amortized over thirty years rather than twenty years, and anyone can tell you, that's going to cost you more in the end. And we can go on and on and on and what I don't like about it, I guess, is what Tom Simms called the privatization of information, and the lack of transparency, and I think as we move forward, we need to be conscious of that and make sure that we are totally transparent because the dollars we are working with are taxpayers dollars, and that's an issue I want to put on the table.

I support the motion put forward by Councillor Pagtakhan, Councillor Wyatt and we've heard the talk and we've heard it as long as I've been here that times are tough and there's no money and you've got to pay for things, but keep in mind that this is a City that three weeks ago had an eight and a half million dollar surplus. We have upwards of 260, 270 million dollars in various reserves, and we know they're not all accounted for. A lot of them are stabilization reserves and to deal with initiatives as they come forward, but I think Active Transportation is…the time has come for more funding for Active Transportation. Historically our Capital Budgets have been extremely top heavy for roads and bridges and as compared to alternative forms of transportation. If you just look at the numbers historically you'll see that they're not there and comparatively, we've lagged behind other cities and more funds for Active Transportation is simply good policy and it's good for public health, it reduces greenhouse gas emissions, gets citizens

out of cars and allows us to catch up on our infrastructure deficit.

The motion I moved was on fire and a paramedic service in the southeast corner of the City, and for this budget this is my bottom line. It's funny because I went to the Council briefing. I mentioned fire and paramedic service. I moved a motion in October saying we should do this in the 2009 Capital Budget. I went to Finance Committee and advocated for it. I went to Protection Committee, Councillor Steeves Committee, advocated for it, and I went to Executive Committee saying we've got to do this in '09, and my motion's disappeared. It's gone into the black hole of somewhere. I don't know when it's going to see the light of day at this Council again, and there's no money for fire stations in Winnipeg in '09, let alone the southeast corner of the City. Now, Mr. Speaker, I've talked to alot of people here and they all say it's going to get done, and the Mayor's forwarded me an e-mail, and I've talked to Councillor Steeves. Everyone says it's going to get done but nobody actually wants to bring a resolution of some kind. It could be as firm or as innocuous or as feel good as you want saying it's going to get done in '09, and that's what I would have liked to vote on, on the floor of this Council. And barring that, Mr. Speaker, I don't know how I'm going to stand up and represent my citizens by voting for a budget that has zero funding for a fire station that should have been discussed in November of '05 at the Riel Community Committee when Councillors Steeves, Swandel and Magnifico approved a 988-acre subdivision that's going to have 4,000 homes through an area structure plan, a subdivision and a rezoning and not once was the word fire paramedic service ever mentioned.

Councillor Swandel: Yes it was.

Councillor Vandal: Mr. Speaker, that's -- nothing was acted on Mr. Speaker. Absolutely nothing. That's where it should have been discussed. That's where it should have been brought forward and approved at the Community Committee, at the Standing Committee, at the Executive Committee and on the floor of this Council:

Councillor Steeves: How did you know what was said to me. He was not there.

Councillor Vandal: I read the reports. I read the transcript.

Councillor Steeves: Just because it's not in the reports doesn't mean it's not there.

Councillor Vandal: Not a word. Not a word.

Mr. Speaker: Councillors we're so close to the end now. Let us not get into this. Go ahead Councillor Vandal. You've still got 11 seconds.

Councillor Vandal: Not a word. (inaudible) citizens that have elected me shortly after that public meeting in good faith and vote for a budget that has absolutely no money for a fire station for the southeast corner of the City. Mr. Speaker, as I said before, there are many things in this budget. There are many things in this budget I think are reasonable and will move our City forward but in fairness to the citizens I represent…

Mr. Speaker: Thank you. Thank you Councillor.

Councillor Vandal: In fairness to the citizens I represent I cannot support this budget.

Mr. Speaker: Thank you. Councillor Pagtakhan and closing. Eight minutes.

Councillor Pagtakhan: Thank you Mr. Speaker.

Mr. Speaker: Councillors, let's get on the right track. We're so close to the end. Please. Councillor Pagtakhan.

Councillor Pagtakhan: Thank you very much, Mr. Speaker. I just want to say that, you know, I don't wear eyeglasses but I know that Councillor Swandel and Nordman, they got some pretty fancy looking eyeglasses, but I wanted to say

something about Councillor Leipsic. I always remember having some great conversations about her funky eyeglasses, and she had like, I don't know, at least a dozen different types and you know, we just got talking about that and eventually the conversation moved to owls, and you know, I love owls and everything else, and one day she actually gave me a painting of an owl, a great big huge painting and it was well done by a well known aboriginal artist and is an older painting. So I'm really going to miss our colleague, Councillor Leipsic, our friend Brenda.

So and with that I just want to sum up and say really quickly, Mr. Speaker, that I appreciate the debate on the amendment and I thank all Councillors for their input on that, and I can obviously sense that it's probably not going to have any traction here today but, you know, Mr. Speaker you said where do I park my bikes? Well I've got about, I've got a dozen bikes in good working order. I'll absolutely lend you one any time you want to ride to work, alright? .

This, Mr. Speaker, you know, this is…Councillor Clement and Councillor Browaty, they spoke really eloquently and I've got to give them top marks for that. You know what, that's exactly what we're talking about here. The momentum. And that was the delegation that came last week, the Winnipeg Trails Association, the Cycling Association, Bike to the Future, Resource Conservation, North Winnipeg Commuter Cyclists, they all talk, Mr. Speaker, about the momentum and yes, Mr. Speaker, although they didn't thank overtly this Council, they know that there is some good work that's happening here Mr. Speaker. There is no doubt that they understand that we are taking a step in the right direction but more needs to be done. And this is what this motion is really talking about. The sentiment around this motion is simply that we can do better. And, you know, I appreciate the comments from Mayor Katz and I'm heartened to hear that he believes that more can be done and that he stands behind the value of Active Transportation both on the cycling side and the pedestrian side, and I'll definitely be working with him and all members of Council to make sure that commitment is upheld.

We heard comments earlier about a roller coaster effect. What if we give money, more money this year, you know it's going to go down next year and go up another year. Well Mr. Speaker, there's a whole cost benefit analysis that hasn't been done here. That hasn't been talked about. When you create cycling infrastructure, when you create Active Transportation networks, a huge connectivity in the City, well you're going to be getting more people out of their cars, Mr. Speaker, and onto those networks. Guess what? There's going to be less wear and tear, Mr. Speaker, and there will be less maintenance by extension. So that's a huge thing there, and with regards to the balanced approach, we definitely need to be examining that concept. A balanced approach. A balanced approach relative to what? Relative to the amount of money that we're spending either in this Capital Budget or with roads. We need to have a paradigm shift to ensure that there is a sense of balance, Mr. Speaker. The Active Transportation folks, the members who work hard, who are volunteers, I believe we're getting our monies worth. They've probably invested in kind, probably, a good million dollars worth of professional expertise and volunteer time towards their passion, towards Active Transportation. I think, you know, if we step up to the plate here and we can support something like this, I think we're just acknowledging the good work that they do; the in-kind professional contributions they're providing to the citizens of Winnipeg, to this Council and to this Council Chamber. And for me, Mr. Speaker, I know that alot of folks, alot of folks in the suburbs, and that word connectivity I can't say enough. It's about destination infrastructure. By any mode of transportation, Mr. Speaker, whether it's by car, by bike, walking, skateboarding, if you do not have a contiguous link then guess what? It probably makes it very difficult to have an origin and a destination all in one fell sweep. You're likely not going to choose that mode of transportation if there is no

cycling infrastructure. We're too…we…it's a new era Mr. Speaker. We have to change, and I think there's alot of young people who are environmentally savvy, and we need to listen to them. Alot of them are…you know, they don't even understand how Council works but if we were to engage them, Mr. Speaker, if we were to engage the youth more, I think you will hear resoundingly that Active Transportation is one of the most top priorities in the City. And like I said earlier, it is consistent with our surveys and our polls about our roads and bridges because, Mr. Speaker, guess what? They are part and parcel. For years and years and years, we haven't included cyclists, you know, with, as part of our thinking. We just put sidewalks, we put and a road. But seriously, bicyclists cannot by law even cycle on a sidewalk, Mr. Speaker. By law. That's one of our laws and here, in order to do a proper street, you must have a sidewalk, you must have a bike lane, bike boulevard, or a sharrow, and then the road for the automobile. So it's about doing it right, and I think the real victory here is that there is a greater awareness, Mr. Speaker, of Active Transportation, and how new that word is, and I think people are starting to understand. They're "Googling" on the internet. They're looking things up and they're being more savvy, and they're getting more robust within their knowledge with Active Transportation. I think that's the real victory here today, Mr. Speaker. And I do want to take a moment and thank the Mayor and especially Councillor Swandel for his work. It's been an experience working with them on this, and thank our CAO, Glen Laubenstein, our Chief Financial Officer, Mike Ruta, and his team of folks there, and I will be supporting the Capital Budget and I do hope that this amendment does get some support. Unfortunately I won't be able to support the…as a member of the Winnipeg Public Library Board, I have a little bit of concern regarding the Library Replacement Fund, using those monies without consulting our folks on the Library Board.

Mr. Speaker: Closing. Councillor Swandel.

Councillor Swandel: Thank you Mr. Speaker.

Well it's been a long day and we're here at the end. I just…you know, it's tough to speak about Brenda. I get very emotional very quick. But I will say that wherever she went and whoever she met, she left a touch of class.

You know, this budget process has not been easy. Years ago there was a politician by the name of C.D. Howe who was…had the phrase, "what's a million" attributed to him. Cost him dearly. What's a million? Just flippantly. He actually said it rhetorically but had it attributed to him and cost him dearly.

It's important to keep that thought in mind. In the back of your mind as I explained how Capital and Operating Budgets…and Councillor Gerbasi alluded to this. That is part of Executive Policy Committee and the group that's tasked with doing the budgets, both Capital and Operating, that we are privy to much more information. I'll put a little bit more information out here in front of you as I speak.

It's a big pot of money that we deal with. It's not just the numbers that are in front of you here today. It is many, many dollars over many years. In Capital it's five years, and now in our Operating Budget we're looking at three years. We're hopefully going to be able to expand that out to a longer period of time.

But let me start by responding to the Active Transportation motions and sidewalk motions and comments made on Active Transportation here, and I think it is a real loss for our City that as a result of this, we're being seen as not doing enough for Active Transportation when in fact…and it was good that Councillor Pagtakhan brought up many e-mails because I too did receive several e-mails, not just on Active Transportation, but other people knowing the budget was going on, asking about better road repairs and back lanes and you know, Human Rights Museum and Children's Museum and I guess they all kind of pound in on me as the Chair of Finance. But this was a response that I wrote to somebody and

the person responded quite kindly, and had a better understanding of it. And I just said, "seems to be a lot of misinformation out there when it comes to what the City is doing for Active Transportation. Let me start by saying we're adding more money for Active Transportation", and that's true. We are adding more money. We have consistently over the last several years and you know, hopefully we will continue to do so in the future. "The City has a number of projects on the go from past budgets, or that we are just completing. For example, when the Kenaston underpass and Sterling Lyon Parkway were done, we built trails in conjunction with those works. There's a $15 million Active Transportation bridge being added on the Disraeli Bridge project. The widening of McGillivray includes an Active Transportation trail from Kenaston to Pembina." You know, and Councillor Clement (inaudible) a dis-service, you know, if we actually used the budgeting that the Active Transportation folks come forward and say that $400,000 builds you know, one kilometre of paved asphalt, that project would be in the range of $2 million not $1 million, Councillor Clement. And Councillor Browaty mentioned the Chief Peguis Trail at 6 kilometres, well, the numbers presented by those people appearing in delegation at the previous Committees are here today, that would be a $2.4 million project.

The new Rapid Transit corridors will all have an Active Transportation trail built parallel to them starting with the route from downtown to the University of Manitoba. It's important to realize that because Pembina Highway continually comes up. That is miles…I don't know how many kilometres, 12 or 15 kilometres, and do your $400,000 calculation on that. And Waverley West. There will be an Active Transportation link all the way from the Perimeter Highway to Bishop Grandin, to the Bishop Grandin Greenway which will connect, as Councillor Clement correctly stated, to numerous other pieces of Active Transportation infrastructure.

"In addition to these works there are many on-street improvements being made like cycle lanes on major roads and the creation of bikeways, (bike friendly routes through older neighbourhoods that discourage auto traffic.) On top of all that we're also doing a fair bit of recreational trail work like extending the Bishop Grandin Greenway to connect all the way from Lagimodiere to Fort Whyte. These are a few examples and there are more. Needless to say, there is a strong commitment to Active Transportation infrastructure, and when you put it in perspective with the priorities of the entire City, Active Transportation is doing quite well these days. Hopefully when the other levels of government announce their new infrastructure spending to help the economy, we'll be able to do more." And I just made a little note at the end of that to remind everybody of Northeast Pioneers Greenway or the Marconi line and the monies that were just spent there.

P3's we talked about, Mr. Speaker. You know it's difficult to respond. There's so much mis-information that comes here, but you know, basically here's the deal. A P3 is a contract. Somebody for an amount of money, contracts for an outcome. You know, and because some P3's or some contracts have not worked in some situations, it does not mean that you will stop seeking out to do contracts. That's basically what people that stand up here and advocate for. We should never do a contract, because some contract somewhere has failed. Anecdotally, they're bringing this information forward. It's ridiculous. Completely ridiculous. It would be a disservice to our citizens not to look at P3's and purchasing of outcomes through these specific contracts, which can easily be analyzed and provide value for money. Though somebody referred to Professor Locksley. Well, the first thing Professor Locksley says is that his information is not accurate because he doesn't have all the information. You know. So, then there's the talk about transparently. Well if you're going to talk about transparency, we should all go back to the True North, you know, debate, and when there was a whole cry for public representation…or public, you know, scrutiny there. Well it was represented and there was no need for privacy, that there was no need for public scrutiny because when you're dealing with the private sector, the three

levels of government, these are the types of…these types of partnerships, you know, I could quote from the document here. And even Councillor Vandal went on to say that public consultation in that regard. This is the only level of government that's having public consultations on this issue, which I, you know, Councillor Gerbasi said we weren't but Councillor Vandal said we were. Now this is the only level of government…"the Federal Government decision will be made very shortly and they're not going to go out in the public and solicit opinions. A Provincial Government decision has already been done. I daresay that two years ago, 16 of us were elected with a role and the task, the challenging task of revitalizing our downtown. It goes on to say that "if people are not happy with the decision we make this morning, we're going to get booted out in the next election. That's the risk I'm willing to take". That was what Councillor Vandal said when he came to some public scrutiny with regard to True North. I don't have much time left, you know, there's some great reports you should all read. Moody's, the City's, the Standard and Poors had just been out, the Canadian Municipalities, (inaudible) economic slump for a position of strength. It talks about our strong fiscal practices, the fact that we have some risks on the Capital side. We're doing good on the Operating side. I'd love to read you more information from here but unfortunately I only have about 30 seconds left to wrap up on a very detailed budget.

The other thing that it talks about is the fact that because lucrative collective bargaining agreements that we've agreed to, our lucrative collective agreements over the last several years when times were good, we're going to have to continue to talk about that. It doesn't talk…or it does talk also about some of the looming pension issues when you see pension investments going to sort of plus 10 percent to minus 15 percent or so, and what that means. So we do have our employees to look after as well in these conversations. And we know that we have to have strong conversations with our friends in labour and how to ensure that all of our employees are properly protected and that our budgets are being done in a responsible way. They all come together.

So, you know, Mr. Speaker in closing, you know, this is a document that is a responsible document. You know, we can go out there and act like there's a cazillion dollars to spend like drunken sailors. There isn't. There's an economic time where we need to be fiscally prudent and responsible. That's what this Capital Budget does and that's what we will continue to do in the Operating Budget. Thank you

Mr. Speaker: Thank you. I'm sure that it will be a recorded vote for Motions Number 3 and 1, and also in the clause, but first before we proceed, I would just like to echo the comments made by some members of Council in respect of the late Brenda Leipsic. She was my neighbour upstairs at the office, and we communicated quite often because we could hear one another when we were on a phone conversation. I shared more than once the fine cookies she used to make, same as Councillor Wyatt had alluded to. But sitting here for 3 ½ hours, Councillors, I keep looking in that direction and I see Brenda Leipsic with her smile. Her smile that she always had on her face no matter how tough issues were, she always was able to give a smile and make everyone else smile, so Brenda, you have been helping me here with that smile of yours as I see now. May you rest in peace and make it so much easier when our time comes.

On the vote before the vote to the Chief Administrator, Glen, and Mike Ruta with the financial…the Chief Financial Officer, and staff. I thank you always, each and every year, you always present a beautiful budget, and I know that some corporations would be more than glad to have you working on their side, but the…on this one and also many thanks to the Executive Policy Committee. It's not easy to prepare a budget. That's the responsibility of EPC, to prepare a budget and bring it to Council for us to vote on. So to you, Mr. Mayor, and your Executive Policy Committee, all did a swell job.

Okay, now on Motion Number 3, that is by Councillor Vandal seconded by Councillor Wyatt. Is there a recorded vote called for? Recorded vote has been called. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Gerbasi, Vandal, Wyatt oh, Councillor Thomas, I'm sorry.

Mr. Speaker: You have Councillor Thomas?

Clerk: Yes.

Nays

His Worship Mayor Katz, Councillors Browaty, Clement, Fielding, Nordman, O'Shaughnessy, Pagtakhan, Smith, Steeves, Swandel, and the Speaker.

Clerk: The vote Mr. Speaker, Yeas 4, Nays 11.

Mr. Speaker: The Motion Number 3 is lost.

Motion Number 1, I assume the same is recorded vote. All in favour of Motion Number 1 made by Councillor Pagtakhan, seconded by Councillor Wyatt, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Gerbasi, Pagtakhan, Smith, Thomas, Vandal, Wyatt.

Nays

His Worship Mayor Katz Councillors Browaty, Clement, Fielding, Nordman, O'Shaughnessy, Steeves, Swandel and the Speaker.

City Clerk: The vote Mr. Speaker, Yeas 6, Nays 9.

Mr. Speaker: Lost. On the Clause. Recorded vote too? Recorded vote by Councillor Gerbasi. On the Clause, all in favour please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

His Worship Mayor Katz, Councillors Browaty, Clement, Fielding, Nordman, O'Shaughnessy, Pagtakhan, Steeves, Swandel, Wyatt and the Speaker.

Nays

Councillors Gerbasi, Smith, Thomas and Vandal.

City Clerk: The vote Mr. Speaker, Yeas 11, Nays 4.

Mr. Speaker: The clause is carried. Consideration of by-laws. Mr. Mayor the reading, the first reading only.

EXECUTIVE POLICY COMMITTEE CONSIDERATION OF BY-LAWS

Mayor Katz: Thank you Mr. Speaker. I move that By-law No. 184/2008 be read a first time.

Mr. Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 184/2008.

Mr. Speaker: Councillor O'Shaughnessy moves adjournment. All in favour? Contrary? Carried. Roll Call. Please stay in your seats.

ROLL CALL

Clerk: Mr. Speaker, Councillor Lazarenko, His Worship Mayor Katz, Councillors Browaty, Clement, Fielding, Gerbasi, Nordman, O'Shaughnessy, Pagtakhan, Smith, Steeves, Swandel, Thomas, Vandal, and Wyatt.

Council adjourned at 4:24 p.m.