COUNCIL OF THE CITY OF WINNIPEG
Tuesday, December 12, 2017

The Council met at 9:37 a.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 Pagtakhan.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, and Schreyer.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

Madam Speaker: Mr. Clerk, if you could please read the special meeting notice for today.

Clerk: Pursuant to Section 79(1) of The City of Winnipeg Charter, I am directed by His Worship, Mayor Bowman, to arrange a special meeting of Council on Tuesday, December 12th, 2017, at 9:30 a.m. to consider the following: Item 1 of the report of the Winnipeg Police Board dated December 1st, 2017, and Item 1 of the report of the Executive Policy Committee dated December 8th, 2017, regarding the 2018 Operating Budget and Financial Plan for 2019-2020, and the 2018 Capital Budget and 2019-2023 Five-Year Forecast.

Madam Speaker: Thank you Mr. Clerk. And now I would like to recognize two pages that are with us here today. Please welcome Kes Gameiro who attends Kelvin High School and resides in the River Heights-Fort Garry Ward, and Anna Kozak who attends Oak Park High School and resides in the Charleswood-Tuxedo Ward. Thank you both for joining us and serving Council today.

I would also like to recognize in the gallery former City Councillor Donald Benham is here with us today.

We'll now move into delegations. We have two delegations…yes?

Councillor Eadie: I'm just going to rise and move a motion to suspend the rules to hear 10 people in opposition to the Operating Capital Budget.

Madam Speaker: Okay. I will…so moved...all in favour? The list of the names, I have them here. Councillor Eadie, the ones you have submitted I'll read them out.

Councillor Eadie: Yes, please. Thank you, Madam Speaker.

Clerk: The delegations that have requested to appear: Basia Sokal from WLC, David Sauer, Matt McLean, Kate Kehler, Josh Brandon, Nicolette Richards, Bernie Krahn, Denise MacDonald, John Callahan, Everett Rudolph and Carlos Sosa**.**

Madam Speaker: Thank you. Yes?

Councillor Gerbasi: Point of order. Just checking, is that our usual custom of five minutes with no questions for the additional delegations?

Madam Speaker: That's correct, yes.

Councillor Gerbasi: Thank you Madam Speaker.

Madam Speaker: And we'll strike Bernie Krahn from that list because he's registered in the normal process today.

Councillor Allard: Madam Speaker, could we move two minutes per speaker?

Madam Speaker: You can, but that's not the normal practice.

Councillor Allard: May I move that?

Madam Speaker: Sure.

Councillor Allard: Thank you.

Madam Speaker: Yeah, we'll suspend the rules first of all to hear the additional delegations. All in favour? Contrary? Carried. Councillor Mayes?

Councillor Mayes: I wasn't sure if Mr. Wolbert was here, my friend and occasional election adversary. I wasn't sure if he was on that list or not. I think he had…

Madam Speaker: He is not.

Councillor Mayes: As we have lost Mr. Krahn, I guess I would move to give the same...whatever duration we are giving other speakers, if we could put Mr. Wolbert in the same.

Madam Speaker: You can certainly add him to the list…

Councillor Mayes: I would so move if I may.

Madam Speaker: And we'll call for suspension. And the name is Mr. Harry Wolbert. All in favour? Contrary? Carried. Councillor Pagtakhan?

Councillor Pagtakhan: Madam Speaker, I wanted to add additional delegation in favour of the Budget, Mr. David Pensato from the Exchange District BIZ.

Madam Speaker: All in favour? Contrary? Carried. Now to deal with Councillor Allard's request of two minutes per additional delegation rather than five.

Councillor Wyatt: Point of Order Madam Speaker. That is completely contrary to what we have always done in the past and five minutes is typically what we allow. Two minutes is unprecedented and its…I believe...

Madam Speaker: With the two-thirds vote, it is possible to change it to two minutes.

Councillor Wyatt: Yeah, but it's totally unprecedented.

Madam Speaker: Yeah, I understand.

Councillor Wyatt: And completely undemocratic and contrary to the traditions of this institution and the councillor should be ashamed to be raising such a point.

Madam Speaker: Councillor Wyatt…yeah, thank you, but I will call the question. If you are in favour of reducing the time from five minutes to two minutes…call for a recorded vote. If you are in favour of the reduced time, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

His Worship Mayor Bowman, Councillors Allard, Morantz.

Nays

Councillors Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Orlikow, Pagtakhan, Schreyer, Wyatt, Madam Speaker Councillor Sharma.

City Clerk: The vote Madam Speaker, Yeas 3, Nay 13.

Madam Speaker: Okay. The time of five minutes will stand to hear from 12 additional delegations today. Thank you. And with that, we will proceed with Mr. Chris Lorenc. He is in support of Item No. 1 of the report of the EPC committee

dated December 8th, 2017, regarding the 2018 Operating and Capital Budgets. Mr. Lorenc is representing the Manitoba Heavy Construction Association and you have 10 minutes on the clock. Welcome.

DELEGATIONS

Chris Lorenc: Good morning, Madam Speaker, Mr. Mayor and members of Council. Thank you very much for the opportunity of presenting our perspectives on the 2018 budgets and directions going forward. We pride ourselves on advocating public policies that are tested through a public best interest lens. This approach also rests on the foundational belief, the second lens, that supporting a growing economy enables funding public services that sustain our quality of life. It is through these two lenses that the MHCA measures all budgets, especially infrastructure programs, which on their own should be permanent, strategically focused on growth, innovative, transparently funded, accountable through regular review to ensure discipline to purpose and meeting objectives. Having said the above, let me get right to the point of our presentation. The 2018 budgets were an exercise in hard work and even harder decisions. Council is approving a budget that keeps the increase in expenditures to just 1.2% year over year. Manitoba's largest city supporting almost two-thirds of the Provincial GDP cannot afford budgetary increases that meet even the rate of inflation. We know too well the reasons for this but it must be said that this is unsustainable. We ask this Mayor and this Council serving as a board of directors, charged with the responsibility of acting with due diligence in the best interests of the corporation, the City, and its shareholders, all its citizens, to lead, champion and promote heading into the 2018 Provincial municipal elections with its municipal partners, the AMM, and many in the business community, vested stakeholders, a call for the negotiation of a new fiscal deal between the Provincial Government and its municipalities, one that by extension must engage the full participation of the Federal Government, the objective to rebalance the roles, responsibilities and revenue sharing amongst the three orders of government in the service of one taxpayer. And we further call upon the Mayor and this Council respectfully to lay the groundwork so that this issue, the negotiation of a new fiscal deal, becomes a ballot question across Manitoba in the 2018 municipal elections. So why now might you ask? Well, it isn't a "just now" question. It is a repeated question that regrettably has not benefitted by the necessary sustained political will to be addressed. Some 80 years ago, then Winnipeg Mayor Warner petitioned the Federal Royal Commission on Dominion relations asking for a re-write of, his words, "The extremely unsatisfactory financial conditions under which Winnipeg operates as a municipality required by provincial statute to maintain certain services and given only restricted access to revenues for the purposes of financing said services." In 1961, the Blake Goldenburg Report on metro financing suggested that the then 12 municipalities which made up the greater Winnipeg introduced a gas tax or a tax on vehicle registration with which to fund streets. In 1974, the Federation of Canadian Municipalities proposed reducing municipal responsibilities, expanding revenue transfers from senior levels of government to municipalities and expanding the tax base of local governments. In 2003, then Mayor Glen Murray proposed a major shift to Winnipeg's funding model away from realty taxes to growth-based taxes. The Infrastructure Funding Council Report adopted by Council in May 2011, recommended negotiating a new funding relationship with Manitoba and its municipalities associated with what was at that time projected to be a 13.4 billion investment deficit in infrastructure of which Winnipeg's was in the vicinity of 8 billion. And where are we today? In the same place mired in an antiquated revenue model with municipalities facing circumstances never imagined by the original framers of this model. As noted a lot of hard work went into writing this budget to enable it reaching consideration today. We note that some amendments to the budgets have been made but in totality the nature of the changes only serve to highlight how constrained this Council is in balancing revenues against expenditures and demands; as I said, hard choices. The fact is, every budget, every year, Winnipeg and Manitoba's municipalities are forced to go through an exercise akin to the Sophie's Choice conundrum. Which of our vital services will see required investments and which once more are told not this year? Our cities and towns are being asked to do the impossible, or in the very least, the improbable. As legislative creatures of the Provincial Government they're expected to operate within an antiquated revenue model which restricts municipalities to sources of revenue and while that worked well enough when services were basic, today our cities must work within new economic platforms, be able to pivot quickly, nimbly respond to the pressures of new global, economic and trade realities. If we want to be world-class, we need to think outside that 19th century box. It simply is not sufficient today to tie the bulk of municipal revenues to property taxation which shoulders the vastly substantial burden for the Operating Budget. The shortcoming of that revenue model is illustrated best by the demands that the municipalities must meet for infrastructure or transit alone. We saw in the 2018 budgets the juggling game that must be played to compensate for the lack of revenues and limited revenue sources against the weight of those many demands. So how can these demands be met by a modern metropolitan city? Well, Winnipeg cannot do it alone and, hence, our appeal to you to lead a clarion call for a new fiscal deal whose elements should recognize that municipalities have a responsibility and role in strategic investment, recognize that infrastructure investment programs must consider balanced sharing, not just limited to initial capital costs but as well to life cycle. Recognize that municipalities require more diverse means to raise revenues. Help relieve municipalities of the need to go cap-in-hand to the Provincial Government annually. Lay the foundation for program sustainability, predictability and certainty. Allow governments to plan in advance to reasonably meet public needs. Recognize that our strategic investments in transportation systems; our roads, public transit and active transportation facilities are critical to positioning our communities and province to anticipate and capitalize on emerging economic opportunities. And, lastly, recognize that the interests of one taxpayer are paramount in any such

arrangement. These are its basic elements. Frankly, if collectively we do not address these basic weaknesses, Winnipeg's and all Manitoba municipalities' revenue capacities, all of the hard choices and decisions made in budget '18 will only get harder. The wall we will hit is not far off. We support the Mayor and EPC's direction to give the CFO....or direction given to the CFO to examine multi-year budget to conduct core service reviews, to challenge existing service delivery models in search for both expenditure management and containment and new revenue streams within the City's existing legal capacity. That legal capacity must also be reviewed as part of that new fiscal deal. In conclusion, we repeat our call to the Mayor and Council respectfully to lead the discussion with its municipal and provincial partners and many in the business community who are allies on the need for a new fiscal deal. We encourage your shaping this as the profile municipal ballot question heading into the 2018 municipal elections. I thank you for this opportunity, for your attention, and I sincerely look forward to the opportunity of addressing questions. Thank you.

Madam Speaker: Thank you, Mr. Lorenc. If you could just remain on the floor and we'll take the next delegation. Following that, we'll proceed with questions.

Next is Mr. Loren Remillard, President and Chief Executive Officer of the Winnipeg Chamber of Commerce. Welcome. And he is in support of this year's budget. You have five minutes.

Loren Remillard: Five minutes, okay, this will be disjointed then. Sorry. I thought I had 10. So, thank you Madam Speaker, Mayor Bowman, members of City Council for the opportunity to appear before you today. The Chamber and our more than 2,100 member organizations are pleased to offer our support of the 2018 budget. The fiscal challenges highlighted in budget 2018 show the urgency of the issues before Council. They show why our city, why every Canadian city, needs a new revenue model if we want communities that thrive in the future. Budget 2018 is a strong, solid budget. It's balanced, it's responsible, it aligns with citizens' priorities. Is it perfect? No. But perfect is the enemy of good. The Chamber recognizes the pressures on public transit. Our support of the budget by no mean diminishes the value we place on this critical public good. Our city and its future, however, are about more than just one thing, one service, one need. We require a holistic, long-term perspective and leadership to prosper. Budget 2018 reflects this. The highlights of budget 2018, no draw on the fiscal stabilization reserve, expenditure controls set at 1.2 in line with inflation, no increases to frontage levy or water sewer dividend, fee increases limited to the rate of inflation, of course, save for Transit which I'll speak to shortly. 11.5 million in departmental savings efficiencies. A slight decrease to the municipal business tax rate of .11%**.** Increase to the rebate threshold. Just to point out, the estimated cost of which is $567,000 or 0.0006% of the City's total operating budget. 116 million in road renewal spending up $11 million from last year. 17.3 million in new active transportation infrastructure, up from 13.2 million in last year's budget. On Transit, let us recognize the reality of the situation outside of the budget. The funding shortfall for Transit does come at a crucial moment. It's a frustrating setback for transit operators and users alike. Now, some on Council have argued the City should forego the business tax changes to plug that hole. Last time I looked, $567,000 does not equal $10 million. That said, continued efforts to plug holes with short-term, non-strategic reactionary measures do little service to Transit. In fact, all they do is to continue to divert our attention from the fundamental need to rethink Transit. The issue with transit includes funding but not funding alone. Budget 2018 recognizes this and that's why it's so encouraging to see the call for a long-term strategic plan for Winnipeg Transit in budget 2018. This year I attended a presentation with some transit advocates and they highlighted how in metro Denver with some rethinking, redesigning of their routes, they increased ridership by 20% within two years. That's the kind of thinking we need to bring to the transit question, not short-term political, let's just try to plug the hole and move on to next year. The Chamber recognizes the hard impact to proposed fare increases on transit users, in particular fixed-income residents. We applaud the innovative thinking of a progressive fare structure as one option to combat this impact. We applaud it because it elevates the conversation beyond funding shuffles to systemic change and innovation. Unfortunately, there are those that contend we should again forego measures to support our small business and redirect the meagre savings to fix a larger systemic challenge. That's just bad politics in place of good policy.

Few things are as effective in combating poverty as a good job. Over the last decade, 1.2 million jobs were created by the private sector in Canada. 90% of those jobs were created by small and mid-sized companies. The business tax measures in budget 2018 help our small businesses create those jobs that elevate community-wide prosperity, at the same time they elevate the City's tax base. Any retraction from the budget's small business tax measures is simply cutting off your nose to spite your face. Should we not care equally about stimulating economic growth as much as anything else? Especially given its impact on creating jobs for Winnipeggers who are looking to better their lives. The proposed business tax changes are, in fact, a signal that economic development matters and the City is a partner in that pursuit. Any proposed change to the business tax measures in 2018 budget would not address the concerns of Transit and others, the numbers speak for themselves. Given the expected rise in annual rental values, even keeping the rate and threshold the same as last year effectively constitutes an increase on small business.

In closing, let me be absolutely clear, business pays its share and carries its weight. Business owners who as residents pay all that residents pay incur additional costs from the business tax, commercial realty tax and a litany of fees and

levies. 20 seconds? I urge Council to resist the politics of divisiveness of short-term Band-Aid solutions. Budget 2018 lays a foundation to address the City's challenges...

Madam Speaker: Councillor Eadie? Oh, for a question?

Councillor Eadie: Oh, I'm just putting my hand up.

Madam Speaker: If you could wrap that up.

Loren Remillard: Okay, 2018 lays the foundation to address the City's challenges without sacrificing the conditions for growth and vibrancy. You have an opportunity today to say Council can chew gum and walk at the same time. It can fix what ails the city and build for our future. You can say this by supporting budget 2018. Thank you.

Madam Speaker: Thank you, Mr. Remillard. We'll now take questions. If both of you could please come forward. Councillor Wyatt, followed by Councillor Schreyer.

Councillor Wyatt: Yes, thank you, Madam Speaker. Good morning. Good morning Chris.

Chris Lorenc: Good morning, Councillor.

Councillor Wyatt: My question is this. It's an "are you aware" question. Are you aware that it was pointed out I think maybe by Mr. Remillard that the stated budget in 2018 for local streets, lanes and sidewalks as well as the Regional Street Renewal Program combined is stating at 116 million. However, built into that number is an assumption, and I say assumption because our public service has confirmed that this number has not been confirmed yet from the Province of Manitoba, an assumption of $40 million of Provincial funding which has not been confirmed, therefore, the so-called record high of 116 million may indeed actually be a record low of 76 million. Do you have any comment on that?

Chris Lorenc: Well, your question seeks to get me into mischief. The reality is that civic budgets are dependent on relationships with senior levels of government, like it or not. That has been the case since the beginning of time. It certainly was the case when I was a member of Council and in this chamber from 1983 to 1992 and nothing has changed. Budgets that have been tabled annually by the City of Winnipeg all point to the fact that levels of budgets where it relates specifically to the infrastructure file which you refer, are always based and are always dependent on the level of commitment of the Provincial Government. To that end, when Council adopted a resolution asking the Province to allocate $180 million from the new Building Canada Fund to regional streets, we supported that initiative, we wrote to the Provincial Government, we've met with the Provincial Government and asked it to ensure that that 180 million request is, in fact, allocated to the City of Winnipeg. We have also had discussions with the Province encouraging that they make certain the level of funding that the City of Winnipeg receives because no level of government, whether it's the City of Winnipeg or in the case of the Provincial Government, can operate in uncertainty. Everyone needs certainty. So, yes, I'm aware.

Madam Speaker: Thank you, second question, Councillor Wyatt.

Councillor Wyatt: Thank you. My second question is, and we have based that on previous governments so that's why it's here. My second question is; are you aware as well that previously our last capital book to actually state clearly and transparently and openly the chart that built the regional local street renewal reserve, both reserves, had projected in 2023 a total amount of funding of $181 million in 2023. That was without the assumption of the Provincial funding, yet as it stands right now because we...are you aware, because we…this Mayor and this Council have abandoned, to a large part, that program, and undermined it by scooping cash for capital that we could have a low, we will have a low, if we don't have the Provincial funding there in 2023, of 123 million, nearly $60 million shortfall when we could have been at 181 if Council had had the will to stick to their original plan, are you aware of that?

Chris Lorenc: Councillor, budgetary wishes, wants and objectives are always tempered by fiscal realities. And while we certainly applaud at the beginning of the one-plus-one program which you launched when you were then Chair of Finance Committee back in 2013, we have always said, where we've agreed or disagreed with Council, we have always said that Council as the parliament has the right to make the final decisions. Council as the parliament has the right and the opportunity and obligation to review its annual and five-year program to test whether or not the merits of previously adopted objectives can be maintained going forward. In recent debates around this very topic we urged Council to be transparent and I believe that that message has been heard loud and clear, and what we got back in the budget...in the preliminary budget documents this year is in fact that transparency and accountability. Nobody is hiding the fact that the level of 40 million is asterisked. Nobody is hiding the fact that the 180 coming from the Provincial Government is asterisked. Everybody knows that, everybody sees that. The projections have been revised. What is at least visible in

this document transparently is that there is an ongoing commitment to ensure that the purposes for which the one-plus-one was adopted initially by Council back in '13 is actually realised in numbers going forward. That's not an easy decision for this Council to make in the face of the multitude of pressures and demands, the changes and financial contributions from the Provincial Governments to make. We applaud the tenacity of government. We applaud the transparency associated with the infrastructure budgets. Would we like to see more but probably no less so that you'd like to see more? But those realities are tempered by what you can do fiscally and I think what this budget demonstrates is what Council is able to do given its fiscal environment.

Madam Speaker: Final question, Councillor Wyatt.

Councillor Wyatt: Yes, and then I guess my last question...thank you for your answers, Mr. Lorenc. My last question is; are you aware that with the loss of the Provincial funding, if that is indeed the case, it adds up over the next six years of 245 million that's stated in our budget that would be gone. 245 million. So even if the entire accelerated roads program that we're attempting to secure through Building Canada comes to fruition, it's still well under that amount. And then on day one after the sixth year we're back to where we started from instead of having the funding that we projected in place. Are you aware of that?

Chris Lorenc: Councillor, two years ago almost when we witnessed the Provincial election there was a call to fiscal balance, to resurrecting correctly revenues against expenditures, to eliminating an operating deficit that exceeded $1 billion. We have seen over the last two years a reduction of the Provincial capacity to invest in its infrastructure programs. The argument being, and a sustainable argument being, that the levels of investment heading into the last Provincial election were, frankly, unsustainable. Your fiscal challenges are made that much more difficult by the fiscal challenges faced by the Provincial Government. A recent report out of Ottawa commented on the fact that Ottawa's ability to reduce its fiscal deficit is not based on any magic that the Federal Government has performed, but on the magic, the right and the authority of the Federal Government to dictate to Provincial Governments and by extension municipalities, the level of reduction in fiscal transfers that the Federal Government chooses to make, and that has a ripple effect. And we're seeing that ripple effect in this budget and it's only going to be exacerbated years going forward because the capacity of the Provincial Government to right its fiscal balance sheets isn't an easy task. And that's why we have repeatedly been saying for years that Manitoba and its municipalities must negotiate a new arrangement, a new fiscal deal, which by definition must include the full funding participation of the Federal Government which is the largest beneficiary of all tax revenues generated by our economy.

Madam Speaker: Thank you. Next question is from Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. Former Councillor Lorenc gave us a brief history over the last 80 years in terms of the relationship of transfer payments and cooperation...financial cooperation on three levels of government, very important for us to consider. He mentioned 80 years ago Mayor Warner had his concerns in terms of Winnipeg's place within its ability to acquire revenue and expenditures, presumably within a relationship within the Provincial and Federal Government. In fact, it said the Provincial Royal Commission on Dominion Relations. My understanding is, Madam Speaker, that in the grand sweep of...of partnership, financial partnership and cooperation amongst those three levels of government and in terms of transfer payments in that grand sweep over the generations and particularly in the mid-late 80's that we had a major shift of reduction of transfer payments from the Federal Government, and that changed the nature Provincial and Municipal Government to the taxation of expenditure. Are you saying that that 80 years ago that my concern. It is my understanding, Madam Speaker, that starting in the depression, World War II, and to the 60s into the 70s…

Madam Speaker: Your question, Councillor Schreyer?

Councillor Schreyer: My question is Madam Speaker, is it…is it Mr. Lorenc's understanding as well, that is the...that the reason we're in this position now, we were 80 years ago presumably from Warner but we weren't in between. Was there a greater share from the Federal Government between Mr. Warner and as he mentioned Mayor Murray in terms of federal contribution?

Chris Lorenc: Let me provide a limited answer, just on the infrastructure file. I won't say 80 years ago because I don't want to be held to whether it's 80 or 75 or 85. But within that relative...

Madam Speaker: That concludes our question period for Mr. Lorenc. Councillor Wyatt moves extension. Five minutes.

Councillor Gerbasi: Can you clarify when people are moving extensions, how long, like, two minutes or, you know, thank you Madam Speaker.

Madam Speaker: Sure. So suspension of the rules require a two-thirds vote to add additional time. We have a few speakers yet so I would suggest five minutes, so all in favour of an extension of five minutes? Contrary? Carried.

Chris Lorenc: Madam Speaker, it used to be the case that municipalities owned plus/minus 15% of the public infrastructure in this country. Over the years the offloading by the Federal Government to the Province, by the Province to municipalities, has shifted that percentage of ownership to plus 60%. Moreover, the Federal and Provincial Governments get off easy, frankly, by partnering only in the capital costs of infrastructure, they don't participate in the life cycle costs of infrastructure. That relationship, that responsibility relationship, needs to be changed. AMM just recently, I believe adopted a resolution calling on a 40/40/20 share of funding for new capital infrastructure where it's 20% being that of the municipalities, 40% the Provincial and 40% the Federal Government. So it's clear that there has been an offloading over the generational period of Federal and Provincial responsibilities on to the backs of municipal governments, evidenced even in reports coming out of the Federal Government.

Madam Speaker: Thank you. Councillor Schreyer, second question.

Councillor Schreyer: Thank you, Madam Speaker. In this case, Mr. Lorenc was present during the era of Glen Murray and in this case he mentioned the Mayor's proposed growth-based taxes as opposed to realty or property taxes. Could Mr. Lorenc give us a brief explanation in terms of how that proposal went?

Chris Lorenc: Well at the time Mayor Murray, frankly, was the leading light in Canada in discussions associated with reorganizing the relationships, the funding relationships, between major urban centres and Provincial Governments. You will all know that Winnipeg is a creature of a provincial piece of legislation. Unfortunately, the Mayor didn't bring those conclusions or didn't bring that public discussion to conclusion and we lost an opportunity. What would be very interesting is to model, based on what was then proposed, what might have been the case today in terms of access to revenues, had some of the ideas that Mayor Murray then championed actually saw the light of day. And there was a lot of public discussion, there was good public support for it, there was no Provincial support to change the nature of that relationship and so that opportunity is lost, but the responsibility to negotiate a new deal remains.

Madam Speaker: Councillor Schreyer? Mr. Mayor, on to you for your questions.

Mayor Bowman: Thank you. Firstly, thank you very much for your support and that of the Winnipeg Chamber of Commerce as well as for excellent presentations today. I'm going to surprise you, I'm just going to ask you a question and not give a very long preamble. I think it would be beneficial for members of Council and for those that are watching these proceedings to know whom you represent and for how many voices each of your respective organizations speak for?

Chris Lorenc: The Manitoba Heavy Construction Association will be celebrating its 75th anniversary in 2018. It represents the industries that are responsible for the building, maintaining and rehabilitating of Manitoba's infrastructure. We boast a membership of well in excess of 400 contractors. Our industry provides some 15,000 jobs directly and indirectly, depending on the time of the year. We are affiliated with the Western Canada Road Builders and we house its headquarters. We speak to regional issues. We are active in participating at the Canadian Construction Association level which speaks for 20,000 companies across this country employing well over a million people. Our view has always been that it's the big picture that we ought to as a society focus on and that has been our clarion call and our responsibility.

Madam Speaker: Okay. Anything further? Councillor Eadie. Just one second, Mr. Remillard would also like to respond.

Loren Remillard: The Winnipeg Chamber of Commerce represents greater than 2,100 organizations that includes businesses, non-profits, academic institutions, charities, all sizes, all sectors. We represent the mom and pops to the large multinationals. We are a dynamic reflection of the business community which we serve.

Madam Speaker: Thank you. Any further questions, Mr. Mayor? Councillor Eadie, there's 25 seconds on the clock.

Councillor Eadie: Thanks Madam Speaker. It's a "did you know", and I'd like to thank former Councillor Lorenc. He did a lot of work. It's a "did you know", Councillor Lorenc…former Councillor Lorenc, did you know that we have entrenched our structural deficit with 30 something million dollars' worth of borrowing that is buried in here? Wasn't that the problem you had back in the late 80's, early 90's?

Chris Lorenc: I know that you are entrenched in an un-workable model.

Madam Speaker: That concludes our question period Mr. Lorenc. That concludes our question period today.

Chris Lorenc: Thank you, Merry Christmas to everyone.

Madam Speaker: Thank you. Okay, we'll now hear from two delegations in opposition to the budget. First up we have Mr. Joseph Kornelsen, representing Functional Transit. Following that, Mr. Bernie Krahn. Welcome. And we'll have 10 minutes on the clock for you.

Joseph Kornelson: Thank you. My name is Joseph Kornelsen and I am the Chair of Functional Transit Winnipeg. I want to begin by acknowledging the tragedy that took place this year with the murder of bus operator Jubal Fraser. This tragedy was unacceptable and I think we all acknowledge the necessity of driver safety. I will not be talking about this tragedy in this speech but it must remain on the forefront of the minds of decision makers during the budget process.

Next year is election year and this Mayor and Council needs to think about its legacy going into the election. As Chair of Functional Transit, I have spoken at committees or Council meetings during every budget process to remind this Council of the importance of transit service and affordability. I will begin with the positive. This budget takes steps to address the serious safety issues facing drivers and there is a larger than usual increase in transit operations, but to some extent these positives are eclipsed by the negatives. EPC and Councillor Gilroy did take some important steps by taking service cuts off the table and we appreciate that. The 9% fare increase, however, is still something that will hurt transit riders, particularly those most vulnerable to steep changes in prices; new comers and individuals and families facing poverty. I would add that this increase is for service...I would add that this increase this year for service...or I would add that the increase for service this year remains unchanged from 2017...I apologize...I would add that this fare increase will be for service that remains unchanged for 2017. Service that still has folks packed like sardines on buses, not just at rush hour but during the days and at times on Saturdays. Council...so aside from important decisions like the Transit Advisory Committee and the Frequency Network motion that was put forward this year, Council has dragged its heels on funding transit service and left itself vulnerable to cuts from the Province. Today I want to express that it's not just me and the people you've hurt that you will be hearing from today who are demanding better transit, it's a sizeable proportion of the population of Winnipeg, if not the majority of Winnipeggers. I want to show you that the citizens of the city you have responsibility for have been choosing transit for the last decade and a half despite the City's underinvestment. And I want to show this Council…I want to show this Council that our city is so far behind other Canadian cities, slightly larger than Winnipeg, that it's almost difficult to believe. As this city's leaders, this is critical. People care about transit and they pay attention to it. People care about transit because it is how they get around. They care about it because it provides mobility to those unable to use other options. They care about it because it creates equality of opportunity by connecting people with jobs throughout the city, even if they can't afford a car. They care about it because they're millennials and they don't just like cars that much. They care about it because they are urbanists and they understand that good transit is fundamental to a healthy, resilient city. People care about transit all over and they care about it in Winnipeg. In the budget consultation process for the 2018 budget, Winnipeggers chose public transit as their second most important priority. It comes in ahead of items like snow removal, Police Service and Assessment and Taxation. The City's planning guide, OurWinnipeg, is getting an update and I want to tell you about what was heard in creating the 2011 OurWinnipeg document. Winnipeggers said ongoing enhancement to frequency and coverage were required. Transit needs to be easy to understand and use for new immigrants. It should be affordable and communities should be designed to minimize walking distances to transit. While we were not necessarily stepping backwards on several of these items, we have certainly not met these recommendations. Despite effectively flat funding for transit service over the last eight years, Winnipeggers have been against all odds, choosing to switch to transit. This might be because millennials prefer other options to the private automobile. It might be because people are realizing the convenience of not having to drag out their second most expensive asset and subject it to icy and crowded roads, or it might be because gas prices are higher than they were in 2002. Whatever it is, transit is carrying nine million more riders than it was in 2005. According to recently released census data, the number of Winnipeg commuters using transit increased in the last 5 years from 14.6% to 14.9%. Per capita ridership increased 22% from 2003 to 2013, with a dip beginning in 2014. This dip cannot be attributed to factors beyond the control of this Council. Looking at the City's contribution to transit service adjusted for inflation and city growth, there was a slow decline in funding for service from 2009 to 2015. If you remove the transfer to the southwest corridor which is not serviced, even the modest increase in 2016 disappears. I want to be very clear about this, service is the actual movement of buses in the network and it is distinct from infrastructure. Investments in rapid transit infrastructure facilitate service, but they are not service. If we are not increasing investment in service, we are undermining our investment in busways. I am not sure how often the folks on this Council have taken rapid transit in other cities, but next time you do, I urge you to think about why you like it. Is it because it has rails? Because it's underground? Because it's running on dedicated roadways? I like it because the service is predictable and it's frequent. Transfers can be made easily and can be made spontaneously…or and trips can be made spontaneously. Service investment is key to bus rapid transit and the whole network. We still need to get frequencies up on Phase 1 of the southwest corridor if we are hoping for transit oriented development to work. One point that we hear brought up several times is that bus service on Phase 1 of the southwest corridor on Sundays during the day is at times every 30 minutes. That's not acceptable by rapid transit standards. Quoting the American Public Transit

Association, “In the US, in order to qualify as a small start under FDA guidelines, a corridor-based bus project is required to offer a minimum of 10-minute service during peak periods and 15-minute service during off-peak periods for at least 14 hours a day in total.” While we do see that in the 2018 preliminary budget there is finally a large increase in contribution to service, it barely makes a dent in our shortfall relative to other cities. Here’s how far behind we are: in 2014, our cost per bus hour was 26% below the national average. As was mentioned yesterday, John Callahan from the Amalgamated Transit Union noted that we have a thousand...we had a thousand bus operators in 1988 and today we have 1,050. Looking to other major cities in Canada, both Edmonton and Ottawa are about 30% larger than Winnipeg yet they are spending about 400…they are spending almost 400% more than we are on our transit network. In 2018, Edmonton is contributing 235 million to their transit network. In 2016, Ottawa contributed 220 million to their transit network. These are regular annual contributions to transit service. If Winnipeg was contributing proportionally the same as these cities, the contribution to this budget would be about $170 million. Instead the preliminary budget is recommending $65 million. If we plan to grow to be a city of one million people, how are we not looking at these cities and how they are spending on transit service?

You have likely noticed the sardine award contest that we ran on Twitter. This is what underfunding looks like. This is the uncomfortable experience riders experience on our network. While some might say that riders should pay their fair share, I would again point to Ottawa and Edmonton and say why is the City not paying its share? For every dollar in service revenue that the City of Edmonton collects, the City contributes $1.63 to the system. For every service revenue dollar Ottawa collects, the City contributes $1.20. For every service revenue dollar in Winnipeg that the City collects, the City contributes only .76 cents. I believe it is unfair to tell Winnipeggers they pay the lowest fares when the City itself provides an even lower subsidy relative to other cities.

Functional Transit Winnipeg views itself as strictly bus advocates. We have generally argued for transit to be affordable in terms of both financial cost and time cost. For us, the reason we argue for affordability is to attract new riders to the system. This fare increase will reduce the attractiveness of the system, a system we understood that Mayor and Council believe in and want to support. But more importantly, given that we do not have a low-income bus pass yet and we don't know when that pass will come into effect, Council must take seriously the demands of poverty advocates who will be speaking today. For riders that can afford large increases, this increase may be tolerable but for those who cannot, it will create major hardship. I respect everyone on this Council and I have spoken to many of you about transit issues over the last three years but I also hold this Council accountable for the funding crisis. I understand that it looks like a hard decision. What I’m trying to communicate to you is that this decision is easy. Winnipeggers want transit, a lot of Winnipeggers have been choosing transit, and when we look at comparison cities our funding levels can justifiably be increased. I also understand that the Province cutting funding made this year an extra challenge. Functional Transit worked hard earlier this year to protect that funding and we will be fighting for that funding in the future but at the end of the day, this Council has the final say and you have a choice. The City has not kept up on funding service and the responsibility is yours to fix that.

I know that there are plenty of councillors that care about transit a lot and Mayor Bowman, I know that…I believe that you care about transit as well. What I want to get across is that Winnipeggers are riding transit, they want it to be better and they know that Council decision makers are part of the reason why it's not better. I want to encourage this Council to consider the harms this fare increase will have on riders in Winnipeg who can afford it the least and I want you to consider what this fare increase will do to the overall attractiveness of the system. I appreciate the efforts of Councillors Browaty and Wyatt to find resources for reducing the fare increase and Councillor Gilroy for finding a way to remove service cuts from this budget. I’d like to thank you for your time and I’m happy to take any questions.

Madam Speaker: Thank you. We'll hear from the next speaker first. Mr. Kornelsen, thank you very much. Mr. Bernie Krahn, if you could please come forward. Welcome to City Hall and we'll have five minutes on the clock for you.

Bernie Krahn: Thank you, Madam Speaker, Your Worship Bowman, ladies and gentlemen of the Council. I’m here to talk about transit and the big elephant in the room, Handi-Transit. With Transit, your 25 cent fare cuts into my budget which is $1,300 a month. Working on just two…one round-trip per day in one month, you're looking at $10 out of my pocket that I cannot afford. That $1,300 I have to use to pay for my groceries, rent, telephone, and if I have anything left over for entertainment. But otherwise you are basically cutting into my budget. And also like you're saying you want these shelters for the supervisors. Well there is one shelter on the corner of Main and Portage, the southwest side. I have not seen it in use in almost two years and it's been sitting there empty, and why can't they use their own vehicles for the shelter? And now for Handi-Transit, with your cuts, it's affecting the service to the challenged people. As it is, Handi-Transit, on a daily basis, refuses anywhere between 1,000 and 1,500 rides per day. And also, if I booked a ride, they take and slap a three-hour window on that ride. They can be anywhere up to an hour and a half before my requested time and an hour and a half after my requested time. Now if I had wanted to come to this meeting today and I booked Handi-Transit, they would have had me here anywhere between 8:00 in the morning and 11:00 in the morning. So what's the use of Handi-Transit? I can't see it. And I also consider Handi-Transit an extreme hazard because one

thing, the...the vehicles, most of them as far as I can see, are not safetied according to the Highways Traffic Act which means they are supposed to be safetied every six months with a sticker put in their window to show that it's been safetied. This has not been done. As far as I'm concerned, this is absolutely ridiculous and all I've seen Council basically do is to think of regular Transit, nothing for Handi-Transit at all. Thank you.

Madam Speaker: Thank you, Mr. Krahn. We'll now take questions for the both of you. Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. Madam Speaker, actually, I didn't send it out to the media but today there's a motion to recognize and hopefully people will understand it's to recognize that business is a major stakeholder in ensuring that their employees and their customers can get to their offices. For example, businesses are doctors' offices, dentist offices and there's many other businesses that we think of as businesses, Madam Speaker, so this Motion 2 which is a motion to have the business community support and ensure that their businesses can stay viable by including that stakeholder and I'd ask Mr. Kornelsen, I'm just wondering what your thoughts are in terms of business trying to ensure that their employees and customers can get work on an efficient, effective bus service?

Joseph Kornelsen: I don't quite understand the question. Like whether I...could you rephrase it maybe?

Councillor Eadie: Ah, it's okay. Do you believe that business should be contributing to ensure that our bus service stays viable and affordable for low-income employees and customers?

Joseph Kornelsen: Functional Transit's position is that we'd like to have Council find the funding for service wherever they deem fit. Everyone in this city benefits from transit when transit is more effective. It's a more affordable way to move people around our city and to use our infrastructure more effectively. I believe that all residents and businesses in Winnipeg benefit from transit.

Madam Speaker: Next question, Councillor Eadie.

Councillor Eadie: Madam Speaker, this is for...sorry, Bernie Krahn? Bernie Krahn. Sorry, Mr. Krahn. It's a "did you know" question Madam Speaker. Did you know that the first 50/50 agreement the Province of Manitoba under the Gary Filmon Conservative Government took a number of years for people with disabilities but they finally decided that they should contribute 50/50 percent in the cost of delivering transit service for persons with disabilities, did you know that this government of Mr. Pallister has reneged even on that original 50/50 agreement?

Bernie Krahn: I did not know about that agreement, and I will be questioning the Provincial Government on that as well, because a good way to put it...if I'm to ride Handi-Transit, Handi-Transit insists that I have an account with them with funds in that account to be able to ride and if there's no funds there, no ride.

Madam Speaker: Councillor Eadie.

Councillor Eadie: Yes and my final question for Mr. Krahn again. Mr. Krahn, can you tell us how many times you actually have been refused trips even though you had the money?

Bernie Krahn: This year alone...and I have only been riding November and this month, I have been refused three times already. And if I go to include last year, it's been almost 10 times.

Madam Speaker: Okay, thank you. Mr. Mayor, on to you.

Mayor Bowman: Thank you very much. And firstly, thank you very much to both of you for coming down here today and providing your input. As you may know, tax-supported subsidy for Transit increased by over 50% from 2012-2016. This budget proposes a $10 million increase to the Transit subsidy which will total about $65 million as Mr. Kornelsen has noted. That's an 18% increase. $10 million is a lot of money for the budget, especially during a tough budget, and I noted that Mr. Kornelsen, sorry, you referenced Edmonton and the moneys that they're putting in. I'm not sure if I agree with all of your numbers when you factor into rapid transit investments and other things, but putting that aside, my question for you is...is...is very specific about the tax-supported subsidy. How much would you like to see the City spending, and how much of a tax increase would you support in order to get those funds?

Joseph Kornelsen: So I did send the numbers to you, I'm not sure if you've had a chance to take a look at them. No. So I think that if we're talking about being a city of one million...one million people, then I think what we should be doing is looking at what these cities are spending and taking that into consideration. So like I said, at present the...I mean, you're going to have to take my word on that, you can check your e-mail, I can send it again, the amount that Edmonton spends, if you take the amount that Edmonton and Ottawa spend, the proportionally comparable amount in Winnipeg

would be $170 million. That is obviously a lot more than we're spending, and so in an ideal world that's where I'd like to get. I'm content that this year...that this year Council has chosen not to cut service, I think that's a really important step forward. I would like to go back and say that...that a lot of the increase you're speaking about that took place between...I don't remember what your first year was...2012-2018, is that correct? Is that what you were quoting? 2016. So over that period, if you take inflation and you take city growth, my numbers show a slight decline. So in nominal dollars maybe there was a larger increase, but I think inflation and city growth is a really important way of looking at it. I think it's more telling because you're spreading those inflated dollars over a large area. So I think that...that my statements about funding being flat are to some extent fair. And, again, what I try to point out is that...is that the money going to the southwest corridor, again, it's not service spending. And service spending…Transit is at the end of the day a service, and...and that's what...that's how it affects us. You know, it's hard to compare it to car drivers, you know, if I were to explain, you know, if I were to say, you know, imagine your road blinking on and off, right? Like imagine your road blinks on for, you know, a few seconds or 15 minutes, that's what it's like taking transit and imagine it's just blinking slower and slower. You know, on a Sunday not being able to catch a bus every half an hour is tough. Does that answer your question?

Madam Speaker: Okay, thank you, anything further, Mr. Mayor?

Mayor Bowman: Maybe I will just rephrase it and thank you. 170 versus 65 million by my calculation is $105 million increase that you're asking for. I believe, and my quick math may be off, but that's roughly a 20% property tax increase that you're asking for and I'm just…I'm trying to get clarity on how much do you actually...how much is it that you're looking for?

Joseph Kornelsen: So like I said this year we're content with the $65 million expenditures with no service cut and we'd like to see some, you know, restraint on the fare increase. But, yeah, I think, you know, Mayor Bowman, you believe that we are going to be a million people, I just…I think that…I think that if that's what we think we're going to be then we need to look at how we're efficiently moving people. So you know, I think that we should be setting a goal. I think in the last election, you know, you were talking about spending, you know, billions of dollars on rapid transit and I think that that's important, that's really good, I just think that it's really important to spend money on services...so I guess your question is...your question is, how much should it be? I think we should be striving to a lot more than what we're spending right now. I think that $170 million for our population is an acceptable goal, but that needs to take place over many, many, many years. I think that we should be looking at spending more gradually every year.

Madam Speaker: Thank you. Councillor Morantz onto you. Following that, Councillor Wyatt.

Councillor Morantz: Thank you, Madam Speaker. Thank you Mr. Kornelsen. You and I have had many great discussions on different issues and I want to thank you for your participation as well on the TAC, through the Chair. Earlier this year I had the pleasure of bringing forward a motion, seconded by my colleague Councillor Gerbasi, calling for, as part of the strategic review, Transit to examine the high frequency network, and given the budgetary challenges that it's clear that we've been experiencing, I wonder if you would comment on the benefits of moving to that sort of model?

Madam Speaker: Councillor Wyatt moves extension. All in favour to add five minutes? Contrary? Carried.

Joseph Kornelsen: You are asking me to comment on the benefits of a frequent service network and how we deal with that with the funding issues that we're facing?

Councillor Morantz: Yes.

Joseph Kornelsen: Yeah, I think that the reason why I'm particularly passionate about Transit this particular budget is that I think that the frequent service network is something we really need to strive for and achieve. In order to do that, it will require funding of service higher than we've been doing in the past. I think we need to...the City needs to work to find resources to make that happen. I mean, the Province also needs to be, you know, pulling its weight in funding. The 50/50 funding agreement was a really great way for the City to sort of...

Madam Speaker: Councillor Morantz, if you could please rise.

Councillor Morantz: Sorry, yeah, thank you Madam Speaker. Just on that point and just to be brief, specifically around the data that's been derived from other cities around ridership, which would result in increased revenues as it relates to implementing a high frequency network, if you could comment on that as well?

Joseph Kornelsen: What high frequency does to ridership?

Councillor Morantz: My understanding is that other cities that have implemented high frequency have noted increases in ridership.

Joseph Kornelsen: Yeah.

Councillor Morantz: If you could comment on that.

Joseph Kornelsen: So I can't specifically...so it's very hard to look at other cities and see what...you know, when you implement a high frequency network like...it's usually, like...it usually involves several other investments at the same time so picking at the exact...so it's hard to take it from the exact...from particular cities. That being said, you know, the Transit research finds that expenditure on frequency has the highest return per dollar spent. So your increases in ridership are highest for every dollar spent on frequency. That's what the consensus is in the research.

Madam Speaker: Thank you. Councillor Wyatt, followed by Councillor Browaty.

Councillor Wyatt: Thank you, and thank you for your presentations Mr. Kornelsen and Mr. Krahn. There's tomorrow…more, 'are you aware' question, there's a motion actually on our agenda tomorrow moved by myself, seconded by Councillor Eadie, that hopefully will be passed unanimously by this Council calling on the Province of Manitoba to immediately restore their 50/50 partnership with regards to funding Winnipeg Transit. Would you be supportive of this motion?

Joseph Kornelsen: I would be supportive of that motion. Functional…yeah.

Councillor Wyatt: Okay, great.

Madam Speaker: Thank you, second question.

Councillor Wyatt: Thank you. And are you aware, and you seem to be aware of the numbers quite well about what we're spending on Transit or not spending, that in 2016, the mill rate support for Winnipeg Transit in actual dollars was almost $70 million, but this year the actual mill rate supported Transit is falling to $65.4 million, a cut in funding. Are you aware of that?

Joseph Kornelsen: So typically I haven't used the full amount for 2016, because it involves a large transfer to capital. That means that it's…that's just not service funding. Our concern is service funding. So I don't really see...I don't really see it as a cut, I just see it as a slow increase and then a large one this year, that's how I read that.

Madam Speaker: Final question, Councillor Wyatt.

Councillor Wyatt: By and large, are you aware that that cut is actually what's in large part driving the transit fare increase? They're making up the difference. Are you aware of the transit fare increase with the mill rate support being dropped?

Joseph Kornelsen: I didn't quite understand. So there…as far as I understood, the increase is coming because ridership was falling. Is that correct? Or...

Madam Speaker: Councillor Wyatt, you can restate your question if you wish.

Councillor Wyatt: No.

Madam Speaker: We'll move on to the next speaker, that would be Councillor Browaty.

Councillor Browaty: Thank you Joseph for being here today. At the Public Works meeting regarding the budget we learned from Transit staff that some of the routes that they were proposing to cut had very, very low ridership. In the case that they used in their PowerPoint slide deck, they talked about a dart bus, I think it was 102 in St. Boniface, that on a Saturday morning, on average, in a four hour or five hour block had one passenger. Obviously, we need to continue investing in Transit. We hear that there's not enough demand...or there's not a supply at certain times. Are you open to the idea of perhaps still looking at changing routes and better using the resources we have invested in Transit? Obviously we want to invest more…or I think we both agree that we should invest more but with the resources that we have here, are we looking…are you open to looking at further changes or refinements to the service that's offered?

Joseph Kornelson: As far as I understand, route rationalization takes place every year, is that correct?

Councillor Browaty: Well apparently a Dart bus that runs with one passenger, on average, in a four-hour time window on Saturday mornings.

Madam Speaker: That concludes our question period for these delegations. Okay, thank you for appearing today.

We now had a vote for suspension of the rules to hear...we have nine additional delegations, some were not able to join us today. First off I'd like to call at Ms. Basia Sokal representing the Winnipeg Labour Council. She is in opposition to the Capital and Operating budgets, welcome.

Basia Sokal: Good morning, and thank you. Before I begin I'd just like to start by thanking Councillors Wyatt and Eadie for moving their motion to extend us as per usual business to five minutes to speak. I know there are a few of us so I appreciate the opportunity to speak before you today so thank you.

For those of you that don't know, I represent the Winnipeg Labour Council. We represent about 45,000 unionized workers in the city overlooking about 73 unions but we represent all workers, those unionized and not unionized as well.

Last week I spoke before the EPC in opposition as I am here today regarding vacancy management, Transit cuts, fare hikes as well as cuts to the business tax. I'm happy to see that some amendments have been brought forward for the proposed budget but I don't think that the public is fooled by this shell game. This administration created a crisis by announcing late last month that a budget…the budget that resembled something out of a page out of the Province's playbook. Job losses, route cuts, fare hikes, that was the messaging for those of you that were reading the newspapers and the news online. Fast forward to December, queue in the horses, the knights in shining armor and the City seems like a hero today, at least that's what the image the administration is trying to paint for the public. Look folks, we listened and you were right. Two issues are now off the table but the fare hikes remain. So there were no job losses and there are no route cuts. But again, .25-cent hikes to the fares. I'm proud to see that Winnipeggers did not fall for this trick. Citizens of this city deserve the transparency that is forever being advertised by this administration. Labour is extremely disappointed that this administration continues to rob Peter to pay Paul in order to save bus routes and I say save in quotations. Parking fees will go up. While parking in Winnipeg remains at an affordable rate for major urban cities, raising fees to cover Transit is simply putting one group of citizens against another and I do like a lot how Mr. Remillard mentioned earlier this morning that it's just putting a Band-Aid on an issue. We need to think forward about solving the real issues. In this case, the administration is pitting drivers against transit users. At the Winnipeg Labour Council we believe much of this fiasco could have been avoided if the initial proposed budget did not include cuts to the business tax. Overpromised and under-delivered is what we're seeing here today, it seems to be a big theme. Amendments have now enraged the business community. Even though that was not the intention, they're upset over the parking fees going up. And I know I have a couple minutes, but I don't want to hold up everybody's time as there are more speakers. In regards to the parking fees going up, we're not opposed to parking fees going up as long as it's not at the cost of another group. I invite anyone sharing this sentiment of some of the business group of parking fees affecting some of their businesses, I invite you all to refer to an article in the Winnipeg Free Press on December 2nd written by Kelly Taylor entitled, 'Applying the Parking Brakes'. Kelly Taylor writes in his article about a business owner in the Exchange District, the coffee shop Joe and Lily, who actually encourages parking fees to go up. So I invite you all to read that. What the citizens of this city need is vision and leadership. We can no longer afford cuts and taxes on the backs of workers and our most vulnerable citizens of Winnipeg. So thank you very much for the time today.

Madam Speaker: Thank you Ms. Sokal. Next we'll hear from Mr. Matt McLean, Canadian Union of Public Employees Local 500. He is also opposed to the Capital and Operating budgets. Are you here today? No, okay, Mr. Matt McLean? Ok, following that, Ms. Kate Kehler, she represents the Social Planning Council of Winnipeg. Following that, we'll hear from Mr. Josh Brandon, if you can come forward at this time. Welcome.

Kate Kehler: Thank you, thank you very much. Good morning everybody. Thank you for my full five minutes of fame, much appreciated. So I will try and be brief but again as I mentioned to EPC, I believe it's important that we all come and speak out so that we're on the record but I did also want to acknowledge and thank the Council for listening to the message so far and actually acting on the no cuts to service and we do appreciate that.

So for those of you who don't know, the Social Planning Council has almost a hundred year history of working to better the lives of Winnipeggers through community-led development. We operate on the basis that people most affected by an issue have the better understanding of the harm done and the supports they need in order to best address it. Our vision is for a community that is sustainable, just, equitable and caring. We tend to focus on matters related to poverty as poverty is the largest barrier to full social inclusion. Over the years we've often played a supporting role in creating and maintaining coalitions. The last time such a stark fare hike was proposed it was Social Planning Council played a

leading role in gathering community around that and you may have noticed by the media coverage that communities' commitment to public transit remains very, very strong. We fully understand the difficult position that the City Council and Mayor have been put in by the Provincial Government; nevertheless, we are here to oppose and continue to oppose the Transit hike because it will affect those living in poverty the most. We are here representing 39 coalition members, but it's important to note that because those are also network umbrella organizations, we're actually here for over a hundred and I'd also like to point out to, unfortunately, I didn't have a chance to speak to Mr. Remillard, I happen to be a member of Social Planning Council of the Chamber of Commerce and we don't actually support the budget on this. So…but our coalition came together specifically to deal with the Transit cut and the fare hike. I realize even with the increase, Winnipeg's Transit fare will still be one of the lowest ones across the country, however, comparing our system of just buses to other cities that have street cars, buses, go trains, subways doesn't seem like a good comparison, and not the appropriate lens. It's why that we would suggest that the appropriate lens for why a city offers public transit is...is the way to look at it and we wanted to acknowledge that there are eight cities that offer a low-income bus fare, Ottawa being one of them, and only...I'm pointing to Ottawa because I know people on this Council have looked at what they're doing and the Mayor as well. And we just find it very interesting that even though they offer a low-income bus pass the increase in ridership, the expected increase in ridership, didn't come from...didn't increase, but they're actually now going to move to a single pass, a low-income for a single fare. Recognising that not everybody can afford a bus pass for a full month if they don't need it, if they don't ride the bus twice a day they don't need that full bus…that full month. But of course, we'd also like to point to the city of Calgary as kind of setting the standard by basically offering a bus fare that equals one return trip and they get transit for the entire month for that cost. It's also imperative that when comparing Winnipeg with other cities we have to note that we're the capital city of a province that has the highest rate of child poverty in Canada. Of the three federal ridings with the highest rates, two of them are in Manitoba. One is in…the first one is northern, Churchill, the second one is in northern Saskatchewan, and the third one is right here in Winnipeg centre. And, of course, we all know children are in poverty because their families are in poverty.

We are also part of a coalition that…called Make Poverty History Manitoba that's working on a plan for the city, a community-led plan for the city on poverty. Unfortunately, the Mayor stepped away, but I did want to thank him...oh, he's there, thank you Mayor Bowman because I wanted to acknowledge the fact that you've agreed to sit down and discuss the poverty plan. But our role in this coalition, this particular coalition around this issue has been basically to make sure that we have broader community engagement and that we're not just talking to the same people over and over again so we purposely held consultations in Charleswood and also in St. James, recognizing there is poverty everywhere in this city. And when we came...at those consultations, transit was considered a key…a key issue, a top issue for them because most of the services and support still remain downtown so people need to get down here. We understand that infrastructure, namely road repair, has been identified as a top priority of the majority of the city. When the City did their survey, however, we have to point out that Transit was second, but also more importantly that people in poverty are always under-represented in those surveys. We also understand that election promises were made around property taxes and that you feel an obligation to try and live by those as best you can. But we also wanted to point out that...oh...

Madam Speaker: Just wrap up.

Kate Kehler: I didn't think I'd hit my full five minutes, thank you very much.

Madam Speaker: Thank you for your presentation today Ms. Kehler. Next we'll hear from Mr. Josh Brandon representing Make Poverty History Manitoba, also in opposition to our budget today.

Josh Brandon: Thank you, and thank you councillors for affording the extra minutes for us to present this morning. It's really important to hear these voices I think and I hope that you'll take those into consideration.

I'm here today representing Make Poverty History Manitoba. We're a coalition of groups and individuals working to end poverty across Manitoba. We really believe that every level of government needs to take its share and do its part if we're going to get to that goal of ending poverty in Manitoba and I know you all share that goal with me as well. We've been recently, over the past year, conducting consultations to develop a comprehensive poverty reduction plan for Winnipeg. We're just in the process of finalizing the details and I really look forward to sharing with you some of that strategy in the new year, but for now I do want to just emphasize one point that we came across as being really central to that plan and that is if we're going to end poverty in Manitoba we need to run every policy through a poverty reduction lens. Ask ourselves, how is this going to affect the lowest income Winnipeggers? How is it going to increase social exclusion or decrease social exclusion? And this really needs to be the first consideration for city government that wants to build a Winnipeg for all Winnipeggers.

When I look at the proposed budget there's a stark example of what happens when we don't run policy through that poverty reduction lens and that's when we look at the transit fares. When we're increasing .25 cent fares, that's going to put transportation out of reach for some of our most vulnerable citizens. You know, I work with a lot of low-income

residents. They are great at budgeting and they can help you with this process if you were to bring them into the process. You know, they budget every dollar where it's going to go and so what that means is that at the end of the month, there isn't a lot of cash to spare. In fact, often families are running into debt at the end of the month and trying to figure out where they're going to get the extra coins to make their rent paid, make sure that they get food on the table for their families. It's really challenging for those families and what this budget's going to do is going to make it that much harder for those families. The fare increase is going to force residents to choose between putting food on the table and paying rent or basic transportation. That might mean that people are going to miss medical appointments, miss job opportunities because they can't gather together the $5.90 it takes to get there. So we really need to step back and think about how this is going to affect low-income residents, how it's going to be socially…how it's going to increase their social exclusion. I do want to congratulate you for thinking about that and looking at the low-income bus pass and we're pleased to participate in those consultations, but low-income people need help now and they can't afford the increase January 1st.

I share with Mayor...Mayor Bowman and your colleagues the frustration with the Provincial Government eliminating the 50/50 funding agreement is unconscionable. It does put so much of the pressure on to the city government. But I also ask you at the same time don't then offload that responsibility on to the most vulnerable households in this city. Don't offload that budgetary shortfall on to the families that can least afford it. The bus fare increase is predominantly going to affect low-income Winnipeggers. It's going to disproportionately affect them while other groups don't see the same increase and I just ask you then as you think about voting on this budget to think about people like Bernie Krahn. Think about the low-income people who are going to be affected by your decisions today. And I call on Council to reverse this burden on households whose budgets are already strained to the breaking point. And I ask you to stop the fare increase. Thank you.

Madam Speaker: Thank you, Mr. Brandon. Next we'll hear from Miss Nicolette Richards, Winnipeg resident, if she's here today. Welcome.

Nicolette Richardson: Good morning. My name is Nicolette Richardson, and there's not really much for me to say today as advocates have already said it all in the past few weeks. But I do want to reiterate that the government should rethink and reverse this .25-cent increase. Now yesterday we stood outside for our rally in a real feel of negative twenty which is especially remarkable for me as an international student from Jamaica, but this shows our commitment to the issue and how deeply it affects us. I've read a few studies that have shown that social isolation is one of the most debilitating effects of poverty, and you may not see it right now but this increase will definitely have a domino effect. The .25-cent increase will surely keep some families in the cycle of poverty as it cuts them off from social services and social interaction. There must be another way for Winnipeg Transit to be more efficient and to fill this deficit in their budget without doing so on the backs of the city's most vulnerable. Who will fill the shortfall in our budgets if this increase passes? Thank you.

Madam Speaker: Thank you Miss Richards. Next is Ms. Denise MacDonald, representing West Central Women's Resource Centre.

Commissionaire Officer: I've been told she's not here.

Madam Speaker: Okay. She's not here today. We'll move to Mr. Carlos Sosa, Winnipeg resident. Following that, Mr. Harry Wolbert if you'd like to come down, sir. Welcome.

Carlos Sosa: Mayor Bowman, members of the City Council, I'd like to thank you for the opportunity to make my views known on the budget. I appear here as a person living with a disability in opposition to the Operating Budget, especially the Transit fare increases. I do applaud the decision to reverse the route cutbacks so I'll give you credit for that. What we are seeing here, especially with the proposal that is still on the table to increase fares by .25-cents will have a detrimental impact on the most vulnerable in our city. People with disabilities use the bus to access medical appointments, employment opportunities, shopping, social and recreational opportunities. What is being proposed here will have a detrimental impact on persons living with disabilities. Persons with disabilities are 1.5 times likely to live on a low income. And I repeat this again, 1.5 times likely to live on a low income. We also comprise a significant proportion of the employment and income assistance case rolls. We also have an employment rate of 49% compared to 79% for those without disabilities. And we are more likely to be...when we are employed, we are more likely to work in service sector jobs which typically pay minimum wage. So again, increase bus fares will have an impact. And that…and it will have an impact on ridership levels, including on the regular transit system and on Handi-Transit as well. Over the last couple of days and weeks, a number of organizations within this city have gone on the record in opposition to this short-sighted proposal. Organizations such as the Manitoba Supported Employment Network and the Independent Living Resource Centre are just two of the many. For a coalition of supported employment agencies to go on the record in opposition to transit fare increases says that the impacts on the most vulnerable, they have noticed that the impacts of

increases on the most vulnerable will be faced with many difficult decisions, and these decisions will be between accessing the food bank or paying rents, or making the decision not to go and visit friends or family just as many of those decisions. Budgets are about choices and decisions have to be made. As of right now there's a proposed business tax cut contained within this budget, which should be taken off the table due to the current situation that we are in. The most vulnerable should not have to suffer because of this short-sighted proposal on the table. As a city, we need to place an emphasis on ensuring that the accessibility of quality public services remains including an affordable public transit system. This decision that you will make today will have an impact on persons living with disabilities for years to come. I want to live in a city that values inclusion as opposed to what is being proposed here which will lead to further marginalization and the exclusion of people living with disabilities in our city. If you vote for this proposal, the message that you will send to our most vulnerable in our city is that their quality of life does not matter. I hope that the message coming out of here today from you is that you value the participation of marginalized peoples in our communities within this city. I ask that you vote against this proposed .25-cent transit fare increase as it will have a detrimental impact on persons living with disabilities in our city and those living in poverty. Thank you very much.

Madam Speaker: Thank you, Mr. Sousa. Next is Mr. Harry Wolbert, also in opposition to the Capital and Operating budget. Welcome, Mr. Wolbert

Harry Wolbert: Thank you. Mr. Mayor, Council, I'm here to speak in opposition to the .25-cent fare increase. While I welcome that there won't be any cuts to service I remain opposed to the .25-cent fare increase which is still on the table. I think it will hurt some of our poorest and most vulnerable citizens like myself, a person with a disability and a low-income Manitoban. I think we need to find other ways to pay for transit. I understand that the City is no longer receiving 50/50 funding for Transit, that this funding has been frozen at 2016 levels. I would like to see that funding restored and I would support the motion that will be put forward tomorrow to see funding restored. I have even called for the restoration of 50/50 funding in one of my articles that I have written in The Sun calling on the government to restore that funding. I think Council needs to listen to the people that have spoken today. Council needs to listen to Winnipeggers like myself who have voiced their opposition, and it isn't just Liberals or Socialists that have called to not have a .25-cent...even Tom Broadbeck is opposed to a .25-cent fare increase. So it isn't just Liberals that are, you know, opposed to this, even Conservatives are against this. If the Province doesn't restore funding then I think the City needs to look at other ways of funding Transit, what gets funded, what doesn't get funded. We don't need Wi-Fi on buses. What good is Wi-Fi on a bus if I can't pay to get on a bus? It makes no sense. Winnipeggers don't want to see Portage and Main open to pedestrian traffic. There's money you can save right there. Arts groups, does the City need to be funding arts groups? We need to take a serious look at what gets funded, what doesn't get funded. What are our priorities? I think having a well-funded, well-run public transportation system is vital to our city. That should be one of the core services that we provide after Police, Fire and Ambulance. So I would like the City to reconsider a .25-cent fare increase. I don't think that transit riders would be as opposed to a .10-cent yearly fare increase. I think a .25-cent fare increase sets a bad precedent. Is this just a one-time deal? You know, .25-cents year after year, that's too much. I think if it was .10-cents you wouldn't see the opposition, you know, that you do today. That's more reasonable, and I wouldn't be...you know, opposed to a yearly 10-cent increase. The Mayor has said that, you know, that's not even up for consideration, so I hope you will reconsider. You have heard from some groups and organizations today, including myself. Transit is an important issue and it will be an election issue…

Madam Speaker: 20 seconds Mr. Wolbert.

Harry Wolbert: Thank you. I just hope that you'll reconsider. Thank you for your time.

Madam Speaker: Okay. Thank you. We'll hear now from our final delegation, Mr. David Pensato, representing the Exchange District BIZ. He's the Executive Director and he is in support of our Capital and Operating budget.

David Pensato: Good afternoon, thank you for...no, it's not afternoon yet, it feels like it though.

Madam Speaker: It's evening already.

David Pensato: Thank you for giving me the extra five minutes, I know you have a long day. You'll note that I'm registered here today speaking in favour of the budget, and I can honestly say that generally speaking it does represent a relatively decent balance under difficult circumstances. That said, I'm here on behalf of the Exchange District to register within that context our emphatic opposition to adding an additional .50-cent on-street parking rate increase as a solution to funding Winnipeg Transit. We feel it is an ill-conceive, that it punishes the good members of the public who choose to support the shops, services and cultural institutions of the Exchange District and tilts an already un-level playing field for all downtown businesses to the point where it resembles something more like a ravine. While the Exchange District BIZ and its members are generally comfortable with the established data-driven, best practices of demand-based on-street parking, policies that are designed to encourage 15 to 20% vacancy and regular turnover, I

might add, we are fundamentally opposed to what amounts to a specific levy on supporting our shops and services to fund a public system that benefits the shops and services of nearly every part of the city. This increase is not based on any data. It is not in line with the proper aims of setting parking rates and it represents a dramatic increase that puts our businesses at a significant disadvantage, particularly when one considers that visitors to the historic Exchange District and the downtown generally are being asked to foot the bill for a transit system that equally benefits visitors to Polo Park and St. Vital Shopping Centres. I am in support of the budget though. This misguided and rash decision is all the more dangerous because it looks like sound policy. It looks like a policy that asks drivers to pay for Transit but in reality it is only asking people who choose to visit downtown Winnipeg or the hospital to do so. In reality, this increase is very unlikely to cause drivers to consider taking transit. Instead it will make them think twice about visiting the shops and services that are bringing vitality to the Exchange District.

Let me clarify a point before it starts to sound like the Exchange District BIZ would prioritize motorists over transit users. We are committed to and supportive of not just maintaining transit service, but enhancing it. We would like to see a significantly improved transit system and understand that good transit is good for business and we are supportive of this budget generally. Our opposition is absolutely not against the proper funding of Transit, our opposition is to what amounts to what we feel is a knee jerk reaction rather than a rational decision based on sound principles.

I mentioned the un-level playing field. While Council is looking to increase current on-street parking rates by a dramatic $1.50 per hour, other popular Winnipeg destinations continue to have free on-street parking. This adds a significant tilt away from visiting the Exchange and downtown generally, right at the moment when our area is just beginning in a fragile way to become a burgeoning neighbourhood. Why is Council considering this arbitrary tax on people who choose to visit the Exchange District before considering expanding paid on-street parking to meet similar demand in other parts of the city? This punitive levy on people who wish to support our downtown also does nothing to address the increasing need to encourage turnover in the evenings, a particular challenge during Jets games and other popular events. Rather than arbitrarily increasing park rates, yes I keep saying arbitrary, by an additional .50-cents beyond recommendations by the civil service, why isn't Council examining expanding paid parking to 8:30 p.m., again, while ensuring an even-handed approach by adding paid on-street parking to other popular commercial destinations. That's on parking generally, but I hate being a complainer and I'd rather talk about solutions. If we're looking for solutions to fund Transit equitably there are actual alternatives that I think Council can consider; alternatives based on sound policy, rather than what we feel is a simplistic and arbitrary way of plugging a hole. For instance, what would a .1% or a .2% levy on the ARV for every parking lot, including surface lots…including on-surface, lot heavy malls, box stores and industrial parks cost them? A marginal amount. How much Transit funding would that generate? Far more than this parking rate increase. A small levy on surface parking lots city-wide including box stores and shopping malls, would be a miniscule amount for them, but could generate more than a sufficient amount to fund and enhance Transit. Now that is what having drivers pay for Transit looks like evenly and across the board. That's a sound policy. Or perhaps Council could follow the recent example of Chicago who recently approved a .15-cent increase to the 52 fee...

Madam Speaker: If you could just wrap up.

David Pensato: Absolutely. The .52-cent fee that is already added to every ride-sharing trip with the additional 15-cents increase dedicated to Transit improvement. I understand that the City’s fiscal challenges and I am personally very sympathetic to the fact that the City is kind of stuck with what it's getting from the Province. The Transit funding shortfall may not be Council's doing, but slamming the people who are choosing to visit our area whether to shop or eat or visit people who are moving into the area, it's not the right solution. It’s bad policy.

Madam Speaker: Thank you Mr. Pensato.

David Pensato: Thank you.

Madam Speaker: Thank you for your presentation today. That concludes our delegations, we'll now move into the 2018 Winnipeg Police Board budget. Mr. Clerk, please read the item into the record.

**REPORT OF THE
WINNIPEG POLICE BOARD
DATED DECEMBER 1, 2017**

Item 1 – 2018 Operating and Capital Budget, and 2018 Capital Project Detail Budget

Madam Speaker: Thank you, Mr. Clerk. Councillor Eadie, please introduce the report of the Winnipeg Police Board dated December 1st, 2016.

Councillor Eadie: Thank you, Madam Speaker. It's interesting position that I find myself in, Madam Speaker. Of course, this report is just information from the Winnipeg Police Board so we'll be voting on it for information. But I think this is a great opportunity to enlighten some of my colleagues around the table and anybody in the crowd about the difficulties of establishing a budget for the Winnipeg Police Service. You know, basically for the Winnipeg Police Board who is charged under legislation to submit along with...and work with the Chief of Police, to submit what we believe to Council as an adequate, efficient, whatever, effective budget that allows the Winnipeg Police Service to deliver the service that Winnipeggers count on, Madam Speaker. And that starts with a letter back in May that highlights…from the CFO that highlights what the Mayor of Winnipeg expects departments to do and so we got that letter and we tried to come within a budget of 1.2% increase overall. The expenditures, very difficult thing to do, but the Winnipeg Police Board, along with the Chief of Police and his staff, we attempted to do that. And through the work that we did we came up with what we thought was an appropriate budget that had...still had an element of a lot of risks that if things didn't work out in 2018 we wouldn't be able to meet a 1.6% increase in the expenditures of the Police Service. And I thought, wow, we are talking about…this is human service. This is humans working with humans. It requires...requires the work of humans to resolve crimes and do this work. This is not a manufacturing operation, Madam Speaker, to deliver police service. And the Police Service, I think, is doing the best they can in the circumstances they have, Madam Speaker. But just to conclude we...or not to conclude, but…so we submitted in September a 1.6% increase. Then, just so the public knows, and so all councillors know, that was submitted to EPC who have informal meetings, Madam Speaker, while they're developing the budget that they're going to table, Madam Speaker. And in that process EPC tabled the Police Service budget, along with the whole rest of the budget and submitted it to the Winnipeg Police Board for the Winnipeg Police Board to adopt and it represents, I believe, a 1.2% or approximately increase in expenditures. If you read the report it will tell you what the mill rate support is and all of the details there but what was really submitted to the Winnipeg Police Board was to consider not the Winnipeg Police Board's budget but EPC's budget who spent some time to tweak things. So we ended up with that. But, anyway, in this report I think that the Police Service is working really hard to reduce its costs, but I want to just talk about some general pressures. We know that the requirement for police response continues to rise, Madam Speaker, continues to rise. We have days where there's 200 calls that officers have to make are in the queue. That's what we have. We're trying to meet those demands and, yes, for some of our real fiscally conservative people, Madam Speaker, yes, the costs of policing did go up, increased 50% over X number of years, Madam Speaker, but if you look at the data, Madam Speaker, there was a requirement to have enough officers out there to resolve serious crime issues and over that time, Madam Speaker, I have to say the Police Service has done a great job on the bike gangs to suppress them, to suppress that really organized crime. They did a great job. We added officers, they did an excellent job. Gang stuff still happens, Madam Speaker, but it's there and they have to stay on top of it. So in the face of this, in trying to keep the costs, the Chief of Police and a number of the people within the Chief of Police there, they have to achieve some savings. What they have basically done is they have changed some of the systems that they're working to reduce overtime, to help them deliver services better to our community, to respond better, they have done much of that to save money, Madam Speaker, in this budget that's being presented today. Those efficiencies, some were efficiencies, for example, there was like systemic overtime built into the whole police budget. That systemic overtime is being dealt with quite well. What we're dealing with overtime now are things related to response. As for example, Madam Speaker, today, somebody…a police officer had to shoot somebody on Charles Avenue today. These are desperate people, not the police officers, but you have desperate people when you have provinces and cities doing things to people to make poverty even more difficult, sending more people into addictions because they're depressed, they're having trouble living in our society. This is what the police officers are dealing with on a day-to-day basis and we have seen the symptoms folks. The symptoms of the difficulty that these officers have serving us every day on the streets of Winnipeg. So when I am standing here to present this, and we're only accepting this as information, I just want you to know that the tweaking, what has happened here, EPC is making decisions. They have made a risk decision in deciding that they combine two capital projects and they came up with a value of what they were going to say was going to cost to build a police station of $23 million, but they combined a project that they said was going to cost $2.9 million, Madam…or, $2.54 million, Madam Speaker, with borrowing of $1.9 million. I don't want to get into details because it would probably bore you, nobody would be able to follow it, but all's I want to say is, there is a huge amount of risk that's been placed upon us when we vote on the operating and expense budget, because that's actually where the budget is that we'll be voting on. And I want you to know there's a huge risk of failure there. The decisions that EPC made behind closed doors, in their private meetings, in changing up the budget, Madam Speaker, they have decided, basically, causing a huge problem for us losing green space in the North End. And you can argue it, I have questioned, and I had great difficulty even voting

on anything here because I don't know who to believe, Madam Speaker, about what's going on but I'll just tell you that while I'm moving this and I will vote to receive it as information…actually, I'm not even going to vote to receive it as information, Madam Speaker, because I don't believe that the Winnipeg Police Board had a fair vote and you'll note in the last clause of the motion it states EPC's budget. So the Winnipeg Police Board was forced to vote and they voted for it because you know why? Because they want to ensure that they're trying to work in this system here. It's a great difficulty and they voted for it, but I did not. Anyway, I'll leave it at that. That's the introduction, thank you.

Madam Speaker: Councillor Eadie that was your opportunity to speak to the...to the Police budget as well, right? The report?

Councillor Eadie: I'm sorry?

Madam Speaker: That was your opportunity to speak to the item as well as the introduction, are you aware of that?

Councillor Eadie: Oh, yeah, yeah.

Madam Speaker: Okay, okay. The next speaker…any speakers? Mr. Mayor.

Mayor Bowman: Sorry, Madam Speaker, just for clarity, we are speaking to this matter and the budget as a whole?

Madam Speaker: No. Just the Police...

Mayor Bowman: Just the Police. Okay, I'll…

Madam Speaker: The report of the Winnipeg Police Board.

Mayor Bowman: I'll keep my comments to the Police budget. Firstly, I want to thank the Chairperson of the Winnipeg Police Board, Mr. David Asper, for his leadership and stewardship of that board. It is a very difficult role as Councillor Gillingham knows very well to be Chair of the Winnipeg Police Board and I want to thank each member of the Police Board for their invaluable efforts on that...on that board, including Councillor Eadie who has been on that board for the duration of our term in office. The Police Board has a strategic plan as Councillor Eadie is well aware that...that has been supported...

Madam Speaker: Mr. Mayor, you have the floor.

Mayor Bowman: So I'll just continue...the Police Board has a strategic plan which has been adopted by the Police Board that calls for the rate of increase to the Police budget to be in line with the rate of inflation. This budget as well as the submission from the Police Board does just that and I want to thank the members of the Police Board for doing very difficult work in order to bring in a budget recommendation that is in line with the rate of inflation. For my entire adult life I have seen unsustainable increases to the Police budget. And what we hear from Winnipeggers is that rate of growth is unsustainable. The reason why this is important is because if you are voting for a balanced budget that requires there to be choices and priorities, if costs continue to escalate at the rate of previous budgets, that is less money for Transit. That is less money for road repair. That is less money for community centres. That is less money for all of the other things that our citizens expect of the City of Winnipeg to be supporting. And so if we had an unlimited pool and we could print dollars, then, of course, we'd like to invest even more for Police Services as well as many other items that I know are very important to each member of this chamber.

I want to acknowledge and thank the ongoing efforts of our Chief of Police, Danny Smyth, each of the women and men of the Winnipeg Police Service for their important work, and I'm very proud to support a budget for the Police that is unprecedented, it is the highest Police budget in the history of the City of Winnipeg, but it does, let's make no mistake about it, it does finally deliver what is called for by the Police Board, which I support, which is ensuring that the rate of increase is tied to the rate of inflation. Thank you, Madam Speaker.

Madam Speaker: Thank you Mr. Mayor. Any further speakers? Seeing none, Councillor Eadie, do you wish to close?

Councillor Eadie: Yeah, I'd just like to close, Madam Speaker. Just in closing, we have changed the strategic plan by vote of the Winnipeg Police Board and we have actually gotten rid of that rate of inflation statement that's in there, Madam Speaker, so just so the public and the rest of Council understands while it was in there as a result of whatever reason it has been changed, it's recommendation had changed in the strategic plan because it's untenable, it's unable to deliver because eventually we're going to have to reduce the ability of the Police Service to do what we call very important community support, the kind of policing proactive work that is required. We're going to have...and eventually

lose them, Madam Speaker, and those are goals within our actual strategic plan as well, Madam Speaker. The strategic plan talks about more proactive policing, it talks about more community support, it talks about working with partners in the community in order to ensure, you know, that we actually, the partners we work with, Madam Speaker, when it comes to looking at this budget, the work that the Police Service does is they're working with partners who are trying to do things that are preventative, Madam Speaker, and those organizations are under attack, actually, from the Provincial Government, and to a large degree, under our general operating budget in activities that keep people out of crime, Madam Speaker. And so when we consider this and in closing it's just simply that...what...what the Winnipeg Police Board has voted on and submits to Council here as information is a report, is actually directly affecting being able to be preventative in keeping people uninvolved in crime.

Madam Speaker: Okay. Thank you, Councillor Eadie. I will call the question on the Winnipeg Police Board report. All in favour? Contrary? Carried. We'll now move into the 2018 Operating and Capital Budgets. Mr. Clerk, could you please read the item.

REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED DECEMBER 8, 2017

Item 1 – 2018 Operating and Capital Budget, and 2018 Capital Project Detail Budget

Madam Speaker: Okay. Thank you. We will hear from the Mayor to introduce the item. Just want to talk about process. Following that we do have two amending motions before you, Motion No. 1, moved by Councillor Wyatt and seconded by Councillor Browaty. Also, Motion No. 2, moved by Councillor Eadie, seconded by Councillor Wyatt. So they will get an opportunity to introduce their amending motions and then we'll move on to general debate where you each can speak to the motions and the item as a whole. Councillor Gillingham, you were trying to get my attention? Okay. Thank you. Councillor Eadie?

Councillor Eadie: Just perhaps for information. So when introducing the amendment are we speaking to the whole budget or just...

Madam Speaker: Yes, yes, you can speak to your amendment and the budget as a whole.

Councillor Eadie: Do we have to or can we just introduce the amendment?

Madam Speaker: What's not right, Councillor Gerbasi?

Councillor Gerbasi: Just point of order, my understanding would be that the speakers…the amending folks can introduce their amendment just speaking to the amendment, but I believe they also have an opportunity to speak to the budget.

Madam Speaker: Then we can do it that way as well.

Councillor Gerbasi: Just for clarification; and then all speakers though are speaking to the two amendments and the budget if they wish within that 10 minutes.

Madam Speaker: That's right, we'll do it that way.

Councillor Gerbasi: Just to clarify. Thank you.

Madam Speaker: Okay, great. Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. This budget builds Winnipeg for the future and I'm very proud to support both the Operating and the Capital budgets. I want to begin by thanking Councillor Gillingham for his stewardship of the process. His efforts really took the level of collaboration and engagement to new heights building on the excellent work of the former Finance Chair, Councillor Marty Morantz. I want to thank all members of Council who were engaged and willing to collaborate during this process. My understanding is almost every single one of our colleagues did have opportunities for collaboration and engagement in particular with Councillor Gillingham during this process. I want to thank members of the Public Service who worked tirelessly to work at various committee levels and throughout this budget process and I want to thank Winnipeggers. Winnipeggers engaged in a much more robust and a much earlier public engagement process for the budget this year than ever before, and we listened and we certainly, as you can see,

reflected in the budget our trying to match the priorities of Winnipeggers as best as we can within the confines of a balanced budget legislation.

As I mentioned we are focusing on the priorities of Winnipeggers. The number one priority, of course, is fixing the roads. And balancing a budget, as members of Council will know, isn't easy. It means you have to make choices. It means you have to compromise. I can say full well there are items of this budget that I'm not a fan of as well, but that's collaboration. It means that we are reflective of the priorities of this Council as a whole for all those members who are willing to collaborate.

I keep in mind and am very proud of the fact that the tax-supported budget is balanced without any draw on the financial stabilization reserve, as mentioned earlier from some of our delegates in support of the budget. It limits the tax-supported expenditure growth to 1.2%, Madam Speaker. This is one of the lowest increases in the history of the City of Winnipeg. For those voices in our community that say, get your expenditures under control, this budget answers it and then some. It limits property tax increases to 2.33%, Madam Speaker, representing a $39 increase for the average Winnipeg household. It dedicates that entire 2.33% to infrastructure, notably local and regional roads and to a lesser extent, completion of the second phase of rapid transit. It doesn't increase recycling fees beyond inflation, doesn't increase the water and sewer dividend, doesn't increase the frontage levy, contains no new fees and yes, does reduce the business tax rate to 5.4%. This is a 9.8% reduction over the last four years. It proposes a record investment of $7.1 million in the urban forest enhancement and reforestation capital programs to help address Dutch Elm Disease and I want to commend and thank Councillor Orlikow for his leadership and advocacy on that important issue. It identifies $175,000 to support a review of the City's current governance framework Madam Speaker. It increases funding for police consistent with the Winnipeg Police Board's Strategic Plan which, despite comments made a few minutes ago by one of our Council colleagues, as far as I know has not been altered regarding their strategic plan. It invests a record level $17 million into active transportation. This is a 31% increase from last year which is in addition to an over 40% increase in last year's budget for active transportation. It invests over 43 million in annual and multiyear grant funding to museums, community centres and other organizations.

And I'll speak briefly to of course, the Transit issue. As you know and as watchers will be aware, the Province unilaterally ended the 50/50 cost-sharing agreement that the City of Winnipeg has built its Transit operations around. Of course, there's incentive in that arrangement because the City still also has a stake in it to run as efficient an operation as possible, but this budget proposes an operational review of Transit so we can look for even further efficiencies and look for ways under the new financial reality that we now have with the Province, that we look for how are we going to support a reliable and affordable transit system across the City of Winnipeg. Even with the fare increases as proposed, the fares are amongst the lowest compared to other major cities in Canada and my understanding is we are then with this 25-cent increase, the second lowest rates for a major city in Canada, only behind the city of Vancouver.

I'm just going to just wrap up on roads because I think really if...if there's a message to Winnipeggers regarding this budget it is this: get ready for a busy construction season next year. In 2018, this budget invests record amounts to renew our local and our regional roads. People have told us that this is their top priority and we're taking unprecedented action to address that. This year's investment will be $116 million, Madam Speaker, $11 million higher than last year and it will be the single largest investment in road renewal in Winnipeg's history. Last year we were able to undertake almost 150 road projects across the city. This next year we hope to do even more. Some examples of the major regional roads projects included in this budget in Councillor Eadie's ward, McGregor Street, Selkirk to Mountain Avenue. In Councillor Lukes' ward, reconstruction of Pembina northbound lanes from Ducharme to Cloutier Madam Speaker. Councillor Pagtakhan's ward, reconstruction of McPhillips north and southbound, Logan to Jarvis. In Councillor Mayes and Councillor Allard's wards, reconstruction of Fermor Avenue Street from St. Anne's to Archibald. Again, in both Councillor Pagtakhan and Councillor Gerbasi's ward, reconstruction of the…of Garry Street from Portage to Princess. And in Councillor Gillingham's ward, reconstruction of Empress Street from St. Matthews to Portage. All across our city in…not just the regional roads, but also of course, local roads, we want to see unprecedented road renewal. For that reason, Madam Speaker, I urge all members of Council to support the budget. And I will say, when I heard some discussion this morning on projected amounts for roads and criticism that we should be a lot higher, I'll point out that in 2014, the adopted budget for local and regional roads was high for that time. It was $84 million. And it forecasted $73 million for this budget we're voting on right now. $160 million, Madam Speaker, is 38% more than the $84 million that was projected. 116 million is 59% more than the $73 million that was forecasted for local and regional roads this year.

I know it's easy to criticise various aspects of a budget but, of course, for all those members of Council who have worked collaboratively to bring in a balanced budget, I want to thank them. I want to thank all members of Council for their support on the vote in a few minutes or in a few hours and I also want to just remind everybody, it's one thing to say that you support roads, it's another thing to vote for it. From my experience in three years in politics, we see the votes go one way and then we see everybody showing up for the ribbon cutting. And so I would just stress, folks, if you want to show up at ribbon cutting, take pride in helping rebuild our streets, vote for this budget, vote for unprecedented investments to

road renewal, Madam Speaker, and let's put our votes where our mouths are on road renewal. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. Next speaker.

Councillor Gillingham: I'm wondering, Madam Speaker, when are the motions…the other motions introduced?

Madam Speaker: Yes. Thank you, Councillor Gillingham.

Councillor Gillingham: Is that now at this point?

Madam Speaker: Yes, it is now. So the next speaker is Councillor Wyatt on the Amending Motion 1. That's at the end when we close.

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

Amend the 2018 Operating and Capital Budgets as follows:

1. i) *Redirect $2 million Portage & Main (p. 2-22 Capital Book) funds to increase the Local Street Renewal Program (p. 2-23), funded from the identified cash to capital funding;*

   ii) *Redirect $1.5 million Portage & Main (Council, Oct 25 2017, Report of EPC Oct 17 2017, Item 6) to Local Street Renewal Program (p. 2-23 Capital);*

2. *Redirect the following funds to Winnipeg Transit so as to eliminate the proposed $0.25 cent fare increase and the proposed additional increase in parking meter rates, via the following sources ($6.827 million):*

   i) *A 10% reduction in the Organization Support Services (Corporate) for $4.327 million;*

   ii) *$1 million set aside for 2017 Grant to the Winnipeg Art Gallery – Inuit Art Centre;*

   iii) *$1 million 2018 Grant to the Winnipeg Art Gallery – Inuit Art Centre;*

   iv) *$500,000 new 2018 Grant to Louis Riel School Division – College Jeanne Sauve's Community Theatre / Student Commons;*

   v) *$500,000 by maintaining business tax rates at 2017 levels;*

3. i. *$150,000 to Habourview Complex, Kilcona Regional Park's Playground, for a total budget of $500,000 to rebuild a new Playground in 2018 from the Fire total loss, from a similar reduction in the Fire Departments proposed $600,000 increase in the Disaster Preparedness & Response Budget (p. 84 Operating Budget);*

   ii. *That the grant funding for CentreVenture in 2018 be $150,000, and that said funding shall be identified from the Disaster Preparedness and Response Budget (page 84, Operating Budget, still providing for $263,000 increase over 2017).*

4. *An increase of $400,000 to the Parks & Open Spaces Division, Public Works, to restore proposed cuts to staff of Graffiti Control and Flower Planting by diverting similar funds from the Mayor's Operating Budget;*

5. *Restore $4.350 million to Regional Parks Capital Budget, by restating in the following projected years; 2021 to $2.350 million, 2022 to $3.650 million and 2023 to $3.650 million and that said funds are to be allocated toward Kilcona Park as part of the planned implementation of the 2014 Strategic Renewal and Action Plan, with said funding sources be found via external / internal borrowing.*

6. *Add a new Recommendation 1.I.iii. as follows:*

   1.I.iii. *That in the event the WRHA funding levels do not maintain a budget neutral position for the City, the Winnipeg Public Service shall report to Council, no later than March 31, 2018, with*

recommendations on the funding sources for any and all funding shortfalls in the WRHA funding for the Winnipeg Fire Paramedic Service in 2018.

7. Add the following New Recommendation 2.J.ii.

"2.J. ii That in the event that the Winnipeg Public Service has not received written confirmation from the Province of Manitoba with regard to Provincial road funding of $40 million and Provincial funding of $10 million to various infrastructure projects in the 2018 capital budget, the Winnipeg public service shall, no later than March 31, 2018, provide Council with recommendations of new funding sources for all affected Capital projects."

Councillor Wyatt: Speaking to the motion before us today, Motion No. 1. I rise so that we can present an alternative to what has been presented to us today. The EPC plus two budget is not balanced from what I can see and from what has been confirmed in committee meetings. This motion is an attempt to try to rebalance it but even it does not fully rebalance the budget that we're supposed to do by…according to the Winnipeg Charter. The EPC plus two budget fails to live up to the priorities that the citizens of Winnipeg want us to live up to. It fails to live up to the priorities of road and road renewal over and over again. As was pointed out this morning and it has not been refuted, the Provincial funding of $50 million for infrastructure has not been confirmed. The fact of the matter is that records...so-called record high of 160 million is actually a record low of 76 million when it comes to our roads budget, a low that we have not seen for many, many years, Madam Speaker. The fact of the matter is there's subterfuge with regards to this budget. There's fake news in this budget being projected out to the citizens of Winnipeg. I for one love ribbon cuttings. I have been to many myself, Madam Speaker, and I always like to keep the scissors or I like to keep the ribbon when we do the ribbon cutting. We're going to have a record low ribbon cuttings this year, Madam Speaker, because we have no confirmation of the Provincial funding that is supposed to be in this budget, and that is a shame, Madam Speaker, that at this point in time that we had until March 31st to bring forward this Operating budget, Madam Speaker. We had until March 31st. Why did EPC and the Mayor bring forward…EPC plus two, bring forward the budget now when the funding is not confirmed? Why did EPC plus two bring forward a matter, Madam Speaker, which clearly, clearly, they did not have the funding in place for ambulances? They themselves have admitted that. Standing up and making statements that the Province should take over the ambulances in the middle of the budget debate, this is amateur hour, Madam Speaker. You know, we have no concerted response to the massive cuts the Province has been bestowing on us. No concerted effort, coordinated effort by this Council, by this Mayor. We have tons of folks who can organize that. We have for the first...we have a mayor's budget and the office of public...the Office of Policy and Strategic Initiatives, OPS, record spending in salaries, over $1.6 million. There's more than enough people to coordinate such an effort, Madam Speaker. There's folks in the corporate side as well across the way but we have no coordinated effort when it comes to this. Madam Speaker, this amending motion is attempting to right a ship which has clearly keeled over on itself. You know, it's the bare minimum that we could do in terms of what has been presented to us. The cuts to Transit, they're real, in terms of what's coming down the pipe here, Madam Speaker, look at your budget book. Anybody doing the budget can see the cash…the transfer and the borrowing that we're going to have to take on now for purchasing of buses. Which is not ideal, Madam Speaker, because a bus does not last you 30 years. We try to keep them running as long as we can but it barely keeps, you know, 18 years you're pushing it, Madam Speaker, on an average bus.

You know, the motion here, Madam Speaker, speaks to Portage and Main. I've kept my comments on Portage and Main…actually, I haven't spoken that much about it, I wanted to hear from the public. And let me tell you something Madam Speaker, I have heard from the public everywhere I go. The first thing folks see…they know you're a city councillor…do not open up Portage and Main. Do not waste our money dealing with Portage and Main, over and over. If I had a dollar for every time that I heard that from somebody out in the community, Madam Speaker, I'd probably be able to open Portage and Main without taxpayer money. You know, the reality is folks are…folks can't believe that this is a priority in our budget, they can't believe it. And yet we have $2 million...$2 million, Madam Speaker, going into Portage and Main. You know, this is a budget that's opening Portage and Main. Let's be very clear, everybody who votes for this budget is voting to open Portage and Main. I want you to know that because that's what is going to be said come the next election. This budget opens Portage and Main. There's no doubt, it sets the project in motion and I just want to give you a really interesting comparison because it's literally…it's pretty simple, it's right below, St. James Street, Sargent to Ellice, 1.7 million this year, next year 2 million. So over…we're going to have traffic chaos for two years to fix St. James Street, Sargent to Ellice, instead of being able to do it over the course of one summer or one year. Because it's 2 million is needed in 2019. That 2 million, Madam Speaker, could have been spent…instead of the Portage and Main project, for example, it could have been spent on St. James Street.

Our motion here calls for local streets, why? Because it appears according to our own budget, that we're not sure where the local street money…we have 19.95 million, Madam Speaker, previously we had Provincial money in that line. I'm not too sure...is the Province here? Are they here? Are they not here? We need as many dollars as we can because, otherwise, Madam Speaker, we're going to get a memo come the spring to every councillor saying, by the way, we need to revisit your list of local streets coming here in 2018 because we don't have the funding that we expected from the

Province of Manitoba. And we're at the debt wall. We can't borrow for that anymore. Sorry. Again, a fake budget, not real budget. We call for Transit funding by reducing the corporate line. Madam Speaker, corporate supports…Organizational Support Services, when I…what used to be called Corporate, but anyway, Organizational Support Services has gone in 2013 from a total of $38 million to now a high of $43 million in such a short period of time in 2018 and projected, Madam Speaker, to rise to 51.8 million in 2020. Corporate...the offices, you know, all the...you know, the folks that help us to do our job but they're going up 19...20% over two years as projected, yet we're cutting everything else, Madam Speaker. Frontline services are being affected by the vacancy management that's rising through the roof.

We call on the Inuit art funding…I think…Inuit Art Gallery, great project. Great project. But there's no Provincial funding confirmed for that, yet we're parking more money aside for a project that may not be there. Let's put that money into Transit now, Madam Speaker, so it can make a difference to those folks who are riding the bus. Louis Riel School Division…I know Councillor Mayes has been a strong proponent of the Louis Riel School Division but you know what, we're elected to serve the citizens of Winnipeg and ensure that funding stays with…stays with, Madam Speaker, the city. School divisions have their budgets and we have ours. I appreciate the fact that he's fought hard for the Dakota field but just because that project changed, doesn't mean that he can now move the funding into a theatre. What's going on here, Madam Speaker? Are we school trustees or are we City councillors? Are we part of a council?

And we want to say that the business tax rate, I hear what the…former small business person myself, I understand what the business tax means or doesn't mean to folks in the business community but at a time like this when we're hammering Transit with the…threatening folks with a .25-cent raise increase…fare increase, why would we be also then giving a small business tax cut at the same time? These are businesses...you know, I recall a time, Madam Speaker, when I've had calls in the past when small business people called me and said you know what, can you get better transit service? We just opened a Tim Hortons on Dugald Road and there's not…our employees can't get here. You know, these are real issues, Madam Speaker. Small business needs transit. Their workers need to get to work, and if we don't fund it properly, Madam Speaker, or we make it inaccessible or less affordable, you know, all these other cities that the Mayor likes to quote, those cities also have mass rapid transit on a larger scale. You know, they actually get their people moving, they actually make their system work better, and reinvest in rapid transit on a scale that we have not seen in this city.

Madam Speaker, we call for Harbourview to be funded properly, a playground that burnt down this summer. A total of $500,000 was the loss. We're calling for an increase so that we can get that playground fixed. I believe that's a reasonable request in light of that fire.

CentreVenture, Madam Speaker, restoring the funding of $150,000 is called on. By the way, this funding is coming from the disaster preparedness response which is going up almost $600,000. There's still going to…even with these changes, they're going to still go up $263,000. You know, Madam Speaker, their budget right now is 587. 587, they're still going to get $263,000 increase even with these changes and now we can actually fix a playground structure as it should be fixed and we can keep CentreVenture alive which, you know, as a Council years ago when we said downtown first, we're not finished that work. The downtown is still highly important. Cutting CentreVenture off at the knees is very short-sighted, Madam Speaker. They have done tremendous work. If you're not happy with the board, change the board. If you're not happy with the leadership, do something about it but don't throw the baby out with the bath water, destroy an organization which is so important to us.

We called for the regional park budget, Madam Speaker, to be restored, that was cut $4.35 million. This budget...

Madam Speaker: Councillor Schreyer moves extension. All in favour? Contrary? Carried?

Councillor Wyatt: Thank you. This budget, Madam Speaker, was something where we actually put money aside starting in year 2021, we started in 2015. You know, there used to be a time where we would not...you know, kind of push folks out of the way, we would jump...we would wait till the capital, we put the money in the last year of the capital budget and allow that money to move forward, and the community working with this past Council worked on a new renewal plan for Kilcona Park which was abandoned, Madam Speaker, basically. The promise made to the people of northeast Winnipeg was a new regional park back in the 70s when they…when a massive landfill was placed in the middle of their community and Council after Council after Council never kept that promise, and now the existing facility's actually, the structure, for example…Harbourview complex is actually sinking into the lake literally. You can go out and see the barricades up. We need to get that park to the status that it should be that we can be proud of as a city that every other regional park…basic, basic maintenance, basic level of condition of infrastructure, it's not there, Madam Speaker. This funding would get it back on track.

Finally, you know, Madam Speaker, we talk about the ambulance…we heard about the ambulance. From what I can see, we have until March 31st to make sure this balances budget…the budget is balanced. It's not balanced right now.

This budget is unbalanced. We do not have the funding for the ambulance. We have a lot of motions on calling on the Province and you know what, great, fantastic. But you know, we have a senior manager over there now working on the cannabis file. Maybe he could put a word in for us on the ambulance as well and make the case that we should get the funding for the ambulance services that we need. Otherwise, Madam Speaker, we've got to figure out where that money is coming and we have to determine that by March 31st before we send out the tax bills. Otherwise, this budget is not balanced. As it stands right now, it is not balanced. Finally, Madam Speaker, the roads, which I have already spoken about. Thank you very much.

Madam Speaker: Thank you, Councillor Wyatt. We have Amending Motion No. 2. Do you wish to hear it now or after the recess? Okay? Okay. Councillor Eadie, Amending Motion No. 2.

Motion No. 2
Moved by Councillor Eadie,
Seconded by Councillor Wyatt,

WHEREAS Winnipeg businesses are stakeholders in an affordable transit service for their employees and customers;

AND WHEREAS property taxes have gone up 17.28 percent since 2011 while business tax has gone down 17.84 percent, a difference of over 35 percent;

AND WHEREAS Mayor Bowman has indicated that the 2018 budget was going to be hard on many city services while property taxes will still go up by 2.33 percent;

AND WHEREAS business should be part of dealing with the hardship all Winnipeggers will be dealing with as a result of the 2018 budget;

THEREFORE BE IT RESOLVED that EPC recommendation "C. i." be changed to read the business tax rate for 2018 be increased from 5.25 percent to 6.0 percent and that By-law 126/2017 be change to 6.0 percent raising an additional $9,400,000 to be used in amending Winnipeg Transit's operating and capital budgets as follows:

1. *Reduce the Winnipeg Transit twenty five cent ($0.025 bus fare hike to five cents ($0.05) equivalent to $4.7 million;*

2. *Remove EPC's recommendation "1.S.iv." to add fifty cents ($0.50) per hour to parking rates and utilize $1,000,000 of the business tax increase to offset the transit route service rationalization; and*

Use the remaining $3,700,000 business tax increase to increase the cash to capital and reduce the external debt for Winnipeg Transit's purchase of transit buses in the 2018 preliminary capital budget.

Councillor Eadie: I'll introduce the amendment. Generally, Madam Speaker, speaking to the amendment. Madam Speaker, this amendment is trying to address our issue with Transit and the affordability of Transit for the users in the system, Madam Speaker. We heard from two presenters today, Madam Speaker, who were in favour of the budget; one an expert in infrastructure, Madam Speaker, and the other one representing one aspect of the City of Winnipeg society and activity, life activity, and that is the representative of the Winnipeg Chamber of Commerce Madam. Madam Speaker, that person talked about…in a way, I kind of sounded like accusing individuals of playing politics, Madam Speaker. The reality is, Madam Speaker, I'm introducing this motion to amend because I'm trying to be practical, Madam Speaker. I'm trying to balance, like...well, I guess all of us are trying to do it, Madam Speaker. It's a matter of how you try to deliver that balance, Madam Speaker. There are decisions to make. It's practical. I'm not going on ideology here, Madam Speaker. What I'm presenting to you here is essentially a business tax increase. But Madam Speaker, I want everybody to understand this. I believe that the City of Winnipeg shouldn't have a business tax. I believe that if we're taxing businesses, we should be taxing them appropriately on their commercial properties, wherever they might be, Madam Speaker. And actually, if you want to talk about business tax, the Seasons of Tuxedo and those huge businesses there as I understand it, Madam Speaker, those wealthy businesses that will be opening up there actually don't have to pay the business tax. That's lovely, lovely. Anyway, Madam Speaker, I digress. So in the 'whereas'' here I just want to make sure everybody understands some facts. So business does have a stake as Councillor Wyatt referred, Tim Horton and my employees can't get here. We hear that and I hear that from people all the time. People who work the night shift in the Inkster Industrial, the 88 bus stops at 7:00 p.m., so they've got to find their way. There's, you know…we can't provide the perfect service for everybody everywhere, Madam Speaker, I realize that, but ultimately business needs to ensure that their employees can afford to get there. I'll give you an example. My sister who is working right now, I'm sorry she can't hear me because I have to hear from her every night, Madam Speaker, complaining she can't afford…she makes $12 an hour, she has to take a bus, she's on a bus for an hour to get to work,

Madam Speaker, transferring and so on, Madam Speaker. This .25-cents means a lot to her. She can barely afford to chip in, we live together, because she needs a place to live, Madam Speaker, and she can barely chip in to help pay the rent, okay. This is only one individual of thousands of individuals, employees who can't afford to own a car who have to get to work and then there's the customers who have no other way to get to the businesses other than taking a bus.

Now…so in here, property taxes since 2011 have gone up 17.28% because we had to do that, Madam Speaker to achieve and do the things we want to do as a city, but business tax, Madam Speaker, over the same period of time has gone down 17.84%. In the face of we being continually told the 2015 budget, the 2016 budget, the 2017 budget, now the 2018 budget, Madam Speaker, we are kept telling that we are desperate, we're having money problems, Madam Speaker, balancing the budget. We're using one-timers, Madam Speaker, to pay for ongoing operating costs. That's the stupidest way I ever thought, pardon me for using stupid, but it's the stupidest way to fund ongoing operating costs I ever heard. Now, I am a business admin grad, top honours, top student, 1990, Madam Speaker. This is crazy. So what I'm trying to do here is you can see in the amendments, I'm raising the...it raises $9.4 million from businesses, not from the 33,300. I still maintain the threshold because there are very small businesses on Selkirk Avenue, they're tiny and they struggle every day. I really…those are the businesses that really struggle. With my proposal here somebody with $100,000 ARV, which is a lot of money, those are getting into medium-sized businesses, Madam Speaker, they would pay under this $740 for a whole year. But their employees will be able to get to work in an affordable manner, Madam Speaker. So what I propose to do with the $9.4 million that it raises, while maintaining the threshold for those very small businesses, I talk of $4.7 million to lower the bus fare increase to .05-cents. The reality is for everybody, it has to increase. There's inflationary pressures on everything including the transit system. We've been raising it .05-cents every year, that's the reality, so 4.7 million to reduce .20-cents of that increase. Then I take another 1 million and get rid of the .50-cent increase on parking metres because I love…the Exchange BIZ was perfect. You know, there are metres on Selkirk Avenue and the metres are there because there's a lot of social service organizations but the metres are there so that there's turnover in parking. But I have to say, coming down to Selkirk...and some people are driving, that's the reality and they go to these businesses and they use the small shops that I just talked about. 41 of the 53 businesses on Selkirk Avenue, their ARV is like 18,000, 20,000. It's just amazing, Madam Speaker. But…so the people who are going down there, they're going to pay an increase, that really hurts. To actually pit that…I heard on the radio today…yesterday, that fella who's got to go to the Health Sciences Centre and he doesn't have a good bus service, obviously, to get him there to go to Cancer Care, this is…and he can't work, can't work. So he's got to pay this extra fee. I hate when…that is the politics of division, pitting transit users against drivers, that's the politics of division, it's wrong. So I just cancel out that .50-cent increase and it takes that million…takes $1 million and ensures that those routes are restored. But Madam Speaker, I want to be clear, some of those routes have to be looked at as how we can deliver those services better. But make no mistake, Madam Speaker, we need to continue to deliver the Transit service that those buses serve. But let's restore it now because the wrong time to cut routes is when you're supposedly under a money crunch. Let's do the analysis. Let's figure out how we can serve Transit users better, that's the best way. Anyway, so that's a million there.

Then the final amount leaves $3.7 million, Madam Speaker. $3.7 million to offset the borrowing of $9,050,000, external debt, to buy buses. They have shorter-term lives, but you know, technically if you look at a motor vehicle, the biggest portion of its value is done in 7 or…7 or whatever years, okay…7-10 years. Good thing we're fixing our roads, Madam Speaker, those buses will last longer on smoother roads. That's an important thing. But I digress, so what I just wanted to say though is this external borrowing…Bill Clement, former councillor Bill Clement, I remember when he…the year he did it. He decided…because they had a structural deficit built into their balanced budget. It was called short-term borrowing, Madam Speaker. It was there. And they were trying to resolve it, because it was growing and growing and growing. The warning that our CFO has given us, that's what happened then. This external borrowing to entrench what is really…is a structural deficit, we need to look how to do it. We can't just blame the Province for reducing our funding. We have to take a responsibility, Madam Speaker, to ensure that the best interests of all Winnipeggers, business owners, poor people, addicts, whoever, Madam Speaker, the people of Winnipeg deserve our due diligence. So this $3.7 million is trying to reduce what is now a formalized structural deficit. It reduces some and I think it's important that we do that. Thank you Madam Speaker, that is the introduction of Motion 2.

Madam Speaker: Thank you, Councillor Eadie. And with that, Council will now recess and adjourn at 1:30. Thank you.

Reconvened meeting of
Winnipeg City Council of
December 12, 2017, at 1:34 p.m.

Madam Speaker: Good afternoon, I'd like to reconvene the special Council meeting of December 13th, 2017. We're here debating the Operating and Capital budget. Next on the speakers list is Councillor Mayes.

Councillor Mayes: Thank you, Madam Speaker. I planned only to speak in praise of Councillor Gillingham, but some comments thrown around today that I think I should probably respond to. But firstly, my thanks to Councillor Gillingham who has been a true gentleman in the conduct of this; unprofane, professional, diligent, polite, so my thanks to Councillor Gillingham. One of the advantages of this level of government is that you get to deal with people from all different political parties. I've talked to Councillor Gillingham and said if we were in the legislature or perhaps the House of Commons we'd be shouting at each other, but instead here you can actually try to cooperate and get along and share your views. So I just wanted to emphasize my respect for my colleague in this.

Six years ago tomorrow was my first day here and one never knows when one is given one's valedictory in this line of work so I thought I would look back a bit over that and say, when I got up six years ago it was actually on a Capital budget vote. And I didn't vote for that Capital budget and I won't read the quote, but it had to do with the fact that I just spent nine weeks going door-to-door in St. Vital and people's main issue was infrastructure and roads and lanes and sidewalks and the need to invest in infrastructure and I didn't think that budget had gone far enough in that regard. We started however, after that budget to change the course, I think, and I think it behooves me as someone who has now been here six years to say it, there seems to be a lot of accusations flying back and forth about what happened four years ago or five years ago under the former mayor and how things are so much different now and then accusations the other way saying there's false news or there's misrepresentation or shell games. I think it's probably better if we all cool down a bit and try and work together and try to be open about what's been accomplished in this four years or three years, and what was accomplished previously. A lot of the things we're doing continue a certain arc. There's no doubt, this is a record level of roads and I want to commend the Mayor for that. The reason I voted against that 2012 budget has largely been corrective. We started on a certain path under Councillor Fielding and then under Councillor Wyatt to dedicate funding…and, I think it was actually called the Chris Lorenc tax when it first came in, or maybe I called it that, but the idea was to dedicate a certain amount of revenue each year to the roads budget. We did that first with regional roads…local roads, and then Councillor Wyatt, over some opposition in 2014, introduced the regional roads component in 2014 and we have continued that arc. The budgets' amounts may have gone up and down. Some people argue with different charts, but let's be clear on the core thing. We have increased the roads budget to a record level under the Mayor's leadership. But it's also worth noting we started on that arc back in about 2013.

Then some other things we started. It's interesting to note the 2012 budget, which I actually voted against, was I believe, the first appearance and I mentioned it in my remarks at my very first talk here, the Fermor Project. It's taken six years to now be ready to go. It's a great project and I want to thank the Mayor for his support. And it's in Councillor Gillingham…it's in the budget. It's got an AT tunnel under Fermor that's historic from my ward, I think. So sometimes these things take 6 or 7 years and it's not possible to know really where all the credit should be given. So Councillor Wyatt can come to the ribbon cutting on that one and the Mayor can come to the ribbon cutting on that one, I don't really care. All I care about is getting the thing built and after a long six year arc, we're finally going to be there.

I do think we have certainly been more open and transparent in this term of government. I want to give credit to the Mayor for introducing a number of initiatives; the Lobbyist Registry, and others, the Integrity Commissioner. And the budgeting process has certainly been more thorough and more open. There was one session back for that 2012 budget, Councillor Gillingham met with everybody, we had a number of surveys, we had a number of chances for people to come and speak to us about the budget. But I do think if you look back at some of those budgets from 2013 and 2012 and 2014, a certain arc was started. I couldn't resist bringing the Canada Games mug in, Madam Speaker, because that process, that bid was started under former Mayor Katz. The current mayor was a great champion of the Games and very ably represented the city. But we were able to enjoy that in 2017, but that was really something that the old council and the new council both had to support. Striking that the 2014 budget, which I voted for, my first budget as an EPC member, that budget contained for the first time provisions hiring six additional staff for Transit safety. There were a lot of people who encouraged me not to vote for that budget and I said, you know, one of the things I fought for when I got here was Transit safety and there was some stuff I didn't love in that budget in '14, but there was some things I was very proud of, including Transit safety. We have continued that arc over time and today, I think we see a much greater commitment to Transit safety and I want to commend Councillor Morantz for that who is very much taken over the baton and run with it on this whole Transit safety issue.

So we…you know, we can accuse each other back and forth, but I think we are continuing in the right path in a number of areas. I think people…people have done the best they could for the city under the old regime, under the new regime. Councillor Browaty and I have talked about this over time and sometimes you end up supporting things you're not entirely convinced of in order to get some other initiatives in that you are a fan of. So it's always a compromise in these budget…in these budget talks. I should say, as regards to the Louis Riel School Division, I will gently remind Councillor Wyatt that he of course voted for the 2015 budget, which included a bigger grant to the Louis Riel School Division than the one he is harpooning today which also happens to be in Councillor Lukes' ward, not my ward. The other thing to clarify is of course, the Dakota…after five years…after six years here and after five different voyages for the Dakota

Community Centre funding to get through Council, and I was here for all of them, and my very able colleague, Councillor Lukes, was here for most of them, it's two different projects. Dakota Collegiate is not the same as Dakota Community Centre. I thought we'd finally clarified this after five years. So the Dakota field is done. Councillor Wyatt made some reference to changing it, no, that's…the Dakota field is probably the main accomplishment in my ward in this term; a great collaboration between the private sector and the school division and the City of Winnipeg. Winnipeg Free Press praised it heavily as an example of cooperation and it deserved that, I think. So Dakota Community Centre, different project, $20 million field house done, Councillor Lukes' ward. Councillor Swandel was also a great champion of that. We are moving around the running track over into a position in my ward in order to do that grant with the Louis Riel School Division as they emphasized what they wanted on that site. So frankly, there didn't seem to be any principled objections to grants to the school division when everybody voted for them a couple of years ago. Councillor Browaty, of course, voted for that a couple of years and I thank him for that. So we go forward. We view the school divisions as partners, not as adversaries. Proud of it and they're getting some good stuff done in and throughout the city. And then I want to thank the Mayor for creating the position of School Board Liaison.

So to conclude I guess, I'm hoping there will be some ribbon cuttings. We got talking about that earlier. I hope Councillor Wyatt comes to the one at the library in St. Vital because he was there in January of '13 when we first announced that long delayed project. That's going to open this spring. I hope the Mayor and others come to the one at College Jeanne-Sauvé when we start the ground breaking in conjunction with the school board sometime in 2018.

To close, Councillor Gillingham taught me the expression, "Something that neither moth nor rust can destroy", which is from the Sermon on the Mount, my thanks to my colleague on that. And I think the Youth United Program remains in the budget, one of the things I'm proudest of where we're working with U of Winnipeg to bring forward youth from the suburbs and the city to work together on a number of projects. So that's creating a spirit, I think, that will last long before…long after we're here as members of Council. Thank you.

Madam Speaker: Thank you Councillor Mayes. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Speaker. I'm pleased to support adoption of the 2018 Operating and Capital budgets as have been presented today. I will not be supporting the two motions that have been introduced.

I do want to begin by expressing my appreciation to several people. It's a privilege to serve as the Chair of Finance. It must be near the end of the process here because about three times in the last week, I have been told I look really tired. So we must be getting close to the end of it.

I first of all want to thank Mayor Bowman, Madam Speaker, for his leadership, support and effort in helping to prepare this year's budget. Thank you to all of my colleagues. I had the chance to meet with all but one of my colleagues on this budget and I appreciate that. I want to thank each one for their input. Thank you especially to the Executive Policy Committee colleagues, the Acting Deputy Mayor, Deputy Mayor for their work specifically in preparing this budget. I also want to thank members of the public and the stakeholders for their participation. Consultations began for this budget early in 2017 and have been ongoing. In fact, I believe that the amendments that were proposed since November the 22nd are indicative of the fact that we've been hearing from the public and doing our best to listen to the public and respond accordingly so that ultimately the budget we're voting on today reflects the priorities of Winnipeggers. Lastly, I do want to thank members of our public service, our administration, Mike, Betty, Howard, Lisa and the entire Corporate Finance team for all the hard work that they have done in preparing this budget.

As the Mayor indicated, this has been a very challenging budget process as service and infrastructure demands remain high in a time when the Provincial Government has changed both its funding levels and the way it funds the City of Winnipeg. Balancing the budget this year was made even more challenging than previous years because of the Province's decision to eliminate two key programs, including the 50-50 Transit funding agreement and the Build Manitoba Fund which provided stable, predictable funding. We continue our efforts to secure a long-term, stable, predictable and growth-oriented funding commitment from the Manitoba Provincial Government.

Notwithstanding the challenges, these budgets that are before us present a balanced, fiscally prudent and responsible blueprint. The limits, the budgeted tax supported expenditure growth to one of the lowest growth rates in the City's history, while maintaining investments in key infrastructure. And Madam Speaker, just to be clear, this is a balanced budget. This budget is based on estimates as has been the practise for previous years. Budgets are based on estimates; estimates of revenues and estimates of expenditures. At the start of this year's budget process we were facing an immense $89 million deficit in our tax supported operating budget. But through this process, we have worked very hard to control expenditures, to drive efficiencies while making strategic investments in services and infrastructure. I believe that the budget before us strike the right balance between fiscal discipline, addressing our immediate priorities and continuing critical investments to build our city for the future.

With the minutes I have remaining, I want to touch just on a couple of the highlights of this budget. This year's Operating budget proposes to maintain Winnipeg's competitive ranking by eliminating operating expenditure increases to 1.2%. I went through some of the history of the City budgets and I couldn't find anything that was that low, represents one of the lowest year over year growth rates in the City's history. And the 1.2% increase is in line with the rate of inflation. And I want to point out, as I have before, that we were able to achieve this nominal increase in large part due to the cooperation and success that we had in negotiating labour contracts for 2017. As a result of those negotiated agreements, which I appreciate all of Council supported, the labour costs in the 2018 budget are $21 million less than forecast. I want to thank all of our valued employees in the City of Winnipeg for working with us at the bargaining table. The efforts of these bargaining teams have ensured that we have a more sustainable cost of labour over the long run.

One of my goals in this budget process was to protect the financial stabilization reserve and the budget that is before us today accomplishes that goal. This budget does not draw on the financial stabilization reserve. This budget is balanced without using the impact fee as a funding source. The Capital budget for this year proposes a record level of investment in our roads with $116 million budgeted for regional and local streets. You've heard it even on the floor of Council today by others that Winnipeggers have said that fixing our roads remains their number one priority. We have listened. This budget responds. The 2018 budget reflects that priority with the full value of the 2% property tax, $11 million going into roads. .33% of the proposed property tax increase is dedicated to completing the southwest rapid transit way. In total, this 2.33% property tax increase means that the average homeowner will pay an additional $39 million…39 million…not 39 million, $39 in municipal property taxes in 2018. The budgets before us propose a total investment of $17.3 million in new active transportation. To continue the power in the economy and reduce the burden on small businesses, the business tax will be reduced from 5.25% to 5.14% and the business tax threshold will be increased from $32,220 to $33,300 in 2018.

One of the highlights of this year's budget is our increased investment in protecting the City's vital tree canopy. Winnipeg's vast elm canopy comprises a significant portion of our total tree inventory and is one of the city's greatest treasures. Of course as we all know, unfortunately, due to increasing spread of Dutch Elm Disease, we continue to lose more and more of our precious canopy, and so we must act now and this budget acts. This budget proposes a record capital investment of $4.6 million to address the backlog in elm tree removals in 2018. With further funding in the operating budget for tree planting, pruning and additional Dutch Elm Disease control, we will invest a total of $18.7 million in maintaining and enhancing Winnipeg's tree canopy.

I will acknowledge as I said before, I said it days ago on the day that this budget released…was released, the one aspect of the budget that I am least pleased about is our use of debt. The Capital budget does include $48.2 million of external debt which is up from $36.2 million in 2017. While this reflects an increase of $12 million from last year, Winnipeg's overall external debt is still well within the self-imposed debt limits which are among the most stringent in Canada. Additionally, the Capital budget relies on $22 million of internal borrowing. By choosing to leverage our reserves to support strategic capital investments, we avoid additional external borrowing, and I do note that five days after the preliminary budget was introduced on November 22nd of this year, Standard & Poor's affirmed the City's AA stable credit rating. Standard and Poor's cited Winnipeg's strong financial management by an experienced, qualified management team. As well as robust liquidity…

Madam Speaker: …Moves extension. All in favour? Contrary? Carried.

Councillor Gillingham: As well as robust liquidity, debt policies that are prudent and a broad consensus to implement structural reforms as the basis for maintaining our rating. And I can tell you Madam Speaker that in a year when we have faced and addressed so many funding challenges as we have in 2017, it was rewarding to receive Standard & Poor's affirmation.

Much has been said already about the Province's decision, unilateral decision to eliminate the 50-50 Transit funding agreement which has created an estimated $10 million shortfall in Transit's Operating budget for 2018. We were disappointed with this decision. We continue to urge the Province to reinstate the 50-50 Transit funding agreement for the upcoming year. You can see the efforts that we have made, Madam Speaker, and much has been spoken about the .25-cent fare increase. Much has also been made about the service rationalization and the proposed changes or reductions to 22 different routes. As we all know by now that we have listened to Winnipeggers and we have made efforts and made decisions and a proposal that will save those 22 routes and we're voting on that today. So again, I want to thank all Winnipeggers for their input and my colleagues for their efforts as well.

Two final highlights, Madam Speaker, this budget includes a very important recommendation that Winnipeg Transit undertake a long-term strategic plan to address the operating, financial and service objections…objectives to help ensure that Transit can be positioned for success in the future. The plan…this strategic plan effort will also examine a

reduced fare for low-income riders. And finally, Madam Speaker, with the time I have left, as we move into the final year of Council's mandate, we believe that City Hall is on better track today than it was years ago. We have worked very hard and made significant progress here. Over the next 25 years our population is expected to increase continually with steady growth, so we need to continue a disciplined and responsible approach to investing scarce tax dollars. I have two pages left. Thank you.

Madam Speaker: Councillor Morantz moves extension. All in favour? Contrary? Carried.

Councillor Gillingham: We need to continue with disciplined and responsible approach to invest scarce taxpayer dollars. We must continue to review and scrutinize expenditures to ensure that we are investing tax dollars in a way that provides maximum benefit and value to taxpayers. So the final highlight that I believe is very important in this budget, Madam Speaker, is the recommendation for the Chief Financial Officer to conduct a review of multiyear balanced budgets, to review multiyear balanced budget…operating budget techniques and best practises in other jurisdictions. The rigour of multiyear balanced budget processes would require the City to examine all revenue sources, to scrutinize our use of debt, fees, dividends, reserves and other funding sources including funding from other levels of government. Multiyear balanced budgeting would also force Council to review the services that the City of Winnipeg currently delivers and determine which of those services are core services that must be delivered under legislation, and what services, grants and activities that the City is currently doing and delivering that are not core. It would be a difficult process, but I believe the analysis needs to be done. Multiyear balanced budgeting would also determine where the City can continue to find efficiencies, innovations and opportunities, and it would force us to clearly articulate the City's service and infrastructure priorities through multiple years, and I can tell you Madam Speaker, that I look forward to the results of that review by our Chief Financial Officer.

So, Madam Speaker, it's my privilege to vote for this budget, I'll be voting in favour of this budget. I encourage all my Council colleagues to support this budget as well. I will not be supporting the two amending motions that were presented today. And once again Madam Speaker, I thank all of my Council colleagues who participated in the development of this budget, and I thank them for their time, their efforts and their energy.

Madam Speaker: Thank you, Councillor Gillingham. Next speaker Councillor Wyatt to...or Councillor Eadie, you can close on Motion No. 2.

Councillor Eadie: I'll speak to the budget. May I speak to the budget?

Madam Speaker: You can, I asked the question twice, are you interested...

Councillor Eadie: Well I know.

Madam Speaker: Okay.

Councillor Eadie: I think people are falling asleep. May I stand and speak to the budget itself Madam Speaker?

Madam Speaker: Councillor Eadie, yes.

Councillor Eadie: I'm not closing on the amendment at this point.

Madam Speaker: No, speak to the budget, 8 minutes. Thank you.

Councillor Eadie: Thanks Madam Speaker. I rise to speak to this budget as the three-week process started in consideration of the budget, although I did have the opportunity to participate in a bit more heavier of a level, Madam Speaker, in regards to the Winnipeg Police Service's budget, in the end I didn't agree with it, but that said, Madam Speaker, I have to say that in this three weeks, there is a number of intimate little details that I think...I hear language used by councillors and used for media bits and so on and so forth, but I have to say, the misuse of the word 'efficiency' just blows my mind, Madam Speaker. A real efficiency is finding a lower cost method of delivering the same level of service. That's what an efficiency is, Madam Speaker. When you hear efficiency, regarding this budget, it's not the proper usage of the term. It's called a service cut, or there was some money left over in some budgets here and there that they took and said, oh, we'll call that an efficiency, but really what it was, was you did some value engineering and you used substandard things for things like, well, play structure padding if somebody falls, Madam Speaker. People heard me talk about that at Protection, Community Services and Parks. It's actually Madam Speaker, kind of insulting to see that kind of stuff happen, Madam Speaker, but I leave that alone, because I've now...this is my 8th City of Winnipeg budget I'll be voting on. And I voted for many of the Capital budgets that were brought early on in my first four years. Because we were trying to do the right thing and what people were telling us they'd like to see, Madam Speaker. But

what I have to say overall about this budget is that there continues to be the same kind of problem here on City Council. Yes, the Province is not being a fair partner. That's absolutely true. Absolutely true, Madam Speaker. And we do have to balance our budgets and for anybody at the Provincial level of government to think that we haven't been looking for efficiencies for a long time, is trying to fool the public, because that's what has been going on since I've been a city councillor. And we, when we came here in 2015, Madam Speaker, when our first briefing meeting, we were told that there is no more...it's all gone. There is no one-timers, there's…we're talking about service cuts now when we start doing stuff. So people seem to think there was a lot of fat at the city level. There may have been, but when I became a city councillor, most of that was gone. And so the negligent way that we've been doing budgets now since 2015, 2016, 2017 now 2018 Madam Speaker, one-timers Madam Speaker, one-timers, is a negligent way to try to deal with services that are ongoing that people of Winnipeg expect. And the problem is we have an EPC plus two right now. In the past we had just EPC, now we have EPC plus two and they work on the budget and there are difficult decisions, Madam Speaker. You know, I really appreciate the angst and stress that they went through trying to come up with a balanced budget in 2018 Madam Speaker. I feel for them, but nothing has changed Madam Speaker. We're concerned about these issues, we do one-timers, we do these things to see that…for example, that you know, Portage and Main is open so we're going to neglect somewhere else, that's what we do, Madam Speaker. That's' what's happening. And so, it's really concerning, Madam Speaker, because I think we haven't resolved the real issue. We just heard the Chair of Finance, the head of the budget process, talk about the structural deficit, Madam Speaker. It is not appropriate. We have now formalized it in external borrowing for short-term assets and borrowing for…actually, what I would call operations, Madam Speaker. That's not good. That's the problem we had in the '80s. Luckily right now, Madam Speaker, we have low interest rates. But I don't know when the bond rating agency heard from our City management and two Council member leaders that they were going to tell them that we were going to formalize a structural deficit, short-term borrowing, external borrowing, of what, 23, 33 million? I don't know. Things have changed a bit. But the reality is, it's all being formalized. We're not looking at things appropriately. You know, yes, I want business to survive, Madam Speaker, but the reality, Madam Speaker, is we can't keep telling bus riders you got to feel pain. Property taxes, you have to pay, feel pain. People who drive cars, you've got to feel pain, Madam Speaker. But you know, like, business should be chipping in. Like really. We've got a problem. And the beauty about…the only thing that's good about business tax is it's ongoing money. If you increase it, it keeps going into the future. You can hold it down, do what you got to do, but you know all these one-timers and borrowing, we're not dealing with the real problem. The problem is...I do it myself, I admit it, Madam Speaker. You know, I come in, there is things I want to see, things I'd like to see happen, but ultimately Madam Speaker, I want to make sure that all Winnipeggers are taken care of and that we deal with the problems in our budget appropriately. But what's happening here is we've got people who want to have promises. I heard somebody mention something about ribbon cutting. I haven't been to a ribbon cutting. I wasn't at the ribbon cutting at the McCrae spray pad because those are things that our people want. There is a spray pad going in at Old Exhibition Grounds, that's good. Centennial, down in Southdale they have a spray pad, it's good. That's what the people want. They want a good city to live in, Madam Speaker. And so when I look at how decisions are being made, it's not being done in an appropriate manner. We can't just go and take selfies, Madam Speaker, at various places that are delivering social service for us and then not try to help them out, Madam Speaker. That's not...that's a politician. I don't want to be like that. I want to make sure that Winnipeggers are going to be having (inaudible) reflect the future, a good place to live in the city, where we do help people use recreation services that are affordable, where, yeah, we fix the roads, Madam Speaker. But you know, if we were to borrow money, I can't even believe this, you know, the Province isn't on board. We have to take responsibility, Madam Speaker. When we do a real renewal of a road, not a mill and fill, but a real renewal of a road, Madam Speaker, we should be borrowing money for that if we don't have enough cash to capital, Madam Speaker. That's…because that's multi-generational. And so, I just have to say I can't vote for this…

Madam Speaker: All in favour? Contrary? Carried.

Councillor Eadie: Madam Speaker, I'll just conclude…really, I just…I can't vote with good conscience that Winnipeggers will actually be taken care of. We were born privately, and I may not agree with our financial advice, Madam Speaker, but we were told the wall is in 2019. And we're going into an election year, Madam Speaker, and I have to say, wow, have we ever as a whole Council…bad decisions have been made here. We have not taken care of people's future and the wall is in 2019, and it's going to be even worse, Madam Speaker, even worse. And I have to say, how can I vote for that? How?

Madam Speaker: Thank you, Councillor Eadie. Councillor Browaty.

Councillor Browaty: Thank you, Madam Speaker. I rise today to not vote in support of both budgets before us today. First of all, as Councillor Wyatt pointed out earlier today, this budget, as a first haul already, has $3.5 million toward refurbishment and the reopening of Portage and Main. Remember, even though it's coming back to Council before it happens, there is money in here towards the studies, the plans and the actual engineering to reopen Portage and Main to pedestrians. Go talk to your residents. How many of them want to see Portage and Main reopened to pedestrians? They don't. There are ways to make Portage and Main more pedestrian navigable. I know the Mayor of Calgary said he

got lost. You know what, let's paint the safety barriers at each of the four corners different colours and then underground, paint in the circus…the circus, those four colours. You can have a red colour, a blue colour or green, purple, even do a purple colour for Mayor Nenshi and then make matching colours underground. How easy would it be then to figure out which corner you need to go to? You're staying at the Fairmont, you look outside, I'll move the blue corner, you go to the circus, there's the blue part of the circus. How easy is that? I tell you what, Mr. Mayor, I'll order up some ribbon, I'll get some scissors, we can cut the ribbon for the colour painted wall at Portage and Main and safety barriers, it would be a wonderful thing and Winnipeggers could get behind it. We can get it done for a couple hundred dollars. Life would be grand.

I'm voting against this budget also because of the way that we're going about increasing parking. I agree, I understand that, you know, there are parts of our downtown where we probably should be increasing the cost of on-street parking. But the way we're going about doing this is not in the least based on any type of sound parking policy. The way you're supposed to come up with pricing and restrictions on on-street parking is based on 85% availability on any given block face. So in some areas, parking rates can go down, parking rates can go up. In some areas, the parking should be 7 days a week or you know, 5 days a week. It could be from early in the morning till late night or just during peak work hours. There is good, sound parking policies out there. And there's probably some…you know what, I bet we could raise the same amount of revenue by following best parking…best policies here, but that's not what we're doing. We're raising parking on Waterfront Drive by Higgins where there is almost never anybody parked there at the pay stations from a buck an hour to 2.50 an hour. Same thing on Selkirk Avenue, same thing on Logan where you just drive around the corner and there is free on-street parking. Who is going to go from…I mean, people are avoiding dollar an hour spots, what do you think they're going to do when it's 2.50? That's crazy. This is not based on sound parking policy in the least. I have no problem with some of the areas going to 3.50, but the way they're going about setting these policies is just poor.

And again, when it comes to the process, we talk about, you know, openness and transparency and the way we go about doing capital projects. We have a five…you know, we have a one year Capital budget and then a five year projection. You put the projects in there in out years. That's when you're supposed to put new projects on the budget sheet. I put in four years ago or five years ago money for Henderson Highway to go do the study and the engineering, to figure out how to...Henderson Highway is one of our main, primary image routes as identified in our Complete Communities Strategy and our OurWinnipeg documents to do away with the open ditches. We talked about active transportation and pedestrian friendliness. This is a major image route. There are parts of Henderson Highway inside the Perimeter Highway, inside Winnipeg that don't have a sidewalk on one side of the street. We've got open drainage ditches, no centre medians. I'm trying to move this along forward. This is productive, proper way of doing it. We're supposed to start planning it out next year so we can figure out what it would take to get it done. Get a Class-3 Estimate, work with other levels of government to, you know, find a way to perhaps fund this. Now it's pushed out a further year. Public Works says it's because they don't have traffic engineers because they don't have the internal resources to handle it. Again, that's perhaps...you know, I'm not against the notion of some degree of vacancy management, but you know, in key positions like this where it's going to cost us more money because we don't have those positions filled, you know, we've got to be taking a serious look at those particular ones. I mean, you know we haven't…you know…Lester Dean, we still have a temporary Director of Public Works. We lost Scott Suderman, Scott Chapman, the people that would be internally managing these projects with our consultants, they're gone and probably going to be difficult to replace in many cases.

Kilcona Park, this is one of these cases where, you know, again, ideally you put capital projects five years out. When you literally have a play structure that burns to the ground in a quadrant park, you figure out a way to get that done. You figure out a way to build it. I appreciate the amendments to the budget taken from 250 to 350, but that still not what the project's going to cost, it's a half million dollar piece unfortunately. That's what these play structures cost. When I first got on, you know, Council I kept asking, does it really cost 75, now probably close to 100 grand for a neighbourhood park? That's insane in my mind. I mean, go to Wal-Mart every year and buy a new $300 trampoline and you'd still be ahead. But again, that's not the reality of Municipal Government and that's what these things cost. Kind of bizarre.

And again, Mr. Mayor, you had a choice. We now get a fair say with the money received from the Province of Manitoba. If you want police helicopters, that's a choice and I respect that choice. If you want to...I mean, I don't agree with the choice of opening Portage and Main, but again, these are choices that we have as a Municipal Government. We asked as municipalities across Manitoba for a fair share and a fair say. Yes, we need to do more work. We understand the purse strings on Broadway are tight. We need to keep going out there and lobbying continuously to see predictable growth in our annual contributions from the Province of Manitoba, but it's not an automatic. You know, just because, you know, if you're a kid and you get allowance from mom and dad, just because the price of hockey cards or bubble gum or video games goes up, doesn't mean you automatically get an increase in your allowance. We have to go out there and make the case, we need to work with the residents that are out there and make it, you know, inexcusable to make sure that we continue to get growth-oriented grants from the Province of Manitoba. But when it comes to a fair say, why are

we going…and going after the most vulnerable? Why are we going against Transit? On one hand, we're trying to say, we want people to take the bus, we're spending half a billion dollars on another phase of rapid transit, we're spending all sorts of millions of dollars planning new lines of rapid transit, people just want to get on a bus. They want the bus…they want to know that the bus is going to come. They want to know that there is ideally going to be a seat on that bus. The best way to get people to leave their cars and to take transit is for there to be a bus where they're going from going to where they're going to and that it's predictable, it comes frequently and again, beyond that, having a seat is a bonus. Right now, we're failing. I challenge if any of you want to take a bus, Wednesday, Thursday, out to North Kildonan, we'll go across to the Concert Hall. I hear…I don't take the bus regularly, the majority of the buses that go over the Disraeli are full by the time they hit the Concert Hall. So if you're here at 4:30, if you're here at 4:45, you're here at 5:00 o'clock, you're probably going to wait half an hour on a busy Wednesday or Thursday afternoon to get a bus that has space on it. So people walk. You know, you're working in the Exchange District, you're walking to Garry and if Garry's not likely to have a stop, you go further.

Madam Speaker: Councillor Eadie moves extension. All in favour? Contrary? Carried.

Councillor Browaty: We need to also, again, with our public…with my colleagues on Public Works, we need to ask hard questions of Transit. Why are they not recommending rejigging the Saturday Dart 102 or whatever it was when the average passenger load is one. That's an average. So some weeks there's probably not a single passenger. We've got a bus driver making $25-30 an hour. We've got a very expensive bus sitting there. We're spending all kinds of money. Perhaps after tomorrow, for $4, we can throw them an Uber to get to the mainline bus route. Who knows? It just does not, to me, make any sense to be spending that kind of money where there's not the demand when we have other places on our transit network that desperately need the service. You know, we had a good exercise earlier this year with the whole idea of high frequency transit. Again, high density areas, high density routes, people will find a way to get to those areas to…you know, to get to work. So we definitely have some opportunities and some challenges in front of us.

This is the first budget in seven years that I've not been part of the forming of this process. The unsung heroes of the whole budget process are our administrative folks; Mike, Betty, Howard, Lisa. We'll be gung- ho about doing something one day, they go rejig all their numbers, they stay late, you know, we work all day and we're all tired, we go home, have dinner, watch the hockey game. These guys are back here still, reworking everything because we had a great idea. And then the next day we reverse it and change it all over again. So I just want to appreciate the crazy work these guys do and wish you all the very best of the holidays because again, we're not necessarily always the easiest folks to work with either. You know, one person's missing and the next day they come back and rejig it all over again so I do appreciate that. And of course, I do want to recognize Councillor Gillingham for the work you've done through this process. Again, I will not be supporting the budget before us today.

Madam Speaker: Thank you, Councillor Browaty. Councillor Dobson.

Councillor Dobson: Thank you, Madam Speaker. This is our fourth budget and I can see similarities with the previous budgets brought forth by this Council. First and foremost, is the fact that all members of Council are still not involved in the draft budget from start to finish. On March 23rd, 2015, I spoke on the 2015 budget and I said this: "The draft budget we need to make some changes. Presently, we have 15 elected members of Council of which the Mayor appoints six to be on his EPC Committee. This committee along with the Mayor have meetings with various departments in the months preceding the draft budget and in the end, it is the Mayor and his six appointed councillors who will ultimately decide what is in or out of the draft budget. Moving forward, we need to engage in some strategic thinking and include the other nine members of Council so that they are involved in these meetings and have meaningful input so that when it's time to vote on the draft budget, they will be making an informed choice. Only in this way can the budget process be considered open and transparent." The 2017 budget was the worst though. On November 2nd, 2016, the Mayor replaced two EPC members. Do you understand the implications? It meant that only four members of Council, EPC members, were involved in the draft budget from start to finish. That means 500,000 residents in this city were not fully represented in the making of the draft from start to finish. That's over 71%. That frankly is embarrassing and abysmal. This 2018 draft budget is not much better. Over 300,000 residents have no representation in this draft budget from start to finish, which means once again, councillors were not able to talk to departments about the budget during this time.

On February 22nd, 2017, of this year, I said in Council, I know it's not budget time, but I asked the question, last Council, and Mayor Bowman, I would like to apologize it appears that I haven't been explaining myself quite clear enough. When I said that I would like to be fully involved in the draft budget from the start, what I was referring to last Council, as well as numerous other times, was that everyone, all of Council, should be at all the meetings, talk to all the departments, talk to all the administration and collectively make all the decisions on the draft budget. And at that last Council meeting you directed me to our Finance Chair. You sent me on a wild goose chase. The Finance Chair has indicated at that time that you alone control who is on the draft budget working group. So while I suspected that talking to the Finance Chair would be pointless, I did so anyway, so that I could show everyone here watching City Council online that I was doing

my part to prove that you either didn't understand my question, or you were sending me on a wild goose chase. And given those people watching online the impression that all councillors are fully involved in the draft budget when in fact only the budget working group are fully involved. So I talked to our Finance Chair and while I enjoy talking to a fellow councillor, it was basically a waste of my time. Do you really not understand what I'm trying to achieve by asking for full participation with all Council members in the making of a draft budget? Again, I have asked numerous times in the past at Council and I think I've made it quite clear this time, but if it wasn't clear enough for you, I'm quite willing to draw you a picture showing you and your six member working group, plus two, and how it compares to the 15 members of Council in this room so that you can fully understand what everybody else in Council already knows. My question then was, are you going to allow Council to be fully involved in the making of the draft budget from the very start of the budget cycle? And this means that all councillors will be part of the working group. For the umpteenth time, the Mayor skirted the issue and did not answer the question. Last spring, at the Council meeting of June 21st, 2017, I sent an e-mail to all the departments saying that I would really like to get suggestions to the Chair of Finance on how to proceed with our next budget, but to do so, I will need to find out how each department is doing. I would like to know the needs, wants, risks, and opportunities your department faces going forward. This information will provide me with a consensus of what is needed by each department, what each department would like if the budget permits, what risks we encounter by not doing something or doing something as well as opportunities that the department recognizes where we can have some cost savings. Our CAO told me I can't have that information. So there you have it. The Mayor prevents all members of Council from participating in the draft budget working group and our CAO stops non-draft budget working group councillors from getting the information from the departments. Talk about dark days for our democratic system here at the City of Winnipeg, but it didn't have to be that way. EPC could have said, all member of Council should be part of the draft budget. They have six votes to the Mayor's one. But they didn't, and that speaks volumes.

Now, if I could go back to the very first Council meeting, again, the meeting of March 23rd, 2015, it also shows similarities to our 2018 draft budget. I said roads are a major concern to residents in this city and the budget goes a long way to addressing it. Unfortunately, I felt that that budget had missed the mark. We were looking for a new revenue formula, but we hadn't found it yet. This budget relies on too many one-time transfers and increases which will not be available or viable in the future. I said we can stay on this path which leads us to ever increasing difficulties in balancing budgets in the coming years with massive tax increases or we can choose a different path. I suggested freeze hiring, put capital improvements on hold, stop discretionary spending and stop BRT. And here we are again, in 2018, one-time transfers again.

Another similarity I can see in the 2018 draft is the lack of a pothole budget. First off, I would like to provide you a little history. Two years ago at the Public Works meeting, which I was a councillor on that committee, when we were going over the 2016 draft budget I was concerned, so I asked where the pothole budget was because there wasn't even a line item identifying it. I was told it comes out of the street maintenance budget and then in last December in Council when we were debating 2017 draft budget, I questioned why potholes were not listed in the budget. I said, if I was part of the draft budget working group, potholes would have been front and centre, but the draft budget working group is primarily EPC members and I wasn't included and the pothole budget was still nowhere to be found which just boggles my mind, because the number one complaint I receive during spring, summer and fall is potholes. Now we list the number of potholes filled. If that's all we're doing to address our war on potholes then we might as well surrender now and raise the white flag because we're not winning this war nor are we taking this matter seriously. On one particular street in my ward, the potholes were so bad that another councillor from another ward brought it to my attention. Complaints were sent in in early May and they were fixed the week of August 26th. That's over 100 days, around 15 weeks. Is that a good response time? I think not. Do we not realize how big an issue this is? It's no wonder there are residents that are getting frustrated and upset. And yes, I still couldn't find a pothole breakdown in our street maintenance budget. I don't think there is a program. I consider this...

Madam Deputy Speaker: Councillor Schreyer moves extension? All those in favour? Any opposed? Carried.

Councillor Dobson: I consider this draft budget to be fiscally irresponsible budget because we have reduced our cash to capital by more than 50% from last year to make the property tax increase look good. This draft budget has also missed an opportunity to start reducing our frontage levy property tax. For that I am disappointed. The fact that the Mayor and the draft budget working group considered massive Transit fare increases and route reductions along with punitive parking metre increase while approving the Promenade Taché walkway and the Portage and Main, is reprehensible and shows how out of touch this is group is, and to make it clear, I voted against both of these projects because they are wants, not needs, and as I have said to you before, this City Council has to understand the difference between needs and wants. And this shows again why all 15 City Council members should be involved in the draft budget process from start to finish and maybe then we can be truly open and transparent. Thank you.

Madam Deputy Speaker: Thank you Councillor Dobson. Madam Speaker.

Councillor Sharma: Madam Deputy Speaker, I am pleased the Finance Chair, Councillor Gillingham, has made some improvements to the budget process this year. The process started earlier on in the year and more opportunities were offered by Councillor Gillingham to meet with him and discuss ward priorities and overall priorities for our city. Taking on the role of Chair of Finance Committee and to lead on creating the City budget is a large commitment that requires countless hours to be put in. I thank Councillor Gillingham and EPC for their efforts. Further to this, I have to say, I would be remiss if I didn't put on the record the drafting of the City budget would be more meaningful, and a true collaborative effort, if all members of Council were around the table from the very beginning. We have a ways to go to set up an environment where this is made possible, and I truly feel it is possible and Winnipeg will be better for it. Investments in our road improvements is a long-term strategy that was started in my last term on Council by Councillor Wyatt and it is an important…and it is important we stay on track with those investments to see results. We have consistently heard loud and clear that Winnipeggers want better streets. Significant dollars have been assigned to road work and I'm very supportive of this. We must continue with this strategy.

Investments in recreation are important throughout our city so children and families have places to go close to home to stay active and have fun. The Seven Oaks Pool is a City asset that is well used and has always performed strongly in terms of participation numbers. In this budget, important maintenance to the building has been earmarked that further protects our recreational asset and that serves so many families. I have two parks in my ward that have been damaged by arson. I am pleased to see funds allocated to repairing the damaged play equipment. This being included in the budget was a direct result of the dialogue I had with our Finance Chair, Councillor Gillingham. I thank him for bringing my concerns forward and helping to find a solution. Often those solutions come at the 11th hour as the amendment came forward last week at the EPC meeting to earmark additional funds, but I am still thankful for the outcome.

I'm also very supportive of the monies budgeted for policing. Safety for my constituents and all Winnipeggers is very important to me. The Chief of Police, Danny Smyth, and the Winnipeg Police Service do wonderful work and they don't get nearly the recognition they deserve.

There are so many details in our budget that could be talked about at length, so I've just highlighted some of them. I recognize that monies are very, very tight for our municipality and commend the Mayor for his leadership efforts in focusing on what our city needs to move forward.

In closing, again I do want to underscore that our process could really be improved and I challenge Councillor Gillingham to go further as he continues in his role of Finance Chair in the coming year. Thank you.

Madam Deputy Speaker: Thank you. Next, Councillor Lukes.

Councillor Lukes: Thank you. I rise to provide a few brief comments on this budget, which is my last budget on this term of Council. As I reflect back to October 2014 when this Council was elected, I recall being very optimistic and hopeful and believed transformative change was coming to City Hall and coming to the budget process. We had new councillors, a new Mayor, we had seasoned veterans and a feeling of great hope for positive change, which is what we all campaigned on. And I have to say, it's been an interesting three and a half years and I'm sure the remaining half year will also prove to be interesting.

I want to thank Councillor Gillingham for working so hard in developing a budget on what seems to be like quicksand. I appreciate it's very difficult not having a clear idea of Provincial funding for 2018 and having to develop a billion dollar budget balanced with much uncertainty. Thank you very much for your efforts. You're honest, you're frank, you're respected by all members of Council and you're sincere in your approach. I value that as do many Winnipeggers that I speak to when your name comes up. I know the governance model we operate under is not what you'd like it to be either, but as you often say, we have to work within what is currently set up. So here's hoping you could chair Finance for any future budget and when we're able to engage in a more thorough…in a thorough governance review, we'll be able to enable more of Council to participate in the budget process. Your work is appreciated. Having been a member of previous budget working groups and know the ward value of being on the budget working group, I also commend the members for sitting through the many meetings. There is good value for the councillors who participate on the budget. So it's difficult to offer comments of any substance on a one billion dollar budget that was crafted over six months when I really wasn't part of the process. Clearly, we're meeting the priority of Winnipeggers by delivering on roads with record funding. I really look forward to the day that roads are no longer our number one priority and that the majority of Winnipeggers, the majority of Winnipeggers, are demanding transit as their top priority. I can't wait for that day. As Councillor Mayes reflected, I too will, on the active transportation foundation that was laid over the past 15 years. I am pleased that back in 2009, we were able to see a policy change that ensured all roads on the active transportation network will have AT incorporated in them and I believe that this year alone, road work translates into an investment of approximately $12 million for active transportation and that, combined with another 5 million for sidewalks and pathways, makes up for an investment around 17 million. We're still playing catch-up on these modes of transportation, but I'd

really like to extend my gratitude to many organizations who worked so hard over the years to reach this point, to Winnipeg Trails Association, Bike Winnipeg and the Green Action Centre to name just a few.

Clearly we have major issues to address with transit. I'm extremely supportive of developing a long-term overall strategic plan. I think it's clear to everyone that we need to move in this direction. I have confirmed with the Acting Director of Transit that there has been no budget set aside to develop this long-term strategic plan, so I'm not really clear on how will that…how this will actually come to fruition, but I think that, you know, if we at least start talking about it, we can work in that direct. There is clearly large issues in Transit.

I'm really pleased to see capital funding of upwards of $9 million put towards information technology. The lack of modern technology in this…in an organization of this size is truly unbelievable. I feel this is very positive investment and I'm very comfortable with Mr. Legary being so involved.

I'm pleased about the investment in the Urban Forest. Again, huge challenges, but obviously a step in the right direction.

I am really…I am really supportive of the tipping fee increases to offset the residential garbage contracts. I was very concerned about that and I'm pleased to see that.

And I guess I'm just going to summarize with two more. The South Winnipeg Recreation Complex, when speaking to Councillor Gillingham, this was South Winnipeg - St. Norbert Ward's top priority that we discussed...top priority for almost 60,000 people. I'm glad we were able to retype a page in the budget book. It's a pretty simple act, re-typing a title, no funding was added. Residents find it extremely hard to understand, as do I, that in light of a pending opportunity to leverage external funding being so near on the horizon, that this was never addressed in the budget working group. I fully don't expect councillors in other wards to go to bat for South Winnipeg in the budget process, but I had hoped the Mayor would have been a little more aggressive on this topic.

Once again, I want to thank Councillor Gillingham for considering my amendment and a thank you to the Mayor and EPC for supporting the amendment. And probably without a doubt, the absolute best investment being made in this budget, in my opinion, is allocating $175,000 for a governance review. I've said it countless times in the past and will say it again, I know we can do better. We can make better decisions for Winnipeggers. We've not had a review in 20 years and because of that, we all know that poor decisions have been made and have cost taxpayers unnecessarily. I really look forward to being fully engaged in this governance review process and with that, I'll end my comments on the budget.

Madam Deputy Speaker: Thank you, Councillor Lukes. Councillor Allard.

Councillor Allard: Thank you, I intend to make my remarks in French.

Translation of French Spoken – forthcoming (2:33:34 – 2:37:46).

Madam Speaker: Thank you Councillor Allard. Councillor Gerbasi.

Councillor Gerbasi: Thank you. Thank you very much Madam Speaker, and I'd like to thank the staff as well. We know how hard they worked and how happy they're going to be when this day is over for them as I'm sure many of us may be as well.

This has not been an easy budget. The wall is upon us and it's been very difficult to do and I want to also thank Councillor Gillingham who has been a pleasure to work with, I think we would all agree. We are all from different backgrounds, different political views and a group of us worked on this very hard as is the process for EPC to create a budget as they've done for many years. I think the Mayor expanding it to two more members of the Council is not a bad thing, so I don't know why that's being criticized. It would've just been an even smaller number of people, and I think the process of working with Councillor Gillingham, it sounds to me from what Councillor Sharma, Councillor Lukes and others have said is that the issues they raised to Councillor Gillingham were listened to and included in the budget in most cases, so in fairness, there has been some good dialogue among all members of Council.

The arbitrary elimination of the 50-50 Transit funding agreement for operating costs of Transit cannot be understated. The reality of it is a $10 million cut to the money coming in from the Province in 2018 alone. Let's not lose sight of that. That's $10 million out of pretty much nowhere while we're in the budget process that we had to come up with. Very, very concerning to all of us. The budget process, the way it was managed in this process, does not put all of that on transit riders. There is debt, there's other funding sources like parking and other things that were done to spread the pain around, because it is painful, we can't avoid that in that…and unfortunately, there is a fare increase which is very, very

difficult for people who need to take the bus and it's very, very unfortunate that we've come to this day. I thank councillors for listening to many of the concerns that were raised in the process in that the cuts to Transit service were avoided. That's certainly a fortunate thing. I would remind people that we are continuing to fund the U-pass reduced rate for students, very significant reduced rate at a cost to our operating budget, and I very much have always supported that program. We still continue to have a very low seniors' rate and we are looking into the low-income pass, and I really believe that this time there is the political will and commitment to really bring that forward. I want to thank Councillor Gilroy for really pushing back on this and for everybody for embracing that notion, and I trust the Chair of Public Works and all of us are going to very seriously look at that, because I believe it is a social justice issue to have access to transit for all our citizens and those that can least afford it need help and we need to deal with this.

I'd like to note a few positive things in the budget that are really positive. There's a record 17 million in active transportation. That's up 31%. When you look at all that we're investing in active transportation, that is fantastic, that is something to celebrate. And all the community folks like Janice before she was here and while she's here and others, the Green Action Centre, the Bike Winnipeg and just all the people in Winnipeg who want this infrastructure and believe me, they want it, and it's good for the environment, it's good for our community, it's good for our health, it's good for the quality of our life.

There is 28.4 million being invested on 40 new Transit buses and these are with 25% dollars because of the new Federal funding for infrastructure from the 2016 budget. So this is really good news. That's a lot of new buses.

The Portage and Main issue I wanted to speak to briefly. I have always supported opening Portage and Main and I know citizens are divided on it. I've always ran on that platform. I've always supported that. I would point out that this is kind of a red herring the way this has been debated. The monies being invested, a lot of it is to repair the infrastructure underground as well as over ground. It's not even for opening it, it's for repairing an existing piece of our infrastructure that happens to be the signature intersection, open or not, in our downtown where people are going underground. It has to be done in terms of that repair work. So there really isn't enough savings here even if we were to cancel this one timer capital investment, which we've been criticized for using for operating a few minutes ago. It's capital money invested in fixing up something so it doesn't actually make sense to divert it. But I also think that some councillors have found a political way of, you know, getting people angry at this budget and against the Mayor and so on. You know, whipping up anger and comparing apples and apples to create a fight about Portage and Main and I think, why don't we just look at this with some excitement about a vision for our city going forward? Of a downtown that is connected and built for people, that everyone can walk across and everyone can share like happens in pretty much every other city with these kinds of intersections. They're usually open to people and people want to go there like when the Jets come back to town and when things happen, that's where people want to gather. So I think if you look at it that way, it's worth some public investment. We certainly invest in our public spaces, in parks, in street-scaping and other areas, why wouldn't we have some amount of investment, a reasonable amount of investment, in Portage and Main? Our downtown is pretty important and that's our most signature intersection.

Trees, I want to say thank you Councillor Orlikow for fighting like a trooper to get. This is a huge investment in Dutch Elm Disease….dealing with Dutch Elm Disease. It's actually a 233% increase in fighting Dutch Elm Disease. Thank you, thank you, thank you. This is what makes Winnipeg beautiful. You know, it's about living here, it's about our quality of life, it's not only about potholes, but potholes are also important and we all know there is record roads funding in this budget. So I'm not even going to bother repeating that because everyone else has repeated it many times.

Arts funding, maintained, not cut. Even in spite of difficult times. Thank you, thank you for continuing with public art.

Thank you for continuing with community centre funding. There's a lot of good things in this budget and you can say you only care about potholes, but if that's the kind of city this is, I don't want to live here, I'm moving. Because you know what makes Winnipeg great is our community centres, our parks, our trees, our public amenities, and we all support those things. So let's not play games about it. This budget has those things it. So thank you everybody who worked on this.

And the Inuit Art Centre, I'm sorry, this is a beautiful thing. This is the largest collection of Inuit Art, the largest public collection of Inuit art in the entire world. The building in my ward, right downtown, right by our Art Gallery, is demolished, they're starting to build it and the Province has not said they are not doing it. They haven't said what they're doing yet, so why on earth would we withdraw our funding from a project as incredible as that with such community support? No thank you. No thank you. Can I have extension, please?

Madam Speaker: Councillor Schreyer moves extension. All in favour? Contrary? Carried.

Councillor Gerbasi: So, you know, there's things in this budget that I don't like, that some of us don't like, but we came together from all different political parties, we have to bring forward a budget. You know it's…and I've been in opposition over the years to budgets when I felt I had to, when I felt it was wrong. But you know, you have to look at the whole package and you can't just pull out the one thing you don't like. Well, you can, but I think that if you look at some of these things, the things that are the most important to the group of us, that they're mostly here. You know, I mean, I think for me, the Transit thing that the Province did to us, by eliminating our ongoing, long-term Transit funding agreement is terrible and I hope everybody who is upset about this contacts their MLA, contacts the Premier. Go to them, say something, because they are what…they're doing this to us. We have tried to make it as gentle as possible with what we can do. We're borrowing money, we're filling holes here and there to try to spread the pain around, but this pain is caused by the Provincial ending of our Transit agreement. Don't forget that. Please, contact your MLA, contact the Premier, do something to help us, because this is just this year. We've gotten through it with this, what are we going to do next year without long-term predictable funding to operate Winnipeg Transit? Ask your Premier, ask your MLA. Thank you Madam Speaker.

Madam Speaker: Thank you Councillor Gerbasi. Any further speakers? Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. I'm getting my voice back as the day goes and hopefully I'll be able to sing my prayer tomorrow morning, Madam Speaker, we'll see.

First of all, it is really quite a process, and it's a year-long process, it's an ongoing process that never stops. As far as I'm concerned when it comes to budget, every day is a budget consultation day. It all comes down to today. And a lot of work has been put into this and before I go any further, it is a reiteration, but nonetheless, to commend, and I don't use the word often in the chamber, but I will, all of those involved in preparation of this very important document. Something that I will admit in the short-term is sustainable, that I can live with as a legitimate piece of work done by many members of the administration and Council, and I will mention a couple of things that I like about it. I do like the fact that in the beginning of the term, Mayor Bowman wanted to raise the threshold by which the businesses pay the business taxes. I think the threshold doubled and this year it's gone from around 32 to around 33 so basically keeping up with inflation, the threshold point at which businesses pay taxes, I think that's fair. I think it's good. Therefore, they're in a position to pay their taxes, but once you reach what I would assume we found a reasonable threshold.

And Dutch Elm, to reintroduce a substantial budget into fighting Dutch Elm in the city, very important and I hope it's enough. I don't know what to say. I'm not here to be critical, just the fact that we're doing this, it's very important. And I'll say, you know, for the future that this is a battle that we have to continue for years, well, decades as we deal with I guess, urban reforestation and the new American Elm that I understand is free from…is immune.

In the meantime, Madam Speaker, there are issues that have been my concern, that I've been raising season after season, year after year in my three years on Council, and my concerns, my priorities remain the same especially when, you know, on a regular basis, virtually daily basis, getting feedback from Winnipeggers, primarily in my ward of Elmwood and East Kildonan in terms of what their values are, what their priorities are.

I appreciate when it comes to the opening of Portage and Main that this was an issue that the City should deal with. I appreciate it as a legitimate issue. I think that Winnipeggers have spoken for now, and we're dealing...we know we're dealing with some very serious small margin budgetary problems here, so where do we prioritize? I did the...we…because of the way the vote went on the Portage and Main issue last Council meeting, it was divided into four or five separate motions, I did vote for one, that was for the CAO to continue talks with members of the City and business owners, property owners in the area which would not be an over expense, perhaps, I don't know, couple hundred thousand dollars, something like that, it wasn't specified in the motion, but I assume it has some sort of minimal budget and that's worthwhile. In terms of the 3.5 million that was set aside for future planning for Portage and Main, I voted against that. I'm voting against it this time. Yes, we have to do repairs for this, but to the extent that it specified where the money is going, my understanding is a certain amount, a good portion of those millions of dollars is going towards still considering engineering planning for notable change and opening of Portage and Main, and that's a concern to me, Madam Speaker. Also, Councillor Mayes made the point, you know, that he might…he may…he voted against the 2012 budget, but even though he can still show up for ribbon cutting, it is a serious issue and it's frustrating and I understand that His Worship Mayor Bowman, you know, going through all the work of creating a budget, you know, we vote against it, but we still show up for the ribbon cutting, yeah, it's frustrating. Having said that, I'm for budget, I'm for creating things, I'm for development, it's a matter of how. It's a question of whether this matches my perception of what the City's budget should be. And yes, I'm not a very high photo-op City councillor, that's true, but I do like showing up for when things get done. So sooner or later I'll show up for another opening as we continue our developments, basically what I'm in favour for. But we have to deal with some fundamentals, Madam Speaker, and I'm still considering the long-term and the sustainability of our budgets and our city. Madam Speaker, as an example, I'm now on the Standing Committee for Water and Waste, Riverbank Management and the Environment. Madam Speaker,

we just had briefing at the last meeting of my first meeting of the Standing Committee of Water and Waste, Riverbank Management The members of the administration mentioned that the City owns over 100 kilometres of riverbank in the city, but I ask the question, what is that in area? That's linear, that's one-dimensional, it doesn't tell us how much land we own. They said we owned over 100 kms, but how much area is that? How much in from the river? How many acres? We haven't gotten that answer yet, Madam Speaker, but I believe I asked an important question that we all need to know in this building and that Winnipeggers need to know, because we also know that we're losing riverbank. We're losing river land at a notable rate. I was told 70 locations in the city have notable riverbank decay. I know that on Desalaberry in Elmwood, we're losing a foot per year at that area right there between Watt and the Louise Bridge along Nairn Avenue, Desalaberry. So on that basis Madam Speaker, because I couldn't get the full information, I'm going to offer some estimates here. Madam Speaker, I suggest the City of Winnipeg is losing over an acre of land, of riverside land, riverbank land, per year, approaching an acre. And therefore Madam Speaker, I'm going to suggest that within this term, the City's lost almost a million dollars of riverbank property to riverbank erosion. Now, I might be wrong, but I'm going to offer those estimates based on what I've been given. If I'm wrong, please let me know, and we can really find this. But I'm going to start the conversation on the acreage, the actual area of land the City is losing. Now in terms of the value of it, that's one thing, because the value's going to change. We're losing land, Madam Speaker, and in the sense…in the long run, it's irreplaceable. It's not just about having lost a million dollars in this term of riverbank land. Having said that Madam Speaker, I think we're going to deal with this. I think we're going to have a serious discussion this year on this. I'm not saying we're doing anything wrong, but I think we're going to need, well, more budget for dealing with riverbank sustainability, Madam Speaker.

Madam Speaker, you know…I hope I'm getting an extension…

Madam Speaker: Councillor Orlikow moves extension. All in favour? Contrary? Carried.

Councillor Schreyer: Thank you. In terms of street renewal, yes Madam Speaker, we have a record monetary amount and in this term, we've done a record amount. I do need to point out Madam Speaker, everyone has a right to know this and consider this. Considering in one…in our first budget, for the 2015 budget, it was $103.3 million for street renewal. Today it's 116, three years later. Madam Speaker, based on construction inflation, Madam Speaker, according to the City administration statistics of construction inflation, 6%, 6%, 5%, according to that, Madam Speaker, we actually were to equal $103.3 million from the 2015 budget, we'd actually have to be around 120 million. So we're actually…on that basis, Madam Speaker, based on construction inflation, we're actually below the amount we're putting…investing that we did in the 2015 budget. Now, I understand when it comes to construction inflation statistics, every single contract can be different. The inflationary is based on increases in each one. It's an aggregate. And let's say when it comes to…it could be 30% less of construction inflation than on these specific projects than has been stated in terms of the aggregate construction inflation over the last number of years. Having said that Madam, even if that is the case, it's still just below what we did in 2015 which is good, Madam Speaker, I'm not saying it wasn't. Madam Speaker.

I do want to mention one more thing in terms of the dilemma we're having, a functional…we're having a systemic problem with Transit. I voted in favour of putting in the Wi-Fi for a few hundred thousand dollars to try it, and I did it because if it works, it's worth…is it worth a few hundred more riders per year, to put in the Wi-Fi and keep our routes and the number of buses we have, but Madam Speaker, when it comes to bus rapid transit, the number of people we'd have to increase to sustain it would be over 100 times more. And there...

Madam Speaker: Thank you, Councillor Schreyer.

Councillor Schreyer: Thank you very much.

Madam Speaker: Thank you. Any further speakers? Councillor Gilroy.

Councillor Gilroy: A lot of what I was planning on saying today has been said, so I'll try to keep it short. First I want to really thank the administration. Councillor Browaty kind of nailed it when he talked about how it can be in the budget process. There's lots of wants and needs and they're trying to balance all that off. So I do want to thank them for their work.

I also would like to thank Councillor Gillingham. He, too, was jumping whenever somebody wanted some answers and he had to go and find that and dig that out and try to support all the different ideas that were floating around the table, so I just want to thank him as well.

And the many, many Winnipeggers that have been part of the budget process, either at the beginning in April, or even as we went through this budget process, many came and presented to us, and we got to hear what they had to say and

we were able to make some changes from what we heard. So I just want to thank my councillor colleagues for some of those changes here today. And I'll start with getting into the Transit.

The 50-50 funding loss from the Province is huge. It's huge for us. And moving forward, we're going to have to figure that out, but in lieu of that, I just want to talk about what we were able to do though, because I think that it's important. We're still putting 28.4 million to purchase 40 new buses and I think that that's really important because from the beginning of the time when I came on Council is I wouldn't support a new route unless it had a bus and a bus driver attached to it, there's dollars attached to it, because I didn't want them taking routes from other areas, and I think that that's key for trying to build a network. We need to make sure that we're putting the physical money into it. So I'm glad that we're doing that. It's also going to modernize our buses, which we also need.

Transit safety this year has been huge. Of course, the death of our Transit driver, there has been many issues on Transit that we've had to react to, and I'd like to thank Councillor Morantz for all his work with that. We're putting money into that, so we're putting 460,000 into making sure that we have cameras and shelters to deal with some of the safety measures. We're also putting the 716,000 into operating for Transit security point duty officers which will be very, very valuable. I think that that is something I participated in forums. I have heard from constituents that transit safety is a huge issue and even in terms with our debate on the funding for Wi-Fi on buses, it has to do a lot with this, this stuff that we were able to do with the technology. We're able to examine that. So I'm really, really proud that we're doing that.

I also want to say, you know, in every single budget there is things that we don't like in it, right. If I was making this budget on my own, there would definitely be things in here that I wouldn't be supporting, but I make a budget with all my councillor colleagues, so it's a give and take, and I took mediation in university so that's a good thing because there is a lot mediation and giving and taking and trying to work with your councillor colleagues on issues that you want to see in the budget, and I just would really like to thank the support of the members, including in there the low-income Transit bus pass. That's something that I've been pushing for and it will be, if we can get that implemented, that would mean so much to so many vulnerable people here in Winnipeg and I'm really hoping that we can see that move forward with the strategic plan that we're seeing. And I really think that it's important that we keep the routes intact because we are doing that high frequency network. We're looking at functional transit and the high frequency, so keeping those routes intact right now are really important, so that when we do an overall review, we'll be able look at it holistically. So I just really want to thank you, all my councillor colleagues for keeping that intact because I think that that's important right now as we're going forward with the high frequency transit review.

And I just want to talk about the investments that we have seen that I know that lots of people are championing here today. Investments, 7 million to address the Dutch Elm Disease. Councillor Orlikow, thank you very much for your work on that. I know that that's something that I've heard from many of my constituents on. Our tree canopy is something that we're very, very fortunate to have in Winnipeg and we have to try to protect that so this will help address some of those issues.

Increased funding for police, that's critical, I think we all can understand that.

Record investments in active transportation, and I think...and Councillor Lukes, I know that you've been a champion of this and I'm really glad to see that. This is so key when we look at…when we talk about people from low-income, when you have active transportation, you can get to work. And also too just when we look at the environmental impact. If we're starting to make sure that we have accessible active transportation routes, people are going to choose other modes of transportation.

So again, I just want to thank everybody for their work on the budget. I know that this isn't…you know, if we were all making our own budgets, we would all have different views on what it would look like, but this is a collaborative budget, as much as it can be and I'm very, very proud of some of the things that we were able to do in it. So thank you very much.

Madam Speaker: Thank you, Councillor Gilroy. Any further speakers? Seeing none. Councillor Wyatt? Pardon me, Councillor Eadie. We'll do the closing in reverse order. Is that the will of Council? Okay, Councillor Wyatt to close on Motion 1. Can someone alert Councillor Eadie?

Councillor Wyatt: Thank you. I want to thank the public service who responded to my many e-mails, Mr. Ruta and all his team and many questions that I gave them. It's interesting you know, I was reminiscing about when I was talking one time to former Councillor Shirley Timm-Rudolph, who is no longer with us unfortunately, and I was telling her about how tough it was dealing with the Provincial Government at that time and it was, of course, it was the NDP were in power and it was…I'm not sure if it was Premier Selinger or Premier Doer and she said to me…and she was, you know, she was a Conservative by her politics, supporter of the Conservative Party and I think…at the end, and she says, you haven't

been on Council yet when you have a Conservative Government in power Provincially. Wait till you have that, because they're tough, they're hard on us. She was talking about the Filmon years and how hard that was on City Council at the time, and it clearly, history is repeating itself again, but what is needed more than ever now is a concerted, coherent message that has to be coming from this City. And one that encompasses all of the challenges that we're facing right now with Broadway, one that puts everything on the table, one where we list all of the issues that we're at rather than the ad hoc approach that seems to be happening right now, because they're going pick us off…our issues off one at a time and that's what happened previous…It's happened previously, and is going to happen again. There's a lot of smart people in our public service and in the political offices and I think they need to get that organized quickly if we're going to be able to address this. And I quote, from Mr. Ruta and his team. One of my questions was the cash to capital reductions and he cited the back...they were backed up by the "Emwees", "The 2018 preliminary Capital budget includes 6-year capital investment of 64.74 million which is a difference of 21.511 million reductions to Provincial funding, MWIA recreation funding have impacted capital maintenance funding, reducing annual capital…annual program budgets by as much as 50%, program investments impacted by Provincial funding", which is now being passed on. So everybody talks about how important the recreation is but we're actually passing it on. Library facilities…these are the areas that have been cut by 50%. Library facilities, safety security and accessibility improvements, library interior infrastructure replacement, library technology upgrade and replacement, library refurbishment and redevelopment program existing infrastructure, recreational facility safety, security accessibility improvements program, fitness equipment upgrade, recreation equipment and amenities, recreation refurbishment and redevelopment program existing infrastructure, technology advancement program; all of these have been cut, and the cuts add up to 21.5 million. Recreation and aquatics alone, 12.3 million in cuts in this budget. This is significant, Madam Speaker. And the structural deficit which was coined by Councillor Morantz in 2015, we are institutionalizing that structural deficit by doing the internal borrowing we are, and we know we can't keep doing that. That's a one-timer, obviously, to get us past this year. The 2019 Council, whoever that 2019 Council is, God help them, because they're going to have to try to find that money again…all over again. You're not going to be able to keep going back and borrowing internally, because there is only so much to borrow against.

Now, there's an interesting budget page in the book which I find interesting that it's still being hauled out every year. It's page 9 of the summary of the chart at the front of the book which was shown to the media and shown to the public, and it's the property tax changes in western Canada. And a lot was said over and over again, we can't have property tax freezes anymore…we can't have property tax freezes. But the reality is, we're now at the bottom, we're basically at the bottom of the chart and we have the lowest, according to the cities that we're comparing ourselves to, property taxes. We're right now…we weren't there before, but now we are. You know, the reality is, folks, you know, you can keep doing these shell games, but you're going to have to start making some of the tough decisions about raising property taxes. And you're going to have…and there has to be that ominous conversations with the citizens of Winnipeg because we can't continue to run our city this way. We're literally…we're literally undermining the entire public services that the citizens of Winnipeg prize and feel are important to their quality of life. And you know the fact of the matter is we have booked in 2% for roads and we have booked in .33 for Transit. So that takes that right off. That's for capital. But in terms of your operating costs…our operating costs continue…our fixed costs, any business person will tell you the fixed costs keep going up, right. Hydro goes up. The cost of labour goes up…typically goes up. All of their fixed costs; utilities, supplies, it's no different than the City. But we have managed to somehow keep stealing from different parts of the City and saying well, it's going to be the same services...well we know it's not…that's definitely not the case. Vacancy management alone proves that point. Vacancy management has now surged to a high from 17 million, you're now…you're up towards 21, 22 million in vacancy management. That is frontline service cuts, folks. Folks are not going to see...we know that as a fact. We've been told that graffiti control…we've been told that flower planting, those things are going to be gone. You're making decisions here that are cutting the services that the citizens of Winnipeg have trusted us in delivering, and you know what? That is a big point I want to make which is the silent…the great silent majority that you never see down here, they're the folks that have a lot of trust and faith in what we're doing, that we'll do the right thing, they believe, and they believe that strongly I think. And I think we have to have the strength and the courage to say, you know, we will have to probably raise property taxes beyond this 2.33 because if you're going to want to maintain the services, you're going to want to maintain Transit, you're going to want to maintain what you have today in terms of public services, where is the money coming from?

You know I recall back actually Councillor Fielding's last budget. He had the courage to go to 3.87%. You know how much that did to the following budget years to helps us along in terms of helping balance the books? A huge amount. Because we were able to book in those funds and make it happen. Nobody likes a property tax increase, I get that. You know, who wants to pay? But the reality is, unless we strike oil underneath this city, the money has got to come from somewhere, and we got to find...if the Province is cutting us right, left and centre and we're not strong enough to take them on or not able to oppose their cuts and turn that around, the funds have got to come from somewhere. Maybe…maybe the cannabis, the Mayor is calling for cannabis. I think that's great. If we can find funding out of that, that'd be fantastic. You know, we have our senior manager who they're helping. Hopefully we have negotiated something on that side. That would be great. But failing that, we need to make some tough decisions. And I guess, you

know, nobody likes to point out the graffiti, the Art Gallery. Nobody likes to say...I mean, you know, I was on the board. I thought it was…it's a great project, but you know, how can we be justifying that when we're doing this to Transit? Councillor Gerbasi…back in 2012, it was proposed by EPC of the day that we should raise Transit fares by .25 cents. Councillor Gerbasi called that despicable. EPC never had the nerve back then to actually do it. They backed off. They raised it based on...on inflation. They went to the .5 cents…

Madam Speaker: Councillor Eadie moves extension. All in favour? Contrary? Carried.

Councillor Wyatt: But they...but they rattled us to try to get the Province to get on board, on to our southwest rapid transit corridor which they finally did with the funding that we needed them to fund for to make that happen. But you know, I don't see that being part of this debate about the Transit money. This is a permanent hit to the Transit funding...or the Transit fares.

You know, Madam Speaker, I want to just…on a more positive note, I want to thank Councillor Gillingham for adding 100,000 for the playground. We're still short 150, but I think we'll have to find it from our LDR. There is no doubt to rebuild that playground. It will probably be one of the first things on our agenda at our Community Committee meeting on February the 19th, but the other cuts to the playgrounds…to the parks is huge. You know we…we've cut the Kilcona Park 4.3 million over the next 3 years. The 6 year projection on your existing parks have been cut by over 4 million. That was money that we used to put into parks to fix up existing parks around the city, all of the existing parks, regional parks especially. That's been cut as well.

You know, these cuts Madam Speaker, are adding up and they're creating an infrastructure deficit in terms of our so-called vertical infrastructure if you like, versus the horizontal. But…and it's real, it's real. One of the things that I hope to do...I don't think tomorrow but in the New Year, would be to move a motion calling that there should be another 1% program. And there should be…we suggested this in our standing committee, the motion died 2-2. But at 1% geared towards parks, pools, pads, recreation and leisure, basically the infrastructure and start building up that fund of having…so it would be a 3.33…we need to do that because if we don't do it, we're going to be in a lot of trouble in the future. We have to find where we're going to get the money that we're borrowing one time this year next year. And we have to do some…we have to do some heavy lifting for the next Council, you know, rather than just kind of make due for this election. Thank you very much Madam Speaker.

Madam Speaker: Thank you Councillor Wyatt. Councillor Eadie, your opportunity to close on Motion 2.

Councillor Eadie: Thank you Madam Speaker. Speaking of technology, we brought in new technology in the Chamber and apparently there's a delay now. You used to be able to go to the washroom and hear what was going on in real time. I digress, Madam Speaker. But we got to get some technology improvement here because real time is much...is important. Madam Speaker, I haven't sworn in this chamber ever, thank you.

So just to close specifically on this motion, some people may see this as an attack on business, and as I rose to speak and introduce this motion, I talked about being the top grad 1990 Business Administration. And there was a reason I was a top grad. I was very intelligent, understood and did very well in economics, accounting, all kinds of different subjects. I was always near 100%, but I wouldn't have done it…wouldn't have been able to do that without working with a whole bunch of people that helped me get there, Madam Speaker. And there is a lesson to be learned in that, in that I had some tutors, I had people reading books in exchange rather than having to pay them, although I did pay some people to read. I would impart my knowledge and understanding to help them through. And so we worked together in a common way to deal with what are really financial difficulties across the whole city, Madam Speaker. And you know, I know…you know, I don't want to hamper business. I don't want to hamper business. Business is important. That's where people work. That's where people get their goods. We keep the costs down and we can do our Winnipeg thing and have cheap goods. Businesses today, what's happened over the years, business improvement zones have gotten in there. The City of Winnipeg's budget has slowly digressed in terms of trying to make sure that those streets and places we do business are important, Madam Speaker. I will point out that the street beautification, Madam Speaker, is being reduced in this budget. Not a good thing. When I hear from other people around the country and they talk about ugly Winnipeg, it saddens me, Madam Speaker, but anyway, what is really essential though, Madam Speaker, in order to do business in Winnipeg, it is essential that the people who can't afford vehicles have a way to get to work and get to those businesses to buy those goods and services, Madam Speaker. Doctors, dentists, they all pay business tax, but we need them, we have to get there. And I have to tell you, I didn't have a doctor for a long time because there wasn't a family doctor available in my immediate area. I had to go all the way down Pembina Highway and try to cross at a place there. I wouldn't go, Madam Speaker. These are decisions that people make. They do it. I ride the bus every day. There's people going to work all the time. Those who can afford…there are people who can afford other options, Madam Speaker, and I have to say the Mayor wants Uber. Councillor Allard wants Uber. I hear it…I keep talking about it. And I hear they compete against the transit system and that's because the people who have the well-being of having enough

money to take a service that's more expensive, but it's convenient, Madam Speaker. And what's really essential and you need to understand about the bus service is you have those who depend and have no choice and we have to make their lives better, and then you have those who make choices based on cost and convenience and the ability to do things. This motion, which I encourage you all to consider, I don't care what the Winnipeg Chamber of Commerce says. We all have to work together to ensure that business can happen, and I'm just actually sorry that I didn't put part in the motion here to put the street beautification budget back up, because nobody wants to do business on a street that looks like crap. Crap is not a swearword. Okay. So in here, it provides for, and I have to say, Madam Speaker, I miss Harvey Smith. I truly miss Harvey Smith, standing up for those people who really depended...and a lot of people don't know this about Harvey Smith. He was pro-business…he was a business guy. He was an educator. He was part owner of businesses, but he had a vision, he could see that everybody has to contribute to make sure that our lives in this City of Winnipeg, Madam Speaker, are ones that are affordable, but also offer the things we want in a city, a better place to live. So I encourage you. Like, I know on $100,000 ARV, it would be $740 for a whole year. Nobody can hire somebody for $740. It is not a job-killing thing. Really. Please. Consider it. It's a better option for our Transit. It doesn't mean we don't have to evaluate and make sure that our transit system is better and I'm glad that we're having a review and we're looking at a strategic plan. Actually I should have put the money in there to do it. I didn't realize that there was no money in the budget for them to do such a thing. But, you know, if we improve it and we make it a better service, more people will ride it, more people will ride it. And this motion right now, it's just there to stop it. It's ongoing operating money. If councils in the future want to continue to just use that .75 rate increase for Transit because business is an essential stakeholder in ensuring it's there, then continue to use it to make Transit better. I heard from a bunch of people about our need to invest money. Even I heard it from…even the Winnipeg Chamber of Commerce to invest money in a transit system. So I'll leave it at that. Please consider voting for this motion.

Madam Speaker: Thank you, Councillor Eadie. Mr. Mayor, do you wish to close? Okay. Alright, I will now call the question on the amending motions, we'll vote in reverse order. Call the question on Motion 2 moved by Councillor Eadie. All in favour? Call for recorded vote, all in favour please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Dobson, Eadie, Schreyer, Wyatt.

Nays

His Worship Mayor Bowman, Councillors Allard, Browaty, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Madam Speaker Councillor Sharma.

City Clerk: The vote Madam Speaker, Yeas 4, Nays 12.

Madam Speaker: Amending Motion 2 is lost. Call the question on Motion 1. Recorded vote, all in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Browaty, Dobson, Eadie, Schreyer, Wyatt.

Nays

His Worship Mayor Bowman, Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Madam Speaker Councillor Sharma.

City Clerk: The vote Madam Speaker, Yeas 5, Nays 11

Madam Speaker: Motion 1 is lost. Now moving onto the main vote. Item 1…yeah, all in favour of Item 1? Okay, all in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

His Worship Mayor Bowman. Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Madam Speaker Councillor Sharma.

Nays

Councillors Browaty, Dobson, Eadie, Schreyer, and Wyatt.

City Clerk: The vote Madam Speaker, Yeas 11, Nays 5.

Madam Speaker: 2018 Operating and Capital Budget passes. We'll now move onto By-laws under EPC, Mr. Mayor.

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS

Mayor Bowman: Thank you, Madam Speaker. I move that the following By-laws be read a first time; By-law 111/2017, By-law 125/2017, By-law 126/2017, By-law 131/2017 and By-law 132/2017, Madam Speaker.

Madam Speaker: All in favour? Contrary? Carried. Only on 111? Okay, so noted.

Clerk: By-laws numbered 111, 125, 126, 131 and 132, all of 2017.

Madam Speaker: Mr. Mayor?

Mayor Bowman: Thank you, Madam Speaker. I move that By-laws numbered 111/2017, 125/2017, 126/2017, 131/2017, and 132/2017 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws numbered 111/2017, 125/2017, 126/2017, 131/2017 and 132/2017.

Madam Speaker: Mr. Mayor on the suspension, third reading.

Mayor Bowman: Thank you Madam Speaker. I move that the rule be suspended and By-laws numbered 111/2017, 125/2017, 126/2017, 131/2017, and 132/2017 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. So noted, thank you. Councillor Schreyer, will you move that Council adjourns? All in favour? Contrary? Carried. Keep him here until tomorrow please. Mr. Clerk, roll call please.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Schreyer and Wyatt.

Council adjourned at 3:27 p.m.