COUNCIL OF THE CITY OF WINNIPEG
Thursday, June 20, 2019

The Council met at 9:36 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 Mayes.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Chambers, Eadie, Gillingham, Gilroy, Klein, Lukes, Mayes, Nason, Orlikow, Rollins, Santos and Schreyer.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

Madam Speaker: Thank you. I would now like to recognize our pages for today's meeting. Please welcome Cosette Beaudin who attends Louis Riel Arts and Technology Centre and resides in the St. Vital Ward and Ruth Sevoum who attends Gray Academy of Jewish Learning and resides in the St. Vital Ward as well. Welcome and thank you for serving Council today. We will now move into morning announcements. Mr. Mayor, you have the floor.

Mayor Bowman: Thank you and good morning, Madam Speaker. I do have a few opening remarks. The day after our last Council meeting, Madam Speaker, we were honoured to host President Guðni Jóhannesson and First Lady Eliza Reid of Iceland. It was a real delight to welcome them both to City Hall. They were in Winnipeg for the Icelandic National League of North America's 100th anniversary celebration. The president was born in Reykjavík, the capital of Iceland, in 18 sorry, 1968, three years before Reykjavík became a sister city of Winnipeg, the year that I was born in 1971. And it was a great pleasure to help bring him bring it full circle last month and raise the Icelandic flag here at Winnipeg's city hall. Last…late last month, I travelled along with many of my council colleagues, Madam Speaker, to Quebec City to take part in the Federation of Canadian Municipalities annual conference. As well, I attended the Big City Mayor's Caucus meetings where modernizing the federal municipal partnership was the focus of our discussions. We were able to hear from three of the federal parties on what they would do to accomplish this. And I also had the opportunity to meet directly one-on-one with the Prime Minister of Canada. We had some very good discussions, Madam Speaker, about issues facing our city including the meth crisis and infrastructure funding. In May, I was also very pleased, along with many again of my council colleagues, Madam Speaker, to raise the Pride flag here at Winnipeg City Hall. And then once again, take part in the Pride Parade. This year marked 32 years of Pride in Winnipeg, represents over three decades of hard work, of commitment, dedication, advocacy and promoting a community that is free from discrimination. And I want to thank all those involved in supporting the Pride activities and the Pride Festival for bringing it to fruition. The work is never finished. There is always more work to do in demonstrating greater equality and inclusivity for all members of our community, Madam Speaker. Madam Speaker, earlier this month I travelled to France to take part in the 75th anniversary commemoration ceremonies of D Day. And I have to say, out of all of the events and activities that I have had the honour of attending over the last four plus years, nothing has been more profound as and meaningful as attending the D Day commemoration ceremonies. There were numerous ceremonies over three days that I had the opportunity to attend, to pay tribute, and give thanks to those who put their lives on the line to restore freedom, and to ensure that we live in a society where we can come together today in a democratic institution, to serve the citizens of the great City of Winnipeg, was really a tremendous opportunity, to be on Juno Beach with our vets to speak directly firsthand to them about their experiences was profoundly moving and it was really an honour to represent all Winnipeggers in those events. Winnipeg as you will know, Madam Speaker, was shaped by immigration that came from World War II. And there are so many of us who have family connections to that. I know in the role of Council Liaison for Military and Veterans Affairs, Councillor Nason continues to honour our vets in many events and I want to thank him for his ongoing efforts to do just that. There are many street names, buildings, memorials, in every corner of our city that show our connection and the importance that it holds in the hearts and minds of Winnipeggers. Hearing from the veterans over in France was an incredibly moving experience. It really reinforced for me how important it is to recognize and commemorate these milestone events. And when you reflect on it, 75 years isn't that long ago. We're not that far removed from a conflict that had such immeasurable effect on citizens around the globe. Seeing the pride and the emotion on the faces of the vets, on the sons and the daughters who were there to support those veterans is something that I'll never forget. One of the final statements I'll just make in closing is I would like to touch briefly on the strategic planning session that all members of council participated in earlier this week. We held them on Monday and Tuesday. I

want to acknowledge and thank the leadership of our Finance Chair for really leading the initiative towards multi-year budgets and of course having a strategic planning session with all members of council to help facilitate that move to multi-year budgeting. I want to thank every member of council. Every member of council attended both sessions. The discussions were collaborative. They were meaningful and they were extremely insightful. The comments from every member of council at that session were important and I just want to thank everybody for their contributions. Finally, I want to acknowledge someone who is in the gallery right now. So this is West End BIZ Executive Director, Gloria Cardwell-Hoeppner, Hoeppner, sorry, who is joined by her husband and members of the board. As certainly all members of council I think know about her tireless efforts. Councillor Gilroy of course has been a huge fan and supporter of the work that Gloria and the BIZ continue to do in our community. I've had the pleasure of working alongside Gloria for many years and especially over the last four years in the capacity as mayor. She has worked with the BIZ industry for 22 years, 12 of which were with the West End BIZ. Gloria, your years of commitment have really made a difference for our community and for that we're really delighted that you could be here with us today. I was very pleased to have worked with you and what I will say about Gloria is she is a very strong leader, she is a passionate supporter, an advocate and Winnipeg is grateful and stronger because of all of your years of service to Winnipeg. Thank you, merci and megwich.

Madam Speaker: Thank you, Mr. Mayor. Councillor Orlikow followed by Councillor Chambers.

Councillor Orlikow: Madam Speaker, I just want to rise right now to recognize a story actually in our Winnipeg, which is an online publication through our city. Where I read up that our own Randy Topoliniski has been recognized…the national attention for his innovative initiatives over at the Winnipeg Parking Authority. Just a quick little blurb here, he received the 2018 Ted Seabrook Memorial Award from the Canadian Parking Association. This award recognizes the creation of innovative systems and technology development. Under Topoliniski, the Winnipeg Parking Authority developed and launched a route optimization program for parking officers routing and a 311 service call dispatching. This program allows streamlined operations for parking officers. So I just want to raise that because Mr. Topoliniski has done an incredible job in transforming that department and bringing in very numerous innovative ideas that are allowing us to manage our parking more effectively and efficiently. And so when our staff, in this case an SOA, but I still consider him our staff, win an award like this I believe it's important that we recognize that. Thank you

Madam Speaker: Thank you, Councillor Orlikow. Councillor Chambers followed by Councillor Rollins.

Councillor Chambers: Thank you, Madam Speaker. On June 6th I had the unique opportunity and honour as Winnipeg's Deputy Mayor to represent His Worship, my council colleagues and the City of Winnipeg at the opening of Freedom Road in Treaty 3 Territory at the Shoal Lake First Nations community. It was a great celebration of Freedom Road. Those of us who represented the City including our public administration, Moira Geer and Tim Shanks were honoured to be guests and pleased to be there as partners with the Shoal Lake First Nations community on this very special project. But most of all, we were there to be inspired as witnesses to the leadership, determination and the hard work of the Shoal Lake 40 First Nations People to make Freedom Road a reality. The City of Winnipeg began its journey of reconciliation and we've have learned a lot from the people of Shoal Lake 40 First Nations for their courage, their perseverance and their teaching, teaching about stewardship of the precious land and water and teaching about how to have respectful, fruitful and productive partnerships. It had meant a lot for the City of Winnipeg to take part in this project and to be a partner in this work. And as the first level of government to commit and start spending money on an all-weather road, when we began the work on the bridges. Freedom Road is a project that has generally touched the hearts and minds across Winnipeg. And I was so happy to see all of the students that were there, and we heard from schools all across the city, who attended, on how much Freedom Road means to them. I want to thank the people of Winnipeg, the people that the City Council represents, for their support and their passion for advocating for the completion of Freedom Road. But above all, and most of all, I once again want to say thank you and megwich to the elders, the leaders and all the people of Shoal Lake 40 First Nations. Freedom Road is a magnificent achievement which they have all made possible. Lastly, I want to thank Chief Redsky who was right. He has shown us the model for new relationships. He has shown us how to take the steps in our journey of reconciliation. He has taught us new things about building relationships, partnerships and mutual respect. And I believe that this is the best road that we can build together for our future. Thank you.

Madam Speaker: Thank you, Councillor Chambers. Councillor Rollins

Councillor Rollins: Thank you. On June 3rd, it was my honour to attend in Gatineau at the beautiful Museum of History, the national inquiry into missing and murdered Indigenous women and girls and their launch of their final report, reclaiming power and place. In discussing the report and the calls to justice, Marion Buller, Chief Commissioner, started in a good way by welcoming, she started in a good way by following the instructions of her elders by welcoming the spirits of the missing and murdered Indigenous women and girls into the room at Gatineau. It was attended by many Winnipeggers and Manitobans. Not enough perhaps, but many, including chiefs and grand chiefs of our territory,

including Grand Chief Arlen Dumas and some of the members of the Assembly of Manitoba Chiefs Women's Council. But from the bottom of my heart, I want to stand out one Winnipegger that attended on behalf of the City of Winnipeg, and that is Chief Danny Smyth. Chief Danny Smyth was the lone chief of police in Canada that attended, in uniform, the ceremonies and closing ceremonies of the national inquiry. Not only did he attend but of course Chief Danny Smyth is featured, along with the panel on Police Services including the importance of social development in police services with Winnipeggers such as Diane Redsky. In the report, he recognizes leaders including elected officials, Nahanni Fontaine, member of the Legislative Assembly, and Bernadette Smith, member of the Legislative Assembly for their work on the ground. There is a lot to do to respond to the calls to justice just like there is a lot to do and I was pleased yesterday to personally sign Winnipeg's Indigenous Accord. There is many things though as Chief Danny Smyth is reported within the reclaiming power and place that Winnipeg is working on to respond to the calls to justice. And I wanted to stand today, recognize the commitment stick that I brought home with me for Mayor Bowman and the City of Winnipeg and I thank you for accepting this commitment stick, but also to recognize some of the leadership that Winnipeg did provide the national inquiry into missing and murdered Indigenous women and girls, and in particular, say thank you and a heartfelt megwich to Chief Danny Smyth, his personal leadership, his stand alone leadership really on behalf of the Police Service in Winnipeg.

Madam Speaker: Thank you, Councillor Rollins.

MINUTES

Councillor Lukes moves that the Minutes of the meeting held on May 16, 2019 be taken as read and confirmed.

Madam Speaker: All in favour? Contrary? Carried. We will now move into delegations. We have Mr. Chris Lorenc, President of the Manitoba Heavy Construction Association. He's in support of Item 6 of the report of the Executive Policy Committee dated June 11th, 2019. It's regarding unfunded major capital projects. There is ten minutes on the clock. Welcome, Mr. Lorenc.

DELEGATIONS

Chris Lorenc: Thank you very much Madam Speaker, Mr. Mayor, members of council. Just before I begin, I wanted to extend a thank you to the Mayor for having invited our association to sign on to the Winnipeg Indigenous Accord, which we did in a very beautiful ceremony on Tuesday. We've accomplished I think a lot. There is much more to do and we are anxious, eager and enthusiastic in being part of the solution to a challenge we all face. I appreciate the opportunity this morning of speaking to Item 6, unfunded major capital projects report. Earlier this week, I e-mailed you a June 11th presentation that I made to Executive Policy Committee along with a cover note, and I hope you have had an opportunity to consider the contents. The matter that is before you this morning is challenging. It relates not to just though to a list of unfunded major capital projects but to the difficulties that Winnipeg faces in funding critical core infrastructure, which is the foundation of our economy. The discussion is not just about a project list. It's not just about the need for a plan dedicated to a single item. Your deliberations cannot be isolated from the fact that this is really about how Winnipeg can execute the delivery of a core civic responsibility. Winnipeg needs a solid strategy for sustainable infrastructure investment. It requires reliable, predictable, long-term financing and similar commitments from senior funding partners. I would like to highlight three primary areas of concern attached to any resolution of unfunded major capital projects. The first deals with the local and regional streets. While not specifically itemized as an unfunded major capital project, the street renewal program is implicated inherently in and shares all of the issues confounding the financing of major capital projects. They, too, require a long-term reliable financing plan, and the appropriate participation of the Provincial and Federal Governments. Winnipeg, to its credit, has a strategy crafted to pull out of the infrastructure investment deficit for streets. But unfortunately, as you all know, it has not always been followed and so we are a bit off track and we need to get back on track. Further, Council decided in this budget cycle that bridges be funded out of the revenue reserve built by the two percent annual tax increase. But property owners were told that the revenues for that annual tax increase were dedicated to streets, so that deal has been changed. A quick review of the expenditures on bridges from 2016 to '19 and the forecast that expenditures for '20 to '24 show that any one year of bridge work can consume all additional revenues raised by the two percent streets renewal levy. From 2014 to '19, for example, the increase to the reserve amounted to 50.9 million. The total bridge expenditures amounted to 51.9 million. Respectfully, you simply cannot add a billion dollar bridge deficit liability into the funding formula designed exclusively to address investment deficits facing your local and regional streets. Doing so simply compounds the serious problem of the already decaying streets. Secondly, the report on the unfunded major capital projects states that Winnipeg faces a structural deficit in its operating and capital budgets. In short, it's basically saying you can't do it on your own. Workable

strategies based on sustained investment are possible. Winnipeg adopted a strategy designed specifically to resolve the local and regional streets deficit which was becoming a structural deficit, but now that strategy is in danger of being disintegrated. Further, and this is important, the deal for accelerating regional street renewal with federal cash out of the Building Canada Fund is not a long-term reliable funding strategy. In fact, the deal witnessed the Provincial Government shift its share effectively eliminating a long standing history of road funding agreements. The report asks that the unfunded major capital projects be prioritized but merely organizing the list for priority sets Winnipeg up for a much deeper infrastructure deficit. It repeats the critical error of past practice which is setting capital budgets without adopting or instituting a sustainable funding model. We have to get beyond the lurching political expediencies to set public service priorities. It is not responsible stewardship of public infrastructure. This is precisely how infrastructure deficits are made and then knowingly compounded. What then is the way forward? You all know that Council has three well researched reports that lay out a workable way forward. They all lead to the same inescapable conclusion; Winnipeg needs a new deal, one that more fairly distributes the financial obligations and responsibilities for infrastructure investment amongst the three levels of government. Winnipeg, all Manitoba municipalities, need that new fiscal deal. Pull out the Infrastructure Funding Council Report of 2011 and put Recommendation 17 squarely on the table before you and why? One, if you don't fix the broken model, you are contemplating a 30 percent property tax hike. And a 37 percent hike to the water and sewer levies over the next decade. Clearly unacceptable. Two, City Council represents most of Manitoba's voters and there are two elections; a propitious time to push this critical item onto the provincial and federal agendas and at the door steps for Winnipegger with each candidate. Three, our association and business leaders are fully prepared to support and assist Council in speaking publicly to the need for a new and modern workable funding model. And four, the new fiscal deal is more relevant now than ever. Something painfully illustrated by this $4.5 billion worth of unfunded major capital projects and by the budget crisis created when Manitoba reneged on the $40 million owing to Winnipeg for street works completed in 2018. And so I close by asking you for two contemporaneous directions as part of the review contemplated in the report referenced in Item 6. The first, as to areas within your decision making competence, review and update the deficit and formula with which to fund local and regional streets. If the two percent is inadequate to sustainably address funding the additional one billion bridge deficit liability, do not compound the infrastructure deficit for streets, pull bridges out of the funding for a separate treatment. And two, as to the broader policy question, sponsor and support a recommendation that the Mayor and Council lead a public conversation during the pending provincial and federal elections, in support of a new fiscal deal to reshape the fiscal relationships and sharing of responsibilities as between municipalities, the Province and the Federal Government. We need to get started. There is considerable public interest to support the above propositions that as stewards of the city, you must lead. Thank you.

Madam Speaker: Thank you Mr. Lorenc. Any questions for our delegation? Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Chair and through you, thank you to Mr. Lorenc for his presentation today and for leaving us with some good things to contemplate. I've certainly been on record, I know the Mayor and others around this chamber have been on record as well talking about the need for new long-term growth oriented, predictable funding model between the Province of Manitoba and the City of Winnipeg and all its municipalities. Not assuming in any way that you have any access that we don't have, but I'm just wondering, do you…you have any indication as we now…we know a provincial election is coming, do you have any indication that any of the parties will make infrastructure investment a priority in a…as part of their platform? And further to that, do you have any indication if any of them will take seriously, you know, the willingness to contemplate and look at a new long-term funding model for municipalities?

Chris Lorenc: It's my understanding based on the conversations that we've had with all of the political parties that infrastructure is a priority. The extent to which they will platform it, of course, remains to be seen. I'm less concerned about whether or not there is a commitment to the specifics of a new fiscal deal which is not the time and place for discussion during an election because they are getting into details. What I think is important is to push and solicit commitments from each of the three party leaders that post September 10th, they will be committed whoever becomes premier, to beginning a dialogue, engaging the community of municipalities and the private sector in a discussion that leads to recommendations around how we reorient and reorganize the sharing of responsibilities in a fair and balanced manner coincident with access to revenue streams to ensure each level of government has the revenues with which it can be accountable for decisions it makes. And that begins the discussion as between municipalities and the Provincial Government. By extension, that also has to happen with Ottawa. And because we do have a federal election and our mayor has been very effective at the national level in raising these issues, this is an opportunity in a non-biased, non-partisan way, to raise the question, to give it profile, to give it attention and to put to the leaders of the three provincial and three or four federal parties as to their intentions post each of the two elections.

Madam Speaker: Thank you. Any further questions? Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. And thank you for Mr…to Mr. Lorenc for being here today and presenting some important information and perspective. A couple of things; one is, he said that Council represents most of Winnipeggers. He didn't say all, I'm just wondering what he meant by that.

Chris Lorenc: No, I said that City Council represents most…City Council represents most of Manitoba's voters.

Councillor Schreyer: Okay. Fair enough.

Madam Speaker: Second question, thank you.

Councillor Schreyer: Thank you. It looks like we just had two days of meetings called strategic planning basically about looking at multi-year budgeting because we don't look long-term enough. Here at Council, we have to look further long-term and we need this budgeting mechanism, long-term budgeting to give us that focus. Mr. Lorenc is here today to say that we need a new deal in terms of funding for infrastructure. It seems like we are forced to do things differently now that we didn't have to a generation or two ago. In Mr. Lorenc's words, what's the difference between now and 20, 30, 40 years ago when we were building this great city, many bridges, many roads, much infrastructure and now we are saying we are in trouble if we don't get an extra 40 million from the Provincial Government. What's the big difference between now and a generation or two ago when we were building this city two generations ago with no debt?

Madam Speaker: Thank you.

Chris Lorenc: There is a very long history that would oblige a complete answer. Let me just succinctly say this, that we repeatedly complement the City's commitment to an annual and five year plus four year forecast process to the Province. We repeatedly commend the City's commitment to sporadic state of the City's infrastructure reports to its capital asset management plan, to its asset management strategies as the way upon which the Province ought to build and invest in its infrastructure. The difference that we speak to is that it is absolutely appropriate for the City to embark on multi-year budgeting. But to be successful with your multi-year budgeting, you need to have long-term commitments with senior levels of government. They need to come to the table, participating in a fair and balanced way. They need to be able to enable the City in that reorganized sharing of responsibilities, access to revenues with which you can make plans upon which you and the citizens can rely upon. That's the difference.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Thank you very much for your presentation. And thank you very much for ending on the challenge on the broader policy question to sponsor the public conversation with respect to the role of the City. And I want to get even broader and wonder if, and this is the basis of my question to you; if you…what your thoughts are on looking at the powers protected by the constitution and whether or not this is, in your mind, a federal conversation and a constitutional conversation for cities. As you know, it's been long understood that a city is a creature of the province and really completely under provincial control as specified in 92(8) of Canada's constitution. And that says each province of the legislature may exclusively make laws in relation to municipal institutions in the province. Toronto right now is contemplating giving what City Hall and Toronto went through and I do believe its political trend that trends from Premier Ford right to Premier Pallisters' ear, suggesting that they're, you know, really that creature of the province. In leading this discussion, do you feel that there is room to really address that basic understanding that on the basic protections of the City and opening it up a bit to say, perhaps it's time for a constitutional discussion in this country, for big cities and addressing that basic understanding? And do you see that as a little bit broader than how…and the potential for that broader discussion than you have conceived of right here?

Chris Lorenc: Thank you very much for the question. I don't believe that opening up the constitution is required any more so than its opening was required for the Federal Government to acknowledge through legislation that there ought to be a permanent, consistent and incremental sharing of the federal gas tax for municipal purposes. That discussion was started when Prime Minister Chrétien was the then prime minister. It saw reality when Paul Martin became prime minister as a result of years of advocacy by the Federation of Canadian Municipalities supported obviously by councils across the country. So I view this as very much a similar and by analogy, advocacy discussion. I don't think there is anybody who has followed these issues that will start off by saying that it's not true that municipalities now own the lion's share of infrastructure. That it's not true that the lion's share of the cost of infrastructure's in a life cycle and not the capital cost. And that it's not true that the Federal and Provincial Governments have a far broader and greater access to revenue streams than do municipalities. And if all of that is true, then surely it ought to be true that the Provincial and Federal Governments ought either to accord room to new revenue streams for municipalities or take on a greater lion's share of not only the capital cost of infrastructure, but its life cycle cost because clearly the turn of the century physical structures upon which municipalities now exist cannot continue. And clearly, the current arrangement will simply skyrocket and balloon the deficits facing rate payers to a point where they will simply be beyond reach.

Madam Speaker: Thank you. Any further questions? Councillor Schreyer.

Councillor Schreyer: Is Mr. Lorenc aware that the real notable offset of expenditures from the Federal Government and offloading debt to the Provincial Government and offloading responsibilities, financial budgetary responsibilities to the Provincial Government happened in the late '80s under Prime Minister Mulroney?

Chris Lorenc: I am not aware of…

Madam Speaker: That ends our question period this morning.

Chris Lorenc: I am not aware of those specifics, no.

Madam Speaker: Thank you Mr. Lorenc for your time today and your presentation.

Chris Lorenc: Thank you very much. Good morning, everyone.

Madam Speaker: Thank you.

Chris Lorenc: Thank you, good morning everyone.

Madam Speaker: Next I would like to call forward Mr. Allen Mankewich. He is here from the Independent Living Resource Centre in opposition to two items; Item 2 and 3 of the Standing Policy Committee on Infrastructure Renewal and Public Works dated May 28th, 2019. It's regarding the award of contract for the provision of accessible transportation services for Winnipeg Transit Plus the RFPs 106-2019 and 107-2019. Welcome.

Allen Mankewich: Good morning Mayor Bowman and other members of council. Before I begin, I would just like to thank you all for your public service. As mentioned my name is Allen Mankewich and I am here as a representative of the Independent Living Resource Centre and I'm speaking out against the latest rounds of Transit Plus contract extensions and the continuation of our two-tiered and segregated transportation system. Our organization was founded on the principles of consumer control and full integration of people with disabilities in every aspect of our society. Consumer control means that when it comes to programs, services and resources that support the lives of people with disabilities, for them to be effective, meaningful and functional, we as a community must play a role in their design and governance. Evident in the dozens of media reports and reports our organization is hearing, we are seeing extreme wait times, one-way trips, faulty vehicles, subjective and arbitrary scheduling and violations of labour rights of drivers. Transit Plus is not meeting the needs of our community and is on its way to becoming one of the most significant barriers to employment, socialization and actual integration of people with disabilities in our society. The time has come to put an end to the status quo and to thinking of accessible transportation as a special program for special people that can operate according to a completely other set of parameters than transportation for the general public, and we need to seriously consider bringing it back in-house where it can have more oversight and be delivered by public servants as fixed route transit is. On May 28th, the IRPW Committee directed the Winnipeg Public Service to provide a report in 60 days on how technology deficiencies in Transit Plus' reservation system will be addressed in the immediate term and to take measures to improve customer service and the progress made on the Manitoba Ombudsman's recommendations to improve Transit Plus which assumed that a lot would be resolved through this new software and we are still struggling with it today. While we are encouraged that City Hall is beginning to ask some tough questions, the pace of change is agonizingly slow. The Ombudsman's report was released six months ago today…not today, but about six months ago, I beg your pardon, and while it failed to truly address the systemic barriers in place, it did make some very practical and concrete recommendations that will move us closer to a transparent and accessible system. As I mentioned, we are concerned about the slow pace to address some of the concerns with the system as well as the concerns in the Ombudsman report which deepens our overall concern for changes to the system that are badly needed. These contracts you are voting on today are perpetuating status quo. While maybe not directly related to the RFP, Transit Plus hasn't appeared to address even the most basic recommendations from the Ombudsman's report. For example, Recommendation 5 states that Handi-Transit provide a dedicated e-mail address or web portal to receive complaints. Half a year later this has not been done. How long does it take to set up an e-mail address or web portal? A matter of, you know, minutes, hours, it doesn't take that long. Is the department so overwhelmed that this recommendation is so complicated that we should accept this? Or is it that the community is so frustrated and the service so poor that nobody wants to hear from us? There are many important questions regarding the timing, driver compensation and vehicle models included in the deals you are voting on today. We understand by that…by the end of June of this year, 2019, there will be 18 less Transit Plus minivans on the road and these contracts will add ten mini buses but not until December 2019 and February 2020 respectively with a strong indication that the latter will include delays. For the cost of one seven seater mini bus, a private contractor or the City itself could purchase up to five four seater minivans that would be ready much sooner. From a user perspective, our history using the larger vehicles has been problematic. They are cold in the winter. They're hot in the summer. I have heard reports that even the vehicles they are looking at bringing on line with these new contracts, there is going to be issues with the air conditioning and things like that. So that's

problematic. Some of your riders have medical conditions which are exacerbated by being on a vehicle for long times. One of my colleagues recently had a two hour trip to work. She lives in Charleswood and works downtown, it shouldn't take two hours to get to work. I bet there aren't many people on the fixed route transit system who have a similarly lengthy trip. For a system that is presently overwhelmed, would it be better to go with smaller vehicles that are more flexible and can accommodate a comparable number of passengers? A process that included community consultation could address these concerns, but unfortunately, Transit Plus has not had a public meeting in recent memory, nor has their Policy Advisory Committee been consulted other than just telling people, you know, what's happening in the system. Consistently these contracts are awarded to the lowest bidder leaving vehicle maintenance and treatment of drivers in question. We have recently become aware of a situation where there was a vehicle on the road with a broken caliper. The driver reported it to their company that they were working for who refused to fix it. So the driver went to the scrap yard, bought the part off an old vehicle and did the repair themselves. The driver did this so the vehicle was still reasonably safe and road worthy and the driver could continue to earn a living. This story brings to light the most important question we want to ask today; why are we continuing to contract out Transit Plus? Are people with disabilities second class citizens who are not entitled to have our public services delivered by public servants? Today there is a strong appetite to bring some or all of Transit Plus back in-house. And yes, I am aware of Councillor Mayes' motion. How does signing these seven year contracts align with that? In 1994 the Braid Report, which I will remind you was adopted by City Council, explicitly stated that the City must provide an equivalent service to people with disabilities who have the right to access the same opportunities as all members of our society and that monetary considerations must not be a barrier to equality. A quarter century later, we are still dealing with this contracted private arrangement with massive inequalities from the fixed route system. A connection I would like you to consider today is the lack of oversight regarding driver compensation, hours, benefits, work schedules, et cetera and how it directly affects the community and proliferates inequalities in our system. I know that several councillors here today were endorsed by the Winnipeg Labour Council during the last election and pledged that all City employees subcontracted or not receive a living wage. Are there any assurances that these contracts will do that? We have heard from many drivers that are earning no more than minimum wage, work overtime without proper compensation, do not get breaks, receive unrealistic schedules and have no fair access to representation like their fixed route counterparts. Would we accept this treatment of our bus operators? Would we not assume that contracting out Winnipeg's buses, fixed route buses to ten different companies who could all compensate their drivers differently without oversight would not affect service? If this is unacceptable for the general public, then it has to be unacceptable for people with disabilities if we're serious about equal access to our community. I have highlighted a number of issues for you today but my overall message is to please reconsider the path we're going down with these contracts. And just stop rubber stamping them every time they come up for a vote and start asking questions of the public administration, of the companies and start taking us down a path that will lead to improvements in the system. We have these outstanding reports from the public administration so I would advise Council to wait for these reports as well as the Transit Master Plan before proceeding with rubber stamping these seven year contracts every time they come up for a vote. Thank you.

Madam Speaker: Thank you. We have questions from Council and please, the questions are to be related to the criteria in the RFP. Councillor Nason.

Councillor Nason: It's too bad that you put that criteria on me, but I'll start…thank you, Mr. Mankewich for being here and bringing the views of those in the community and Independent Living Resource Centre. I would start by asking your opinion pertaining to last month's diatribe that we listened to with regards to the other contracts that were awarded, that we were putting the community at risk if we did not support that motion. If I'm hearing correctly from you today, it seems like the community is actually asking us to wait, hold the contract. Would that be an accurate question to ask of you?

Allen Mankewich: I think that's a fair representation of what I've said. In some of the administrative reports that have come up when these contracts have come up in the past, the City has…or the public administration has actually stated that contracts can be extended for, you know, a year, whatever. You know, I can show you that in black and white from your own administration. So I'm not sure, you know, why that same process can't be followed this time around either.

Madam Speaker: Thank you. Second question, Councillor Nason.

Councillor Nason: I am hoping to stay on point with regards to my question for the next one. Trip prioritization, you know, the access to the rides. Would you see that as a barrier to support persons with mobility or other issues to access the service?

Allen Mankewich: Trip prioritization is an issue. And you know, I believe it is related to the RFP indirectly. The contracts you are voting on have a stated number of hours that we expect vehicles to be on the road. So I believe, you know, part of the reason there is trip prioritization exists is because, you know, we only…we're essentially rationing the service for folks with disabilities. So, you know, part of this process of signing seven year contracts, you know, prevents the City from any kind of flexibility in terms of adding capacity to the system and things like that. You know, they would have to

sign, you know, separate contracts if they wanted to do that. It's a really cumbersome process. So yeah, I think the City's kind of pigeonholing itself through this process.

Madam Speaker: Thank you. Final question.

Councillor Nason: Thank you. For the final question, you mentioned about the equipment heating, cooling of these vehicles, sounds like woefully inadequate. Would you consider a vehicle that has a broken window on it, you know, that you enter and exit from the vehicle, would you consider it acceptable equipment to remain in service for a day, to take passengers?

Allen Mankewich: I think, you know, the vehicle should be removed from service, you know, as quickly as possible, especially since, you know, a broken window could affect the climate controls within the vehicle. And you know, potentially pose a safety hazard to people entering and exiting the vehicle. So you know, if that's what they do with fixed route transit buses, the same process should be followed for fare transit vehicles.

Madam Speaker: Thank you. Thank you Mr. Mankewich for your presentation today, appreciate your time. Next, we're moving on to the reports of the Executive Policy Committee. The report is dated June 11th, 2019. And we'll hear from Mayor Bowman momentarily. Thank you, Mr. Mayor.

REPORT OF THE EXECUTIVE POLICY COMMITTEE DATED JUNE 11, 2019

Mayor Bowman: Thank you and apologies Madam Speaker. I introduce the report and move adoption of the Consent Agenda Items 1 through 15. If I could pull reports 8 and 10, Madam Speaker.

Madam Speaker: I'll call the question on 1 through 5, 7, 9 and 12 through 15. All in favour? Contrary? Carried. Madam Clerk.

Item 6 – Unfunded Major Capital Projects

Madam Speaker: Mr. Mayor to introduce Item 6.

Mayor Bowman: I'll wait to hear from council colleagues first.

Madam Speaker: Thank you. Item 6, Councillor Gillingham.

Councillor Gillingham: Yes. Thank you Madam Speaker. I will be supporting this report. I think it's a very good report. We need the report. I appreciate that our delegation Mr. Chris Lorenc spoke to it as well. On the unfunded major capital projects, it really paints a picture of the need that the City of Winnipeg has as a growing city to build new infrastructure and invest in new infrastructure, and also replace current infrastructure as well. And so the challenges that we have to fund these projects is nothing that we haven't all been speaking about and certainly the Mayor has been lead being the charge and trying to get across both to the public but also to our funding partners at the provincial and federal levels, the large projects that we have before us and the need for funding partners to those projects. There is one of the projects or one aspect of this report I did want to highlight. I highlighted it at Executive Policy Committee, and that's specific to the Chief Peguis Trail extension, Main to west…Chief Peguis Trail extension west Main to Brookside. It indicates that…and I'll read the exact timeframe of when Chief Peguis Trail is needed is not fully known. There is no current major activity in CentrePort which might ultimately drive the need for the Chief Peguis Trail extension. And we talked about the fact that if you look at CentrePort, CentrePort is an area of land, industrial land that takes in portions within the City of Winnipeg but then portions within the RM of Rosser. And the fact of the matter is, there is a lot of activity in CentrePort and there is more and more demand for lands to be made available in CentrePort. And so I won't go further than that, but just to say that I believe that that's an inaccurate statement and I put it on record at Executive Policy Committee, I'll put it on record here as well, but I will be supporting this report. It's a very important report that we need to contemplate, consider and obviously we're looking to the public service to prioritize these two…these 22 unfunded capital projects so that ultimately Council can make some determinations on how we move ahead. Thank you.

Madam Speaker: Any further speakers? Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. Since Councillor Gillingham has mentioned CentrePort as part of the City's concerns for future infrastructure development and he did mention about getting the message to the public in terms of what our concerns are, I would like to mention the fact that some people don't know what CentrePort is. In fact, it's a good question. And so I would just like to explain basically what's going on. Because most people don't know there is always more to learn, Madam Speaker. CentrePort essentially is to try and have greater coordination amongst…among the different modes of transportation. And for cargo and thus in Winnipeg's case, maintain our position as a transportation hub. The fact is that we are competing with other cities for cargo transportation business and jobs. And on that basis, as other cities that might have greater wealth, greater government subsidies in order to create their amalgamated transportation hubs or ports if you will within a very central jurisdiction as we are doing in Winnipeg, Madam Speaker, in west, northwest Winnipeg, sharing with the municipality of Rosser, that it's just easier for cargo to be going from one mode of transportation to another; from trucking, trains and air as well. Having worked in the Ministry of Infrastructure and Transportation, what I found disconcerting, Madam Speaker is sort of how we are forced to do this to some extent. It's kind of like when you have an oil rich province like Alberta and they are able to subsidize different industries that have been in Winnipeg such as…well, meat slaughtering, Madam Speaker. And so Winnipeg has lost our meat slaughtering industry slowly to other cities in the States and to Alberta by virtue of government subsidies that they could afford that we couldn't. And Madam Speaker, in order to maintain our position as a transportation hub, which is our historical raison d'être as our city in the centre of North America, we have had to compete with other cities that have had notable government subsidies from…well, wealthier resource provinces and cities, and such as the reality, Madam Speaker. I just wanted to make that point. As well, Madam Speaker, we are talking about putting pressure on our provincial and federal governments in terms of why we need their funding for maintaining or enhancing the infrastructure of what Councillor Gillingham says, our growing city, Madam Speaker. And that's true. But Madam Speaker, we say we want to communicate about it and yet we're not letting people know how today is different from 50 years ago. And I will mention briefly, Madam Speaker, that in five days we are celebrating the 50th anniversary of the first NDP Government ever elected in Canada. And I want to make the point, Madam Speaker, that the infrastructure development in a single…not a single administration of eight years, but just in a single term, Madam Speaker, may be unprecedented in terms of the amount of socially progressive legislation that was brought in in four years. As much as…as well as the amount of economic enhancement that took place in a four year period, Madam Speaker. And if you consider the eight years of that first NDP mandate in the history of Canada, Madam Speaker, seven out of eight surplus budgets. Now, how is it possible that such a proactive government, having done so much in the first NDP Government in Canada for social progress and economic enhancements, could do so, Madam Speaker? Seven out of eight surplus budgets. This isn't a rhetorical statement, Madam Speaker. This is the history of our province. This is the history of our society. And we live the function. Everything that was developed in this province in those 8 years, seven out of eight surplus budgets, how can we do that? And Madam Speaker, I think it's incumbent upon us as we are asking the Provincial Government for money. I'm not saying it's wrong. I'm saying we better have a sense of history, a sense of dynamic because if we don't, we don't know what's going on. What are the trends? What's so different between now and then? You think…do you want to go door-to-door and just say, well, I got elected and so everything is okay. Well, not good enough, Madam Speaker. We have to be able to let people know what the difference is between today and a generation or two ago, Madam Speaker, because that's what we're dealing with. We're blaming a Provincial Government but we don't…and we're not explaining what happened. Madam Speaker, at least, you know…I did make the point that in the late '80s we did have substantial…the beginning of a substantial decrease of funding from the Federal Government to the provinces. And subsequently, naturally, as we are not surprised, there was an offload of debt and financial responsibilities from the provinces to the municipalities. Well, it's kind of ridiculous if I'm the only one saying this. So let's all say it. Let's all talk about it so we all know as we go into a long-term budget plan, we're starting to go…we're supposed to get into four year budget plans, long-term thinking. Well, Madam Speaker, we've always had to have long-term thinking. If this is the process we need for us to focus on long-term budgeting, fine. It's a little weird to me but that's okay. I'm alright with that if that's what it takes for us to think long-term. Madam Speaker, we're not the first government to have to think long-term. But, I'm glad we're thinking about that now. Madam Speaker, I just want to mention these things right now, in terms of what we have to deal with and the perspective we ought to have if we're going to have long-term vision, if we're going to think five years ahead. Well, of course we think five years ahead. We have to think 20 years ahead. We always had to, a generation ahead. Let's think a generation back and see how we got here because that's reality, too. If we don't think like that, we can't think ten years ahead or we can't think 20 years ahead. So let's have some perspective. Thank you, Madam Speaker.

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

Councillor Eadie: Thank you, Madam Speaker. I rise to speak to this report which is going to provide us priority I believe for the fall of 2019. I'm going to reserve specific comments related to two of those unfunded projects when we get the Infrastructure Renewal and Public Works agenda, Madam Speaker. But in regard to this list, so if one has a look at this list of unfunded projects, you will note a number of them have issue with trying to get across rivers. But a lot of them, Madam Speaker, are issues we have to deal with in regards to the railways. There is a number of…three railways operating in Winnipeg now. And you know, a prosperous good working railway system is important, Madam Speaker.

And it's very supportive. But when we start talking about funding appropriately, when it comes to the railways, there is federal legislation, there is provincial legislation, Madam Speaker, and you know, I think that really, those other two levels sort of abandoned us because the railways, most of the taxes they pay are going to those two levels. And so when we're looking at how we are supposed to fund various projects, I believe the Osborne underpass is in need of repair into the future. I'm not sure how far down the line, Madam Speaker. The Marion Archibald involves having to deal with railways as well, Madam Speaker. And I don't know if a lot of people know this, I mentioned this at IRPW earlier this month, but…and again, it's important to see a prosperous railway, but the Province has a piece of legislation called the Municipal Assessments Act in where we assess properties and there is various aspects that determine how much of the mill rate business, residents pick up. And so in there, there is categories. So, for example, on our residential properties we pay an apportionment, 45 percent of whatever the assessed value is of that property, 45 percent of it is taxed. When it comes to almost all commercial, it's called "other" but that's where most of commercial is. They are paying an apportionment of 80 percent. So a hundred thousand, they are paying taxes on 80,000 of that. When it comes to railways, Madam Speaker, railways, which is a business, okay, business, just like the other group, all these other businesses who are paying an apportionment of 80 percent. Railways pay only 25 percent. Now I don't know why the Province decided to set the apportionment of railways at 25 percent, Madam Speaker. But nobody was looking the long-term, because ultimately, having these railways go through our city, we have infrastructure things to deal with. And the apportionment should have been higher. If we had been collecting more property taxes from the railways who are prospering quite well, if we were able to bring in more of that property tax revenue, there might have been some revenue and I believe, I'm kind of a…I like fund accounting. So you know, if railway money is coming in we know over the long-term we have major infrastructure problems, we could have been saving the money in a reserve to pay for the underpass. I'm not going to…well, maybe there would be money to do the Arlington Bridge, Madam Speaker. So, anyway, I just want to leave that out that we have this list. Our administration's going to prioritize. We as council though, we have to come up with a plan as well. And I think we…and I am probably going to move the motion, it would be hard to get anything done given that there is a provincial election at this point. But we as council…now, this isn't a magic bullet because it's not going to bring in a ton of money necessarily, but we need them to change the apportionment for railways so when we're charging our property taxes, we're going to be able to bring in money over the long-term to cover off these huge, huge projects. And they only get more expensive, Madam Speaker. So when we're looking at how we do things, we really have to consider various financial aspects. We need to understand and work with the other levels of government as Mr. Lorenc, former Councillor Lorenc had mentioned. It is so important because you see how various pieces of legislation, federal and provincial affect our ability as a city to be able to have a city that works, one that can grow, one that doesn't decay and so on. So anyway, I'll leave it at that. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Eadie. Any further speakers? Councillor Allard.

Councillor Allard: Thank you, Madam Speaker. I'll try to be fairly brief. I made the speech…well, I made part of this speech a few times. I just want to…I want to draw attention to just the cost of these major unfunded capital projects and from the report, page 6, it indicates for the tax supported projects listed in this report, if debt were used to fund the remaining City share, annual boring costs plus incremental operating costs would accumulate over the next ten years to approximately $170 million per year. This would translate to an equivalent property tax increase of roughly 30 percent over the next ten years or averaging three percent property tax increases annually for ten years. So I wanted to first off commend the Mayor and past council for doing this exercise of actually doing a tally of what exactly our infrastructure deficit is. And it's actually, I mean, it's actually bigger than the report, right? These are the 22 top…one of the 22 biggest projects with our infrastructure deficit being actually more than that. But I wanted to maybe put a finer point on the operating impact of any one of these major capital projects and how, you know, regardless of the revenue source, even when we're using debt, it does have an operating impact. And I mean, I think I'll be very careful…I remember Jenny Gerbasi was…Jenny Gerbasi was always there to talk about the operating impact of capital budgets and I have to say over the years I'm starting to see what Jenny was talking about. And you know, capital projects tend to be these big shiny things that are exciting but they do have an impact. And so I want to, well first of all, support this report and say that going forward, I'm going to be very careful in terms of my endorsements of upcoming projects because at the end of the day, there is…somebody has to pay and the more I'm around this table, the more I am starting to value the operating budget, the operating impacts. So I wanted to give my nervous Nelly speech about this. And I also want to try to communicate maybe what we can actually afford in the absence of support from other levels of government. I don't…you know, a lot of these projects aren't going to be getting done right away and maybe some of them won't be getting done ever. And so we have the list and now comes the really hard part. So I'll be supporting this and I'll also be careful in endorsing a major capital project going forward once they are prioritized by our public service.

Madam Speaker: Thank you, Councillor Allard. Mr. Mayor to close.

Mayor Bowman: Thank you, Madam Speaker. Appreciate the fiscally responsible position taken by our IRPW Chair and others around the table. I first want to thank the members of public service for this report. It is pretty comprehensive and it is putting forward these unfunded major capital projects and the financial implications in an open and transparent way

for council as well as the public to review and scrutinize. I want to echo the comments made by Councillor Allard that without strong provincial and federal partners, the ability for us to pursue these major capital projects, obviously, will be significantly hampered. And so I appreciate the work. I am looking forward to receiving additional input from the public service going forward, and obviously value the conversations with council colleagues and Winnipeggers regarding these very important projects for the City of Winnipeg.

Madam Speaker: Thank you, Mr. Mayor. Moving on to Item 8, Madam Clerk. Pardon me? Yes, we actually need to call the vote first on Item 6. All in favour? Contrary? Carried. Madam Clerk.

Item 8 – Welcoming Winnipeg – Reconciling our History – Phase 1 Update

Madam Speaker: Thank you. Mr. Mayor to introduce the item.

Mayor Bowman: Thank you, Madam Speaker. And this report is very much a part of our ongoing journey of reconciliation and I want to thank members of the public service and the over 700 Winnipeggers who participated in the public engagement with respect to the Welcoming Winnipeg initiative. For those that are watching these proceedings or reading Hansard, it's important to recognize that what we're trying to do with the Welcoming Winnipeg initiative is something that hasn't been done in other municipalities across Canada. What we have seen in other municipalities across Canada is political flash points, polarizing discussions and debates around monuments and place names in communities. And I specifically am referencing Halifax and Victoria as well as what we have seen in many communities in the United States of America right now. Rather than simply waiting for political focus and dialogue in a polarized fashion in our community regarding many of the place names and monuments that we have in our community. This is an attempt to be more proactive at trying to find a path forward to reconciling a painful history and hopefully a brighter future together. I want to thank our Deputy Mayor, Councillor Markus Chambers, and Acting Deputy Mayor, Councillor Vivian Santos for being at the initial announcement of this initiative. This is a very important initiative. What we have seen through this initiative is how many place names and monuments we do have here in Winnipeg that have a very different meaning through the lens that we have today in 2019, from the time in which these names or monuments were initiated. Names like, of course, Bishop Grandin, St. Vital, Wolseley, the monument that is adjacent the Concert Hall, for example, which fails to recognize the loss of life of the Métis during the battle that's commemorated there. These are just examples. And what we are trying to do in Winnipeg is we are trying to communicate and receive the feedback from Indigenous and non-Indigenous community members about how should we try to reconcile some of these place names and monuments? As I noted, over 700 Winnipeggers have participated in this engagement opportunity of which less than about 20 percent identified as Indigenous. Keep in mind approximately 12 percent of Winnipeggers identify as Indigenous including members of this council chamber. The various mechanisms that it included questions and adding perspectives on different historical markers. What was interesting as you can see in this report is 62 percent indicated low support for removing historical markers. This is what we've seen in other cities where simply…monuments are simply removed. Only 62 percent indicated low support. Twenty seven percent indicated high support to remove markers and 11 percent were neutral. In most cases, what we've heard, as you will see if you look at the details of this report, is the desire in the community for greater education rather than simply removing monuments, looking for opportunities to simply better educate and provide a more accurate reflection of our shared history. I'm looking forward to seeing this move forward. Again, I want to thank staff, I want to thank members of council and the public for supporting this initiative and I know if we work together we can really continue on in a positive fashion in this journey of reconciliation that we're on together, Madam Speaker. Thank you.

Madam Speaker: Thank you, Mr. Mayor. Any further speakers? Mr. Mayor, do you wish to close? I'll call the question on Item 8. All in favour? Contrary? Carried. Madam Clerk, Item 10.

Item 10 – Winnipeg's Indigenous Accord

Madam Speaker: Thank you. Mr. Mayor, your opening remarks.

Mayor Bowman: Thank you, Madam Speaker. And this is really building on the comments that I've just made about the Welcoming Winnipeg initiative. For those that are wondering about all of the talk and ceremonies that have been happening in our community and here at City Hall with respect to our journey of reconciliation, for those that are wondering, okay, what does it mean tangibly? What is actually happening in our community in terms of the important work of reconciliation? This report which sets out the partnership…the partners goals and progress report which is part of the agenda today, I would simply encourage Winnipeggers that are interested and want to join us in our journey of reconciliation to read it. When the Truth and Reconciliation Commission's calls to actions were made public, I think many of us are still coming to terms with those calls to action, in trying to better understand how do we best address them? I believe that how this country responds to the calls to action is one of the greatest challenges of our generation. And Canadians in the future will look back at councils and legislatures and parliaments and organizations and

individuals in our generation right now, to see how we acted or we didn't act. I'm really proud and very grateful of the work of so many around this council chamber, the majority of whom have signed on to the Indigenous Accord. And I would encourage all to sign on to the accord, of course, going forward, and so many in our community. And I'm just going to highlight a few of the highlights that are a part of the collective partner progress that's outlined in this report. Over 8,000 employees from over 40 accord partner organizations have participated in or are continuing to participate in education and training in response to calls to action 57 and 92. In addition to over 8,000 members of the City of Winnipeg Public Service who have received that training. These are 8,000 Winnipeggers who have family members and friends who they're speaking about their experiences and training. Over 49,500 students from five school divisions are learning age appropriate curriculum on residential schools, treaties and Indigenous peoples' history and contemporary contributions to Canada in response to calls to action 62 and 63, Madam Speaker. I want to applaud the school divisions for their leadership and their support in responding to the calls to action. Over 65 percent of accord partners are reporting…that are reporting, are practising traditional territories acknowledgments as part of their daily announcements and at events, meetings and gatherings. Madam Speaker, for those that were watching today, you indicated the treaty acknowledgment at the beginning of our meeting, something very different than in the past and I want to applaud our committee chairs who are also providing this acknowledgment at the beginning of each of our committee meetings as well. Over 1,300 collaborations with Indigenous peoples' were reported by over 60 percent of accord partners obtaining improved capacity and understanding through culturally appropriate guidance to inform the development and implementation of strategies, curriculum, protocols, projects and programming. And lastly Madam Speaker, over 80 policies and practices amended or newly adopted by 30 partner organizations to recognize Indigenous rights, reflect Indigenous priorities and improve Indigenous access and inclusion. The details of which are all in this report and I would simply encourage members of council, the media and the public, Indigenous and non-Indigenous to read this report. Look for ways that you can respond to the calls to action in the truth and reconciliation. We all have a role to play. The City of Winnipeg is providing leadership and I want to commend everybody around this council chamber and in the public service who are supporting these important efforts as Canadians. Thank you Madam Speaker.

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

Councillor Schreyer: Thank you, Madam Speaker. As we deal with the issue of reconciliation during this term, during the time of Brian Bowman as Mayor of the City of Winnipeg, I do again want to acknowledge the fact that we are celebrating in five days the 50th anniversary of the very first NDP Government ever elected in Canada which was right here in Manitoba. And Madam Speaker, in this case, when we're talking about something like reconciliation, in this case, we can look at things that are very tangible. Fifty years later, 40 years later, in terms of the impact that a two terms of government can have, in fact, Madam Speaker, the effect that a single…singularly progressive term in government can have, Madam Speaker. And I'm going to give you some very simple tangibles in terms of how things affect the issues of reconciliation. And Madam Speaker, I just want to let you know that that was the beginning of 1969, 1970 working with the Federal Government, this would be the end…starting at the beginning, the closing of residential schools in the province of Manitoba, Madam Speaker. Working with the Federal Government, it would be the end almost immediately of the '60s scoop. For those that were taken…those youth that were taken from their families and from their communities. Madam Speaker, in terms of empowerment, and in terms of offering a future and an ability to look to the future for Indigenous people from the north, from first nations in order to allow them to plan long-term, to plan for their communities, to plan for the 21st century as we see that they are doing. Madam Speaker, I just wanted to mention that in two terms they went from virtually no airports in northern Manitoba to that almost every first nation or cluster of Indigenous communities had an airport. This was done in less than a decade, Madam Speaker, from virtually none to virtually all groups of Indigenous communities and first nations having airports. Well, it's a revolution for society and it was done with the best intentions and they can still use these airports today, Madam Speaker. Winter road projects, Madam Speaker, the likes of which no province had seen in terms of the change. In making sure by creating winter roads throughout northern Manitoba, we know we've got a hundred thousand lakes and we know how many winter roads we can build and we did it, Madam Speaker, accessing virtually every single Indigenous community in northern Manitoba in the winter time to make sure they had food and that had never happened before. That never happened before. Talk about communities being able to plan for the future. And I know, Madam Speaker, having worked with the Provincial Government and here at the City of Winnipeg, when a community can't plan for the future, it can't plan in terms of the values that we all are beginning to share here in terms of what that means for sustainable communities, empower communities' quality of life in the 21st century. Madam Speaker, as an example of reconciliation, reconciling, it's…you know, it's bumpy. Madam Speaker, but in terms of an already existing plan for a hydro development in northern Manitoba, Madam Speaker, when that NDP Government came in they immediately called the very first, my understanding is, Madam Speaker, please correct me on the chamber floor if I'm wrong. The very first environmental assessment of the hydroelectric development project in Canada in terms of a third party environmental assessment. There was an assessment done and the government heeded that assessment and thus changed the plans of a pre-existing hydro development plan. They reduced it. They reduced the plan. They reduced the flooding of a first nation which wasn't the plan. And then for those that were flooded, those housing units that were affected, they built brand new houses, Madam Speaker. Now, I don't want to trivialize the idea of brand new houses because that, in terms of this

case, is just the tip of the iceberg in terms of housing and reconciliation, dealing with poverty and affordable housing, Madam Speaker. Because, Madam Speaker, Canada's first NDP Government did something that I still…no province has done before, and I still haven't seen any province do since. In less than 8 years, 14,000 affordable housing units. 14,000, Madam Speaker. So let's think about that in perspective. Let's compare that to other jurisdictions and let's compare that to other areas in the province of Manitoba. So if we're dealing with affordable housing, if we're dealing with poverty, if we're dealing with homelessness, bare that in mind. And if we are not humbled in our era of trying to deal with reconciliation, homelessness and poverty, Madam Speaker, I don't think we're really dealing. So we're talking about how the Provincial Government is not giving us enough money for our capital projects. Well I'm not denying that, Madam Speaker, but what I'm saying is we have to figure out what's wrong. How come they could do that? And when I said they did all these things, that's just the tip of the iceberg. They did so much in eight years and they did it with seven out of eight surplus budgets. So there is no way Scott Gillingham can bring us the next budget with all of us dealing with this and not saying, what's the difference between today and then? It would be ridiculous. And I've be talking about construction inflation for how many years, Madam Speaker, four years?

Madam Speaker: Councillor Schreyer, let's stay on topic.

Councillor Schreyer: Yes, Madam Speaker, let's stay on topic and we're going to deal with reconciliation, we're going to deal with empowerment of people, Madam Speaker, that's our job every single day to do these things. But we're not talking about how we're losing our money, how we're raising our taxes, how we're reducing our services, how we can build less than ever before. I guess apparently our society grows every day, our populations grow, our economy is growing but you still have to increase our taxes every year and get less and less. Madam Speaker, that is paramount. That's getting to the point. Thank you.

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

Mayor Bowman: Madam Speaker, the issue of reconciliation is…it shouldn't be a partisan issue. I think all political parties and all levels of government have a role to play and all have and will continue to contribute to our work of reconciliation. And I would just I would urge all members of this council and all Winnipeggers to try to do your best to look at this through the lens of being a Canadian. Thank you, Madam Speaker.

Madam Speaker: Thank you, Mr. Mayor. I'll call the question on Item 10, Winnipeg's Indigenous Accord. All in favour? Contrary? Carried. Madam Clerk, Item 11.

Item 11 – Transit Plus Review

Madam Speaker: Mr. Mayor to introduce the item. Councillor…this was stood down, Councillor Gillingham.

Councillor Gillingham: Yes, thank you Madam Speaker. I just rise similar to my comments at EPC. I will not be supporting…will not be supporting this motion. You just put on record at council the reasons that I stated there. The City is currently in discussions with ATU through collective bargaining right now so I think it's inappropriate to be having this discussion or to be voting on this matter at this time. And we…again, there is not a lot of background behind it as well. There would need to be time to do a lot more discussion and due diligence but now is not the time. I have many other things probably to say, but to be true to my own comments I won't be supporting it because in the midst of collective bargaining discussions, this to me is inappropriate.

Madam Speaker: Thank you, Councillor Gillingham. Councillor Mayes.

Councillor Mayes: Thank you, Madam Speaker. Slightly reminded of the…obviously the issues are of different scale, but there's the great scene in a movie 'Linked In' where they try and get them to delay something and he says now, now, now. So I do feel now is the time to talk about this and to move it forward. There is a provision in the motion that says that it not be dealt with by Innovation Committee until some 30 days after the ratification of the collective agreement. The fear was, if you get two tables talking at once during contract talks, it could get confusing or overlap so we will pick this up following ratification of the collective agreement whether that be after a strike or a lockout or hopefully neither. Why do this? Why do this now? I think this is a second chance or at least I personally see it that way. We had the debate on this floor about the garbage and recycle contract. One, well two big contracts, seven years, covering the whole city. We get there, CUPE comes and says, well, you haven't considered bringing some of it in-house. That was a fair accusation, the RFP had sort of rolled out. Staff had done that, they've done all the work and now the results were in front of us so it was kind of too late to be looking at that option. We did in the end, based on a motion made by Councillor Eadie, look to do a pilot project with CUPE to bring some of the garbage and some of the garbage pick-up in-house during the multi-family, one of the smaller contracts for garbage pick-up. So here then we have a second chance. This isn't one big contract. There are 15 different contracts for Handi-Transit. We have three this year. We will have two next year. We will

have three in 2021. That's the thinking behind this is we're not going to say, this is the one that you have to leave off and say to the private sector, no, this particular one we're bringing in-house. The idea is to give our administration some flexibility in bringing some of them back in-house to create a threshold of 30 percent of the service being done in-house. Where is that wildly arbitrary figure from, some ask me. Thirty percent, well it's in the report. It's in the report that you'll see further down the agenda. In the late '90s we offered it for a while with 30 percent in-house, 70 percent contracted out. System seemed to work. System seemed to be able to function so it's not a matter where oh my god if we bring 30 percent in-house, we won't be able to function. It's a matter of where that's a historical level. Could well be more that's justified. That will be part of the debate that is proposed here by…for Councillor Orlikow's committee at Innovation to look at so I do think the time is now to start this debate. You heard Mr. Mankewich who obviously is a user of the system express some of his frustration. There are other issues with this system. There is the 500 meter rule where you can't get picked up or dropped off if you have a destination more than 500 meters from a transit stop. I hope that we will have the votes to end that rule some time later this year or in the next budget talk. It's something I have been on about for a number of years and it's not starting to affect various different council wards but that's a separate issue. Councillor Nason has been in his short term here very active, very vocal about some of the other issues surrounding Handi-Transit and some of the operational issues. We will need to talk about those as well but the idea of how to address some of these concerns, some of the concerns that labour has expressed with the contracts. This is our chance to take a look at bringing some of it back in-house with ATU, with the idea that it being delivered at a roughly comparable cost. Where is the figure from, you may well ask, the 53 percent increase in cost per ride that I have publicly slated, it is publicly available information from our own City of Winnipeg Volume 1 budget documents. It is concerning to me that the costs have escalated by 53 percent. That doesn't mean the cost to the user has escalated 53 percent. It doesn't mean that the companies winning these contracts are somehow jacking it up by 53 percent in terms of what we're paying. What it does mean though is our own internal statistics that we ourselves published, not ATU, not WAPSO, both unions actually being supportive of this, not ATU, not WAPSO figures, City of Winnipeg figures say the cost per ride's gone up 53 percent. So as I have said, this is concerning if the whole idea was, well, by privatizing we will surely save a great whack of money. I think you have to look at that figure and say let's review that. Let's take a look at balancing off the private and the public. Is this wild socialism? Is this some untested idea? No. If you look at Ottawa they do some of their garbage and recycle in-house, two out of five zones, they do some of it not in-house. Mayor Watson who I went to Carlton with, certainly not a wild eyed socialist, talked to me about it and said, you know, there is a balance there. There is…we do some in-house so it keeps the private guys honest, but we don't do it all in-house so you don't have some of the traditional problems with that model of costs starting to escalate and potential city-wide strikes or lock outs. So I think we should look at this model. It was…this kind of comes out of the debate we had around garbage and recycle. This is a separate system. It is, however, very doable I think to bring some of this…I've used the figure 30 percent, maybe it should be 28. Maybe it should be 35. I don't know exactly, but it's a debate. It now is the time to start having that debate, I would submit to get going on this view. I've had some critics saying, well, we need the City to be innovative and take risks and think with innovation but that can't possibly include bringing some of it back in-house to which I say look at Ottawa, look at the garbage and recycle decisions they made there. Look at the third-party reports that were done not by in-house representatives, but by third-parties that said, hey yeah, this is saving money for the City of Ottawa to have some of it in-house and some of it not so we roll on here. I think we will have a good debate about this when the time comes but I would encourage my colleagues to at least move this motion forward. Let's get the debate started otherwise I think Mr. Mankewich may have a point which is we will continue rubber stamping seven year contracts. I have been guilty of that over the few years, over the last few years. To me now is the time to stop that to say, hey, let's have a debate about bringing some of this back in-house. Thank you.

Madam Speaker: Thank you. Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. I rise…I will be supporting this motion, Madam Speaker. And I just wanted to start off by thanking Councillor Mayes for putting in a big effort to try to improve Transit Plus aggravation for the people with disabilities. But I am going to mention some things here because, yes in the '90s there was 30 percent and I was here debating the issue right here at council when they privatized the last piece. And just so everybody…there, the administration was saying we can get the price per trip down to half I think of what the City was paying to do. Now Madam Speaker at that time, the private sector was providing mostly trips for ambulatory passengers. Ambulatory meaning someone like myself who is blind, there is various disabilities where people are still ambulatory. But then the City was actually transporting people with more significant disabilities, people who were experiencing quadriplegia and various aspects. And of course in the winter, if you are using a wheelchair, Madam Speaker, you really have no choice, you need to use Transit Plus. And before I start making a few more comments, I just want everybody to understand that people with disabilities do have a right to use Transit Plus. We need to provide them an accessible transit system. However, we'll bring this in but yeah trip costs are up by 53 percent and so on. I have to say, the private sector, if they were utilizing their smaller vehicles and I'm not sure, not all the contracts that are coming up are for the bigger buses that carry 12 or 18, I think those were the ones, Madam Speaker, that our drivers back in the '90s were operating and those were the ones mostly that were transporting persons using wheelchairs. And so you know, but the whole concept, and I'm hearing from persons with disabilities out in the community. Bringing the 30 percent in-house is

not going to mean that you're going to get a lot of trips. Now what did happen was, there was a regular system. We had already set up when you have a City employee and there are issues with that employee, the structure was there. When we privatized the whole thing, the operations of Handi-Transit and now Transit Plus, the number of employees increased in a huge amount, the budgets did increase and that's good, but what we had was an increased look into drivers that are not doing or working with persons with disabilities in an appropriate manner. And I know that, you know, those are issues, everybody is a human being and providing services and so on. But you know, we spent more money setting up a system to monitor our non-employees, our contracted employees or private contractors. So there is a synergy there that helps. That's a good thing. But I have to warn you all, the number of registered users and I'm going to be there by the time I hit 70 I might have to use Handi-Transit. I don't use Transit Plus personally. I have no other disability other than I'm blind. Some might say my brain doesn't work properly, but it does. But I don't use it because I don't want to take a ride away from somebody that's there because the resources are always limited. Much more so than in the regular transit system and that's because it costs more to deliver a trip when you are not operating mass transportation. The cost per trip for people using regular transit is quite low and it's good. It's like I haven't looked at the numbers but back in the '90s it was probably maybe, I think about an eighth of the cost of the delivery of a trip for…are delivered the 30 percent that we did have. Anyway, I do believe it is a good thing for the City to run a number of the buses, but again, we will have to contract with the private sector. The vehicle for hire aspect in that kind of application, it works better when you're transporting one or two people. I think the City, when it comes to Transit Plus, we need to get back into operating more mass transportation. And the software tools are out there now so when we're modelling looking to take it over, there are software tools and we need to analyze where the people live, what the trips are that they are taking and I think we can provide a better somewhat of a limited routing system. Now, there are people out there with disabilities who remember the day when they had to ride for two hours to get home from work and because the route system that they were on was too long and whatever. But today, we could transport ambulatory along with wheelchair users…people who use wheelchairs and I think we could do a better job. And we have the tools to analyze and do that and I think that's important. For the people in the outlying areas, I think Councillor Chambers was referring to some of his residents who are, you know, that 500 kilometre thing, sorry? Five hundred meters, sorry. Anyway, 500 meters. Used to be 400 meters, now it's 500 meters. But anyway, that was…actually that was a budget adjustment we did in regular transit. We said there should be a stop at least every 400 meters and now it's 500 meters so now we've got this 500 meter rule. Anyway, so I just want to conclude by, I am going to support this, but as we move forward, we need to do it in a very smart way to ensure you are talking about these trips. But all the things I have been hearing in the news from persons with disabilities out there just recently, their expectation and this is what Mr. Terry Beeman and myself tried to tell council back then, yeah you will get the per trip cost down, but persons with disabilities have the same expectation of using transit as anybody else, okay. And if you ask for an analysis of how many trips do people take on regular transit and you look at the average number of trips that a Transit Plus user uses, you will find that they are getting way less.

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

Councillor Eadie: You will find that they are getting way less service. And so we need to find a way, we need to find a way to meet persons with disabilities expectations and human rights, and what always happened in the past, our grades report and everything, everybody continued to acknowledge there is limited resources. So anyway, those things all have to be considered. Thank you.

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

Councillor Gilroy: I rise in support of the motion that's in front of us here today and I just…I think that a lot of people have spoken previous about a lot of stuff I wanted to mention but I just think that it's a really critical service. It's important human service that really connect with our citizens in a meaningful way. And I think if we have an opportunity now to take a look at that service to see if we can bring it in-house and see if we can improve that service, I think that's a positive for our citizens. So I'm looking forward to seeing what comes from the work that I think the alternative delivery, will do. But I'm open to this and look forward to this coming back. Thank you.

Madam Speaker: Thank you, Councillor Gilroy. Councillor Klein.

Councillor Klein: Thank you, Madam Speaker. I'm…you know, it's an interesting issue. I think that we're on the right track by finally addressing the concerns that we've heard from the public for a long time. I applaud Councillor Mayes and I know Councillor Nason is very…they are very concerned, they are very involved. They share their concerns quite often and I applaud that. I appreciate that. But I also acknowledge the concerns that Councillor Gillingham mentioned that we are in the middle of a CBA and whether we think it will be considered or not, it probably will be. There is…of course, there is the opportunity for it to be considered that we have to be conscious of. I think we have to look at, because we have been discussing it for months, the…you know, what are we doing right now? So what are we doing in-house to address these problems? I spoke…I believe it was at our last council meeting about the fact that there may not be accountable clauses in the contract. I did receive an e-mail from the admin which I am grateful for but reviewing those

penalties and the options we have for addressing issues of poor service, poor vehicle condition and so on, I note that the penalties were quite low. In fact, I don't think that that would cause any concern for anybody who had that contract. So I'm wondering if the more prudent step at this time is to say we need the public service responsible, Transit or whoever is responsible for Transit Plus of course to sit down immediately and review what's happening. What steps are they taking? Meet with Council as quickly as possible, let's review what's happening. How do we address it and fix the problems right now if we can. If we find that that is not possible, but they are not capable of making these contractors live up to the terms of their contract, then we look for the alternative solution. We have options in the contract. We can cancel these contracts. I did see that in the e-mail that they sent me. I didn't see a copy of the contract, but it does state that we can do that. So we have actions that we can take to protect these riders today and not have to wait 30 days, not have to wait until that discussion begins but maybe take action today and start addressing it. And start demanding that they meet those needs and maybe start including a much higher penalty that will be paid. This is always going to be on the table and can be discussed. Again, I think maybe let's start tomorrow and find out why our department's not taking the action necessary and find out if they are taking advantage of the clauses that they tell me are in those contracts. I think it's a wonderful discussion though that we're finally talking about getting something done. And again, with all due respect to Councillor Mayes, I would just think we have a different approach we can take while still considering this option. Thank you, Madam Chair.

Madam Speaker: Thank you, Councillor Klein. Councillor Orlikow.

Councillor Orlikow: I'm happy to say that Councillor Klein took a lot of the comments that I wanted to make as well. There's two phases here and I will speak on the innovation side. I am personally quite excited to figure out how are we as this council, as this world is changing and spinning fast, how are we going to look at alternative service delivery models without spending years studying it that it will just fail anyways. So this…we've heard other ideas from permit office to land planning to a whole bunch of options, but this is the first one that came forward in the motion. So what's going to happen here again with the committee's approval is we're going to receive this and then try to figure out a quick modelling, similar to what we do with innovations and also what we're looking at in another model…in the economic development model where these ideas can germinate through and we can get just a glimpse if we decide to want to go forward. So if we get a glimpse of here is some of the high level stuff before we task our administration and all our energies to go forward with this long process on what we are calling a service delivery change. But this does not by any means, should not bar the immediate action of trying to address these issues at the departmental level. So that should occur. This is a separate process and why…like I say it's transformative. It could be transformative. It may not be transformative. So with this motion going forward I'm not saying I support it or I don't support it, but I support the processes that we're going through to determine so we can provide councillors with at least a high level view. Does this make sense from the departmental level? Is it best practice? We don't even have the matrix set out yet. So again, the first step will be for us as a committee and then to Council to try to figure out how are we going to vet these ideas in a process that will provide councillors enough information. And as we heard today, many different viewpoints, many different maybe philosophical viewpoints, maybe experiential viewpoints but they're all a variety, there are a whole bunch of them but we need to have Council have some data, some information to decide if we want to spend our precious resources and explore this idea even further. So that's why this motion for me makes a lot sense. We haven't really done that in the past but again, I do believe if Winnipeg is going to address growing to a million people we have to be open to alternative service delivery models. I think it's going to be crucial on how we're going to be able to provide those services Winnipeggers expect going forward. So again, how do we do that? That's still up to question. So I'm excited to go look at this as a model, one of the first ones, on how we look at, used to call them SSUs, they were called. They change all their names, but generally what it is, if someone has an idea about looking at alternative service delivery model, how can we get that information into a system with a matrix that will come out, provide Council at least the baseline information to decide if we want to go forward. We can say, well, I guess administration still says no and here's that data but we still want to go forward, we can do that. They may say, here's some of the areas that we need to look at, we can do that. But this is a part of that transforming how City Hall will look at providing services to the public because bottom line is, the way that we've been doing things, the way we are going forward, I believe with climate change, growth, hope, infrastructure debt, operating debts, all these other areas, we're going to have to be open to different service delivery models that should not be based upon philosophical but more on analytical with data so we can provide the best open, transparent modelling that we can and then have the community come in and be involved. But again, that's down the line. The first part is just getting a quick analysis about…is this something that Council should consider going forward and giving us that information so we can decide. So again, I see the 30 days after. Well, we're going to…it's going to take more time immediately to start looking at this modelling on how we're going to do it, and we still have to bring it forward to the committee so we can have that discussion on how we…what kind of expectations we see on the seed stage on the pipeline we call it, the seed part, and then we can use that as a template to bring in other ideas and quickly go through ideas at a lot quicker rate right now. Some of the SOAs we have right now, they…we haven't really done an SOA in I don't remember how many years. Again, it's because it's very difficult to even start the process because once you start the process, there's these year reports, massive reports. So before we start to do that I think we need to have the first step which is I call it the green light that Council gives, here is some data, here is what

you are, Council gives the green light and then we as council decide to task the administration to go forward. So that's why I'm very excited about this process, I think it will be quite transformative just in how we deliver services in general Winnipeg. However, I really want to be clear that I am not endorsing either one at this point. Again, we have to be open to just ideas and that's what this is.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Councillor Orlikow, that was fantastic. That's exactly how I feel. I think that we need to be open to ideas. I think that the current model that we have, there is great problems, there is great challenges. They need to be addressed but I do think as we really build for growth, prepare for growth, I don't even…you know, we're living it. I'm living the pains of growth right now. So I think that as exactly like Councillor Orlikow said, I'm open to supporting this motion, to explore it further through the Innovation Committee and I will be supporting it, but very well said Councillor Orlikow. Thanks.

Madam Speaker: Thank you. Councillor Nason.

Councillor Nason: I may have to switch between readers and my sunglasses. But I'm challenged here because the system is broken. We've heard from Allen earlier on behalf of the Independent Living Research or Resource Centre, sorry. I hear from constituents regularly. I'm tagged on social media on some of the challenges with the equipment that's being used when vehicles are in service for a complete day, taking 22 passengers on their trips to and fro with a window missing from a vehicle, closed up with a garbage bag or some matter of course. Is this the example that we want to provide to people who are already, you know, marginalized? It's a challenge and I think as a council we need to do better. I have been fighting alongside many councillors for the last several months on the 500 meter rule. You know, I got told it was going to be in budget consultations. You know, I get criticized for not coming forward and, you know, fighting for it. But you know, perception is that the budget is done. When we get the books it's basically, you know, gift wrapped and, you know, that's it. But those are discussions we have on other days. I'm learning as we go through this process. My biggest challenge with this is that as I said, the system is broken and it's being…people are being forced to lie on why they need a trip. I think that is terrible that we have a prioritization. And as I understand in the US, that's actually a human rights issue and is staunchly against the law. I think the fact that we have that here, we may find ourselves in the same situation. We need to be very cautious on how we deal with this. You know, my prior work at the Province in the Ministry of Families Office, we were dealing with the customer service standard and the Rights of the Persons with Disabilities and Accessibility Acts. We…as far as I can see, we are failing that community and we need to do better before we, you know, say that, you know, this person, you know, or this contractor is better than that contractor. The way that we formulate the contracts, whether it's in-house or out of house, what percentage it is, we need to make sure that the service is there. When you live within the side, the City of Winnipeg and cannot access the service for life sustaining therapy that's wrong. Thank you.

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

Councillor Browaty: Thank you very much, Madam Speaker. A lot of very good comments have already been stated here today. In my experience, Winnipeggers are looking for quality municipal services and they are not particularly concerned who delivers them or how. I mean right now there has definitely been prolonged experience with formerly Handi-Transit now Transit Plus where people are not receiving the service that they expect and deserve. So that's a problem. The motion here before us today is a little bit overly prescriptive from my perspective. How they pick 30 percent seems kind of random and arbitrary. I'm looking for costs that are similar. Again, maybe we can find costs that are lower perhaps if we found a really good model to bring things in-house, maybe, you know, lower priority trips are on even larger Handi-Transit type buses and it takes you longer to get to and from your destinations. I don't know. I'm certainly open to looking at changing things. I mean in the past, you know, this…I have been on Council when, you know, we had the debate about 311. There were alternatives and considerations to having that completely operated by a private sector group. We worked with our unions and we found a way to bring that in-house and keep costs reasonably low. Same thing even with our auxiliary cadets. Winnipeg Police Association, we worked collaboratively with them. We found a way to provide cadet services at a very responsible price I think for Winnipeggers, you know, and that service is delivered in-house with the collective agreement's support of the WPA. So I'm open to looking at different delivery models. I'm not sure 30 percent is the right number. I'm not sure the metric should be, you know, comparable costs but I will be supporting this today and we will see where this goes from here.

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

Councillor Chambers: Thank you, Madam Speaker. I want to commend my council colleague, Councillor Nason on his passion on this issue. You know, getting to know him over the last six, seven months now, I see he is very dedicated in terms of speaking up for the community that uses Transit Plus. And I want to commend him on his passion and his

consistency in this approach. I am standing today in support of this motion that Councillor Mayes has put forward. I think we need to seek out opportunities to work in partnership and collaboration with the private entity that is providing the service. It's a basic need for this community to attend not only medical appointments, but in my experience and in the phone calls and e-mails that I have received, just going out and buying groceries which is a basic need. And so we need to provide this service and make sure that it's accessible for members of our community that require, especially, and again as Councillor Eadie has mentioned, we need to look at that 500 meter rule as well. You know, I have an area in River Park south that does not have the turning radius for larger buses but certainly would accommodate a Transit Plus bus. So to ask a 79 year old resident to walk 1.4 kilometres away to take a Handi-Transit bus when she needs the Handi-Transit bus to begin with, t's inconceivable to me. So we need to leverage opportunities to make Transit Plus barrier free and accessible for the residents that truly need this service.

Madam Speaker: Thank you, Councillor Chambers. Any further speakers? I'll call the question. All in favour? Pardon me? I'm sorry, just one moment. Mr. Mayor, do you wish to close? No, I didn't think so. All in favour? Contrary? There is three in opposition? Four. So we'll have a recorded vote. All in favour of Item 11, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

Councillors Allard, Browaty, Chambers, Eadie, Gilroy, Lukes, Mayes, Orlikow, Rollins, Santos, Schreyer and Madam Speaker Councillor Sharma

Nays

His Worship Mayor Bowman, Councillors Gillingham, Klein and Nason

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

Madam Speaker: Item 11 – Transit Plus Review passes. We will now move…well I do want to draw your attention, first of all, before we get into by-laws, to Motion No. 1. It's been circulated in hard copy. It's a notice of motion moved by Councillor Klein and seconded by Councillor Lukes regarding zero based budgeting. This will be dealt with at the July Council meeting, it will be on the agenda then. We'll now move into by-laws under EPC. Mr. Mayor.

EXECUTIVE POLICY COMMITTEE
MOTIONS

Motion No. 1
Moved by Councillor Klein,
Seconded by Councillor Lukes,

WHEREAS Zero-Based Budgeting complements continuous improvement activities by adding a periodic, more thorough review to determine and confirm that resources are properly allocated to meet the objectives of the taxpayers and that the right services are being provided and that the City is investing taxpayer dollars appropriately and transparently.

AND WHEREAS Zero Based Budgeting increases the value Taxpayers get from their tax dollars by improving the efficiency, effectiveness and sustainability of services the City of Winnipeg provides and will build the City's capacity for continuous service improvement as well as help to align services and costs with what citizens want and are prepared to pay for.

THEREFORE BE IT RESOLVED THAT a Zero Based Budget Review be implemented as part of the new multiyear budget process, in such that, a minimum of one City of Winnipeg department will undergo a complete Zero Based Budget Review per year in conjunction with the existing budgeting process commencing in 2020.

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS

Mayor Bowman: Thank you, Madam Speaker. I move that By-law 35/2019 be read a first time.
Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 35/2019.

Madam Speaker: Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. I move that By-law 35/2019 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 35/2019.

Madam Speaker: Mr. Mayor.

Mayor Bowman: I move that the rule be suspended and By-law 35/2019 be read a third time and that the same be passed and ordered to be signed and sealed, Madam Speaker.

Madam Speaker: All in favour? Contrary? Carried. We will now have question period. Thirty minutes on the clock. Questions for the Mayor. Councillor Browaty.

EXECUTIVE POLICY COMMITTEE
QUESTION PERIOD

Councillor Browaty: Thank you very much, Madam Speaker. On April 4, the Winnipeg Free Press reported allegations and surveillance logs by private investigators about the performance of employees of the Planning, Property and Development's Permits and Inspections Division. At the time, senior administrators and I believe the Mayor himself promised a quick and responsive report as to what was going on exactly, and that's been about two and half months from now. I'm wondering if the Mayor could provide us with an update today.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: I haven't received an update recently on the allegations which I know has been undertaking or is currently being undertaken, but when I hear an update I'm more than happy to pass it on to all members of council. I'm sure the public service will update us all accordingly.

Madam Speaker: Thank you,Mr. Mayor. Second question.

Councillor Browaty: Does the Mayor have any…through you to the Mayor…does the Mayor have any idea as to what the time frame of that is? I mean is two and a half months what you were expecting back in April?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: What I was hoping at the time is that the anonymous group who hired the private investigators would hopefully provide the information to the City of Winnipeg so that we could investigate having the information that was provided to the media. Unfortunately, information was provided to the media, not the City of Winnipeg so that it could properly investigate. My understanding is that certainly slowed and has slowed the investigative efforts but again, I'm looking forward to seeing the results. Also of course, I think all members of council, you know, the allegations that were made through the media were very serious and I know are taken very seriously by all members of council, myself included and I know Councillor Browaty and I think we're all looking forward to hearing back from the public service in due course.

Madam Speaker: Thank you. Any further questions? Councillor Lukes.

Councillor Lukes: Just to keep on that same topic, I'm wondering if the Mayor can confirm…I've heard that the City's made an offer to purchase that information. Can you confirm that? Have you heard that? Are you aware of that? From the group.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Sorry, perhaps Councillor Lukes can advise where she heard that from.

Councillor Lukes: No the question is for you. It's not question period of the councillors. It's Question Period for the Mayor.

Madam Speaker: Second question, Councillor Lukes.

Councillor Lukes: No, that was the question.

Madam Speaker: Okay.

Mayor Bowman: I'd like to hear where that allegation has been made. I'm not aware of that but I would be interested to hear who she is speaking with and if that could be provided to the public service as well as to myself, that would help us with our efforts.

Madam Speaker: Thank you. No further questions. Councillor Eadie followed by Councillor Schreyer.

Councillor Eadie: Yes, thank you Madam Speaker. Madam Speaker, some time ago I brought to the attention of the Mayor that the City of Winnipeg at some point had a negotiation with the Province in where we transferred the City income assistance to the Province as well as, I just found out, also public nursing was transferred to the Province and in that transfer, Madam Speaker, there is a report on our agenda actually today from the CAO, and in that we do pay the Province approximately $23.5 million for both those services, the bulk of it being income assistance, and Madam Speaker, I have talked to the Mayor so I'm just wondering, I haven't had a better chance to talk to the Mayor but I would like to know, Madam Speaker, if the Mayor intends on trying to negotiate something with the Province under his portfolio, intergovernmental relations.

Madam Speaker: Mr. Mayor.

Mayor Bowman: At this stage we're connecting due diligence and dialogue with Councillor Eadie, so until such time as I have more information, I'm not able to make that commitment today, but certainly open to collaborative discussion as I've had with Councillor Eadie in the past on this topic.

Madam Speaker: Thank you. Any further questions? Councillor Schreyer.

Councillor Schreyer: Thank you Madam Speaker. On the item regarding reconciliation, I happened to have the opportunity given the intersecting of time with the fact that we're celebrating 50th anniversary of Canada's first NDP government right here in Manitoba. I made my comments and I tried to be rather as specific as I could in ten minutes, and talked about some very important things that relate to reconciliation as I understand reconciliation to be and as many components to it. I then heard a comment from His Worship saying that we should deal with the issue of reconciliation in a non-partisanship way and as Canadians, Madam Speaker, so I do seek the advice of His Worship. How do I explain in less than ten minutes, because I don't think I took the whole time, while we're celebrating right now, this is the day to talk about it, one of the days to talk about it, a 50th anniversary of an election of a provincial government right here, the government that created unicity Winnipeg. How do I talk about it without appearing partisan but not holding back from the issue of reconciliation and how could I sound more Canadian to the comfort of His Worship?

Madam Speaker: Thank you, Councillor Schreyer. Mr. Mayor.

Mayor Bowman: Madam Speaker, I will leave it to my council colleague with how he should express himself when he's speaking about the prior record of the NDP provincial party. Never having been a member of the NDP, I'm certainly not the best person to seek advice on how you applaud the efforts of the NDP government. I simply believe that reconciliation efforts are much bigger than the interests of any particular political party. I think all the parties have made positive strides of course. Winnipeggers and Canadians will feel that some have done a better job on the reconciliation file and it's something that we should continue to press all the political parties to move forward on. It's really important for us as Canadians but I certainly don't have advice on how to applaud the work of a previous NDP government that pre-dates my…not only my term in office, but my term in this world as a human. I wasn't even born then. So…

Madam Speaker: Thank you, Mr. Mayor. Second question Councillor Schreyer.

Councillor Schreyer: Sure, point of order…information. He was alive in the second term Madam Speaker, just so he knows. Madam Speaker, His Worship has received many commendations by members of this council…

Madam Speaker: The question Councillor Schreyer.

Councillor Schreyer: Madam Speaker, would he feel better if the government received commendations without naming the political party as he has received commendations for his work on reconciliation without questioning people's patriotism or partisanship.

Mayor Bowman: Sorry Madam Speaker, perhaps he can clarify the question.

Madam Speaker: Councillor Schreyer, if you can restate your question please.

Councillor Schreyer: Yes, I'd gladly clarify. It was questioned my…my…whether I was being overly partisan in discussing a political party's election and its government, and he said that he would talk about these things as a Canadian or as a Canadian and not being partisan. Okay, therefore how do I do that? In other words Madam Speaker, I…

Madam Speaker: The question Councillor Schreyer.

Councillor Schreyer: Yes, His Worship has received many commendations by members of this council and by others for his work on reconciliation. Well, does he accept those commendations or is it overly partisan because he doesn't belong to a political party right now? What is the difference Madam Speaker, and how can I accommodate this?

Madam Speaker: Thank you.

Mayor Bowman: Madam Speaker, as I've said before today numerous times, I believe the work of reconciliation is something that all Canadians and all political parties can contribute positively towards, and I continue to do my part here at City Hall as do members of council to support the reconciliation work. I'm not sure if the Councillor is running in the provincial or federal elections, but partisanship by which he is asking these questions is certainly more than usual. I would simply say the reconciliation work is important. All Canadians have a role to play and all political parties have a role to play at the provincial and at the federal levels, Madam Speaker.

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

Councillor Schreyer: Well, I want to accommodate His Worship in how we celebrate the issue, the issues of reconciliation as manifested by this…

Madam Speaker: Councillor Schreyer. I believe the question has been asked and answered. Do you have a final question?

Councillor Schreyer: How can I be more Canadian in referring to what they did in terms of reconciliation? He mentioned being Canadian. I didn't.

Madam Speaker: Mr. Mayor. If you wish, I believe you've answered.

Mayor Bowman: I'm happy to answer the question if he can ask the question again so that we can understand it…would be helpful. I'm not sure what the question is.

Councillor Schreyer: Madam Speaker, His Worship said, and I must get this context in my third question. I wish to deal with reconciliation. It's not about partisanship and as Canadians. I thought he was being critical of what I was saying as if I explained it improperly. Was I wrong? Did I explain it properly to the comfort of His Worship?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: No, he did not.

Councillor Schreyer: Okay.

Madam Speaker: Any further questions? Councillor Klein.

Councillor Klein: Thank you, Madam Chair. Through you to the Mayor, I'm just wondering that the Mayor and the Governance Committee would consider implementing a moratorium on talking about any provincial political party while there is an election being called or after an election has been called. The writ has been dropped and I'm just wondering if we could consider that here at Council, during a council meeting.

Madam Speaker: Thank you, Councillor Klein. Mr. Mayor.

Mayor Bowman: If I understand the question correctly, my understanding is the question was whether I would consider a moratorium on speaking about matters pertaining to the provincial election. Perhaps Councillor can explain.

Councillor Klein: With all due respect to Councillor Schreyer, I just think maybe, because I mean we now know the election is coming, that we just refrain from the provincial discussion in politics discussion during a council meeting so that it doesn't become about that election. We stick to City of Winnipeg issues.

Councillor Schreyer: Point of order, Madam Speaker.

Madam Speaker: There's a question on the floor. We'll have the Mayor answer. Mr. Mayor.

Mayor Bowman: I would suggest that the question may…the councillor may wish to direct his comments to Councillor Nason who today introduced the NDP record of 50 years ago. We're going to debate many matters on the floor of this council in this meeting and future meetings which do involve the Provincial Governments as well as Federal Governments and we should be open in a free and democratic society to speak about matters as democratically elected members of this council have the right to.

Madam Speaker: Thank you, Mr. Mayor. Any further questions?

Councillor Schreyer: The writs will be dropped in September or sorry in August for 20 day campaign. That might be referring to what Councillor Klein's concerns may be.

Madam Speaker: Yes, that was clear. Any further questions? Okay Councillor Browaty.

Councillor Browaty: Thank you very much, Madam Speaker. I was wondering if the Mayor could provide us with an update on the CAO hiring search and perhaps a date of when you expect to have the CAO hired (inaudible) if you have any update.

Mayor Bowman: Through you Madam Speaker, I thank Councillor Browaty for the question. That I understood. The CAO hiring committee has been…has met and is conducting important work. I want to thank all members of the CAO hiring committee as well as the support that's been provided from the public service. The work is ongoing. I'll be more than happy to provide an update in due course but obviously we're hoping to hire the next CAO as soon as possible. We want to make sure that we're casting the net wide, that we're seeking the most qualified individual to serve as the next CAO. In the meantime, I want to thank Mike Ruta for agreeing with the support of this council to step in to the role in an interim capacity.

Madam Speaker: Thank you. Any further questions? Councillor Nason followed by Councillor Mayes.

Councillor Nason: I'll try to compose myself as I ask this one. Didn't sleep much last night. I'd like to ask the Mayor, through you Madam Speaker, if you as a champion and he's very vocal on the position of human rights, if he would see the service that we're currently providing the Transit Plus users as something that is stellar, is something that is a champion, is a gold-star product that the City of Winnipeg should be proud of.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Madam Speaker, I'd echo the comments made by my council colleagues today that there's room for improvement with respect to Transit Plus, but also a number of other city services, and as a member of Council, Councillor Nason has the opportunity to provide leadership, to work within balanced budget legislation, to try to provide the best value for taxpayers…taxpayers that we serve and I'll continue to work collaboratively with him and other members of council to try to meet the demands and the expectations of the citizens that are served by Transit Plus but also other city services.

Madam Speaker: Thank you, Mr. Mayor. Councillor Nason, second question.

Councillor Nason: I've got my readers on so hopefully I can read this as part of my question. Doctor Lepofsky, a well-respected Toronto human rights lawyer has indicated through a CBC article that was recently published that our system is indicative of a system that is apparently discriminatory…

Madam Speaker: Your question Councillor Schreyer…the question.

Councillor Nason: (inaudible)

Madam Speaker: He's getting to the question. I did hear you Councillor Orlikow.

Councillor Nason: You're always on me about that, I understand. Thank you…keep me honest. Anyways, so my question is what more can the Mayor do to move this along, to move the dial on what we see as inherent problems, 500 metre rule. Can the Mayor show some leadership and help us strike this down immediately as opposed to waiting for a transit master plan?

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Firstly, I support the leadership of our IRPW Chair who's certainly worthy of support of all members of this council in terms of his leadership in the portfolio as well as the leadership of our Finance Chair who has the unenviable task of balancing the budget each and every year, and going into multi-year budgets will have an even more difficult task. Certainly the work of human rights is being supported by the Human Rights Committee of Council, something that this council has created. I want to thank Councillor Markus Chambers for being on the Human Rights Committee of Council. The Committee's work is ongoing and will evolve over the coming years and I would welcome the input from all members of Council on how we can better meet the human rights of the citizens that we serve. I do think it's going to be challenging moving forward given the scope of the city services that we provide, but I think this council is up to the challenge.

Madam Speaker: Thank you, Mr. Mayor. Councillor Mayes.

Councillor Mayes: I'm hoping to leave that discussion of the Indigenous Accord on a more positive note. By way of preamble, I will say as someone who is a…has been and is a card carrying NDPer and who is going to the 50th anniversary dinner on Tuesday night, personally I think the Mayor has made a great commitment on this file and has done a ton of work, and you can hear it in his voice when he talks about it. So I have to say, I think on this file, from my perspective, the Mayor has made a huge effort. One question, and repeated reference…the other day and again today to five school divisions, so I'm wondering if someone from staff can get back to Councillor Santos who is the School Board Liaison…that's not every school division in the City of Winnipeg. I don't…I'm not trying to publicly shame any school division. I'm just curious as to who hasn't signed, perhaps some of us to look into that and find out why we don't have the other school divisions on side. I know Winnipeg 1 signed because Councillor Rollins signed and I know Louis Riel signed because my friend Chris Sigurdson signed. I don't know, and I don't even want to know today who else may not have signed. I'm just wondering if we could get that follow up.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Bowman: Thank you, Madam Speaker. I appreciate the question. I'm sure the public service can provide clarity on which school divisions. I can certainly communicate that request as well to the public service as I'm doing right now. I do note that, you know, we invite all members of this council to join as partners in the Indigenous Accord. That has not happened today, and I would encourage all members to join in this journey of reconciliation. All school divisions, all levels of government and community leaders and individuals in our community and so, you know, there are a number of organizations in the community that I've spoken with that I anticipate will be signing. They're doing their due diligence to better understand what becoming a partner means and I think they should be given that time to consider and hopefully join in that effort. Joining as a partner to the Indigenous Accord should be noted is not a prescriptive effort. It really is by signing you have an obligation to report annually or at least a request to report annually on what steps are being taken by each individual organization and individual; some of whom are doing a few things, some just doing an incredible amount of work and what we're trying to do with these effort is really just encourage so many in our community and board rooms and kitchen tables throughout our community, in every corner of our community to do more than they were doing yesterday, and that is happening. That is happening because of the leadership of this council and so many grass roots organizations in our community that have been that have been doing the reconciliation work for many, many years,

long before any of us were elected to council or as mayor and I want to applaud those efforts, but more than happy to look into it and facilitate getting that information to Councillor Mayes.

Madam Speaker: Thank you Mr. Mayor. Any further questions? Seeing none, we will adjourn at this time for lunch and reconvene at 1:30. Thank you.

Reconvened meeting of
Winnipeg City Council of
June 20, 2019, at 1:36 p.m.

Madam Speaker: Good afternoon. I would like to reconvene our council meeting for June 20th, 2019. We are on the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment. Councillor Gilroy on the report dated June 5th, 2019.

REPORT OF THE STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
DATED JUNE 5, 2019

Councillor Gilroy: Yeah, I would like to move Items No. 1 and 2, please.

Madam Speaker: All in favour? Contrary? Carried. There is no motions, no by-laws. We'll now have question period under this committee. Any questions for Councillor Gilroy? Councillor Chambers followed by Councillor Klein.

STANDING POLICY COMMITTEE ON
WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
QUESTION PERIOD

Councillor Chambers: Thank you, Madam Speaker. I'd like to ask the Chair of Water and Waste a question with respect to single-use plastics. It's evident that as we move forward, we need to…a science-based approach to establishing which harmful single-use plastics should be eliminated. We need to develop a full list of banned items, which is yet to be set in stone, but could include items like cotton swabs, drinking stirs, plates and fast food coffee cups. Fast food containers made of expanded poly-styrene which is similar to white Styrofoam should be included in this ban. The European Union has chosen a model which they voted for in March of 2019 to ban plastic items for which market alternatives exist such as single-use plastic cutlery and plates and items made of oxo-degradable plastics such as bags. So my questions is…sorry…in British Columbia, there's a legislation to make companies that manufacture or sell plastic products to take increased responsibility for recycling their plastic waste. So my question is…sorry for the preamble…will the City of Winnipeg, specifically Water and Waste consider working in partnership with other levels of government to consider a comprehensive strategy to address the responsible use and remediation of single-use plastics?

Madam Speaker: Thank you. Councillor Gilroy.

Councillor Gilroy: I'd like to thank Councillor Chambers for the question. I know this is something that he's talked to me about and I know he is pretty passionate about this issue as are I, so I look forward to working with him further on this. The City does work really closely on recycling products and it's something we're going to continue to do. In terms of banning plastics, I know that there has been talk federally. We're watching and monitoring that closely and even Water and Waste, we are starting to have a different conversation on looking at…instead of…we need to reduce and reuse so those are discussions that we're having. We are working with our different partners, especially the Province and of course we are monitoring the situation with the federal government closely and I'd look forward to maybe working with you on this a little bit further. Thank you.

Madam Speaker: Thank you. Second question.

Councillor Chambers: Yes, just asking the Chair if she's aware that there are some really innovative solutions coming out of Winnipeg companies that address the recycling of what is considered dirty plastics. Is the Chair aware of these

companies and will the City of Winnipeg increase efforts to partner with these companies to remediate the use of single-use plastics and dirty plastics?

Madam Speaker: Thank you. Councillor Gilroy.

Councillor Gilroy: I'm aware of some of them, but maybe I can work with Councillor Chambers. Maybe there's a lot for me to learn so I'd love to have the opportunity sit down and talk to him further on this.

Madam Speaker: Thank you. Councillor Klein.

Councillor Klein: Thank you, Madam Chair. Through you, recently we had some very good public meetings. I'm going to commend the public service on the meetings they've had with residents regarding the Wellington riverbank issue and the proposed options. One of the options that came forward from a very robust group discussion was to close the road and to…that would invert taking down a lot of trees. It would, you know, also save the riverbank from any further erosion in the future, several years down the road so I'm just wondering if the Chair could speak with the public service and see if that option is being looked at or…and give us an update as to the next steps on that.

Councillor Gilroy: I'd like to thank Councillor Klein for the question. I know this is something that he's been working on with his community. I know the closure along Wellington Crescent has been an issue that he's been working on. I'll work with the Department. I think it might even be working with Councillor Allard on this one and I'd love to get back to Councillor Klein on this issue.

Madam Speaker: Thank you. Any further questions for our chair? Seeing none, the next committee is the Standing Policy Committee on Innovation. We have no report today but we will have question period for the Chair. Any questions for Councillor Orlikow? Seeing none, next committee; Standing Policy Committee on Property and Development, Heritage and Downtown Development. Councillor Mayes on the report dated May 27th, 2019.

REPORT OF THE STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
DATED MAY 27, 2019

Councillor Mayes: Thank you, Madam Speaker. I have been advised in advance that someone wants to pull No. 2 so I will move…I think there are some others, but at this stage I will move Items 1 and 3 through 14 inclusive. I think Item 1.

Madam Speaker: We are on the Standing Policy Committee on Property and Development. Item…

Councillor Mayes: Thirteen has also been pulled.

Madam Speaker: Okay, so I'm pulling Items 2, 13 and 14 have been pulled. I'll call the question on 1, Item 3 through 12. All in favour? Contrary? Carried. Madam Clerk.

Item 2 – Tax Sale Process Changes

Madam Speaker: Thank you. Councillor Mayes, do you wish to introduce the item?

Councillor Mayes: Look forward to hearing from my colleague, Councillor Gillingham.

Madam Speaker: Councillor Gillingham.

Councillor Gillingham: Thank you Madam Chair for the opportunity. I stood this one down or asked that it be stood down just to highlight specifically the attachment that is in the report today. And there is a lot of history with this specific attachment and the contents within. Back in 2016, 2017, I was working with the public service a lot on it. And, I just want to read a couple of highlights into the record because this seems like a small thing, but it's a very important thing. The decision we're making today or the decision we took in the last term of council was done to protect vulnerable people and people who through…through…could be a variety of circumstances and reasons by which they fall behind in their taxes, open themselves up and expose themselves, unfortunately, to some individuals who have in the past practice questionable means by which to get at their title. And so what we've tried to do is we've asked the Province of Manitoba to assist the City of Winnipeg basically in closing the loophole that would prevent such things from happening. And in the history of the original report that Council voted on back in…the previous council back in July of 2018, it notes that under

Section 384…385 of the Charter, “Any person with an interest in or a charge on a property in tax sale can pay to the City the amount required to redeem the property and thereby require that the City assign to them the tax sale certificate in respect of that property.” And I appreciate the way that Mr. Jack has articulated this matter in the letter that’s attached that we have before us today. And let me just read the kind of the relevant portion of the letter, “Assignment provisions have appeared in the City’s enabling legislation in some form since the City of Winnipeg Act was enacted in 1971. However, these provisions are unique to the City. Similar provisions do not appear in the Municipal Act which governs all other municipalities within the province. Although we are unaware of the original intended purpose of the assignment provisions, we are noticing that certain unscrupulous individuals are taking advantage of these provisions to obtain properties in tax sale for far less than their fair market value. These individuals prey upon vulnerable members of society; elderly persons, persons with limited means and persons with mental health difficulties. They approach the owners of properties in tax sale purporting to offer assistance with their financial troubles and enter into some form of agreement with those owners to order…in order to obtain a registered interest in the property. They then use that registered interest to require that the City assign the tax sale to them which allows them to ultimately obtain title to the property in question. When this happens the original owner loses all equity in their property. The City can no longer see a valid purpose for the assignment provisions as they are currently written and calls on the Province of Manitoba to make amendments thereto.” And so this is read directly from the letter that Mr. Jack, our Chief Corporate Services Officer, sent to Minister Warden on May 17th of 2019. I do understand that Minister Warden’s office has acknowledged the receipt of this letter and I know from a public comment Minister Warden made some time ago, they indicate…the Province indicates they are willing to look at this. So I highlight this because this has happened to residents in my ward. It’s happened before to residents in other wards as well. And this is…it seems like a small thing. It might not get a lot of notice. It may only be a handful of individuals per year, but it’s closing some loopholes to protect vulnerable citizens to I think take action on behalf of the residents of Winnipeg. And so I certainly appreciate Mr. Jack as per the direction of the previous council sending the letter to the Province and we look forward to the Province's response. Thank you.

Madam Speaker: Thank you, Councillor Gillingham. Any further speakers? Seeing none, Councillor Mayes. I’ll call the question on Item 2. All in favour? Contrary? Carried. Madam Clerk.

Item 13 – Secondary Plan – Waverley West Neighbourhood ‘B’

Madam Speaker: Councillor Mayes to introduce the item.

Councillor Mayes: This is…I have perhaps been lucky as a councillor that I haven't had to work through a precinct plan. You have, Madam Speaker. You know that’s a lot of work and I can only imagine how much work this has been for Councillor Lukes working through the Waverley West plan. The exigencies, exigencies as some would say, the demands of all of this planning work on the councillor is great. A lot of different neighbourhoods here have heard more about Lee Boulevard from Councillor Lukes than I ever would have wanted to, but a lot of work gone in here. There is some technocratic stuff that you’ll find up in the communications about different detachments. In any event, I sense we are at the finish line here and some good work by our staff and by Councillor Lukes and by the developers as well.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Great. I just wanted to put a few words on the record. Thank you very much. In 2006, the City of Winnipeg adopted the Waverley West Area Structure Plan which provided a framework for the future neighbourhood development of 3,000 acres of agricultural land in southwest Winnipeg. In order to address key land use, transportation, recreation and servicing components that require coordination and detailed planning, the Waverley West Area Structure Plan required a neighbourhood area structure plan be created for each of the seven individual neighbourhood plans. Today before us is the approval of the 7th and final plan; 400 acres of land, the final neighbourhood. This…the neighbourhood area structure plan, this one today is one of the first City-led plans in decades that the City has done. City planners and staff led the planning process with the community and developers over approximately a 14 month period. It was a very interesting process. It was what I would say is probably one of the best, next to OurWinnipeg, one of the best forms of public outreach, communication, dialogue, back and forth and basically everyone came to an agreement when the public hearing was held, everyone was supportive. You know, there were lots of humps and bumps along the way. It's an area that’s very fragmented pieces of property. There were a lot of groups involved. A lot can be said and has been said about the Waverley West development. I recall attending multiple Riel Community Committee meetings that went past midnight back in 2009 as an advocate for pathways and greenways. So the first six neighbourhoods were anticipated to take 25 years to build out. Four are completely built out. One will be built out in less than two years and one has a few more to go. But overall, all will be built out in less than half the projected time of 25 years. I call this unprecedented growth, growth that wasn't expected or planned for by the City or council members. It's projected that this last and final phase will take another 25 years to grow out. How long will it take for these 400 acres to be developed? We're really not sure. Is the City well prepared to handle continued rapid growth? Have councillors, the Mayor and departments learned from the challenges we are continuing to experience because of the current rapid

growth? In this role of councillor for Waverley West, I cannot stress enough how important it is for this council to focus on how to deal with growth in a sustainable manner. Impact fees are only part of the solution and are by no means are they the only answer for the many growth issues currently being experienced. As a council, we are putting new processes in place to deal with growth. We're updating OurWinnipeg, our transportation plan, transit plan, all kinds of plans. And I am very pleased to welcome provincial support in assisting the City to grow in a sustainable manner. But we must continue to put new processes in place to manage growth because unplanned growth is costing the city and the citizens, I cannot stress this enough. I live the challenges daily. Today's plan sets the stage for the final phase of development. It's a well thought out plan and supported by all. I encourage you to support the City led plan and also encourage you going forward to really support plans that we are working on to prepare and deal for growth in a sustainable manner because it can be very costly if we don't. Thank you.

Madam Speaker: Thank you, Councillor Lukes. Any further speakers on this item? Seeing none, Councillor Mayes to close.

Councillor Mayes: It is perhaps worth noting that there was a recent report that faulted the City for allegedly delaying or killing off daycare and school expansions. This neighbourhood's stance is a pretty good example of where frankly, Councillor Lukes and her predecessor did everything they could and succeeded in getting some schools built ahead of the original desired time frame that the Province might have had, so just worth noting. Far from…we still await the list of purported daycare and school construction that we allegedly delayed because I for one would love to get to work on that and get those centres opened and built but Waverley West stands as an example of where schools are being constructed, not in spite of City Council's efforts, but rather because of City Council's efforts.

Madam Speaker: Thank you, Councillor Mayes. I'll call the question on Item 13. All in favour? Contrary? Carried. Madam Clerk, Item 14.

Item 14 – Pilot Project – Development Permit Notice Signs

Madam Speaker: Councillor Mayes to introduce the item.

Councillor Mayes: Many can take credit. I'm not one of them for trying to move forward a new sign process. Certainly Councillor Allard, Councillor Orlikow and more recently, Councillors Klein and Rollins and Lukes are all trying in their way to be free and move forward on this new design of signs. I'll let others speak to the matter at hand but I think there is a general willingness to do something. It's just sort of getting all on the same page and getting it to the finish line.

Madam Speaker: Thank you. Any speakers on this item? Councillor Allard.

Councillor Allard: Yeah, I want to thank my colleagues as well; Councillor Orlikow, Councillor Klein for bringing forward the motion. I wanted to explain what I thought was happening on this. Essentially two years ago at Riel, Councillor Lukes and I and Councillor Mayes moved a motion to reform how we do signage in terms of development applications. I had been inspired by seeing signage that was available in Toronto where there was clear representation of what was being proposed on a site and I thought it was much more accessible as a presentation as what we have in Winnipeg which is what we all know to be, well, it's text that is…includes things like DASZ and language that may not be particularly accessible to members of the public. So I moved that at Riel and then at P&D, when Councillor Orlikow was there, he expanded the mandate of that motion to look at the entire notification system and I think even the public hearing process. So we are in the middle of a big reform of which signage is included as part of that reform and we are expecting a report back in the fall of '19. So we had a quite a bit of discussion at EPC and the final disposition was can we report back at the same time as we are reporting back on the entire process of which signage is part of the question. And I mean…I…maybe not without getting…maybe I…we had a number of procedural questions in terms of how a pilot project might even occur with you know, without getting into the type of legal issues that we can get into in terms of public hearing processes. It's important that we get this right and I think the administration is working on it that they are coming forward with action on this. And we were thinking, I think, for those of us who, well maybe I shouldn't presume what people are thinking, but at EPC we had a motion, we had a lot of discussion and with this motion we will get reporting on signage and where we're at in terms of the public hearing process. And that's going to include what is recommended in terms of process going forward as well. So the signage is part of a greater study. Greater study is expected in the fall '19 and so I think the motion at EPC is to say yes, we do need to do this. It's already happening. So let's hear what's happening with the signage as well as what's happening in terms of the entire reform which is already being worked on. So that's why I wanted to pull this and try to explain in a nutshell why I voted the way I did at EPC. Thanks.

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

Councillor Lukes: Sure, I'll just speak to this very shortly. So I was part of the Riel Community Committee when we made that motion, Madam Chair, and that was two plus years ago. We are a growing city. Things are happening. We have a lot of development going on in parts of the city. And I completely understand that a report will be coming forward in I think, what did it say, another 180 days. But I have to say on behalf of the residents and the citizens it's incredibly frustrating and incredibly time consuming to deal with each constituent's concerns when a sign could solve the problem. So I was really hoping to have this sign issue come forward sooner but it's not. It's just…I just want to say it's very disappointing. It's very time consuming to the City, for councillors, for departments to have to keep, you know, interacting with the constituents. That's what we're here to do but we also have other things to do. A sign could have simplified the process extremely quicker and been more cost effective than what we're doing now for another 180 days.

Madam Speaker: Thank you. Councillor Klein.

Councillor Klein: Thank you, Madam Chair and I'll echo some of what Councillor Lukes had said and I acknowledge and thank Councillor Allard for that explanation. And of course, you know, I have heard now about the motion that was a few years ago. The intent of this and I think we had Councillor Rollins and Councillor Lukes and I, was not to overstep the process but to answer a need that we are hearing from residents and developers. The intent certainly wasn't to change the system with this motion and I guess…that's why I was somewhat confused because it was to let the normal process would go. This would be kind of in addition to the normal process to give this sign an opportunity for residents to see it, to talk about it and to share their feelings about it. Certainly some considerations made from the payment side, I can respect that. There have been developers that have come forward to me and said they are happy to do the sign themselves and put that out there in addition to what's legally required today to show that we are listening to the concerns of both residents and developers and getting that message out there. And I note that I looked at the Toronto signs that Councillor Allard had spoken to, and if you put them and Edmonton side-by-side the only real difference is the logo. So it's great. I think we're all on the same page and moving forward. And that was really the essence or the meaning behind the motion and that was great to have Councillor Rollins and Councillor Lukes say yes, let's be a part of this. Let's put that motion kind of aside and let's try it and see if people really do like it to show that we can take action and that we are listening and that we do care.

Madam Speaker: Thank you, Councillor Orlikow. Any further speakers? Councillor Mayes, do you wish to close? Call the question on Item 14. All in favour? Contrary? Carried. We'll now move on to by-laws under this committee. Councillor Mayes.

STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
CONSIDERATION OF BY-LAWS

Councillor Mayes: Yes, thank you Madam Speaker.

Madam Speaker: Councillor Chambers, you will be leaving for conflict on one item? Thank you. So we will deal with Councillor Mayes, go ahead.

Councillor Mayes: Deal with that item first then, that's By-law 42/2019 that you'll see before you on the screen. And ironically, that is one where we have to refer it back to Legal Services because the right of way has not yet occurred before the rezoning. So I will move that we…that By-law 42/2019 be referred back to Legal Services.

Madam Speaker: All in favour? Contrary? Carried. Councillor Chambers to come back. Councillor Mayes.

Councillor Mayes: I'll move that the following by-laws be read a first time; By-law No. 39/2019, By-law 40/2019, By-law 41/2019.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws No. 39/2019, 40/2019 and 41/2019.

Madam Speaker: Councillor Mayes.

Councillor Mayes: I'll move that By-laws No. 39/2019 to 41/2019 both inclusive be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-laws No. 39/2019 to 41/2019 both inclusive.

Councillor Mayes: I'll move that the rule be suspended and By-laws No. 39/2019 to 41/2019 both inclusive 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. Councillor Mayes on the addendum by-laws for consideration.

Councillor Mayes: Yes. This for clarity, Madam Clerk, perhaps for my own clarity, Madam Speaker, this is the related to the Waverley West item that was referenced earlier for those who need even more clarity referenced at the top in communications. All right, so I'll move that the rule be suspended and By-law No. 1/2019, as amended, be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 1/2019.

Councillor Mayes: I'll move that By-law No. 1/2019, as amended, 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. We will now have question period under this committee. Any questions for Councillor Mayes? Okay, seeing none. Next committee is the Standing Policy Committee on Protection, Community Services and Parks. Councillor Rollins on the report dated May 22nd, 2019.

REPORT OF THE STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS DATED MAY 22, 2019

Councillor Rollins: I would like to move the Consent Agendas 1 through 3.

Madam Speaker: All in favour? Contrary? Carried. There is no motions, no by-laws. We will now have question period under this committee. Any questions for Councillor Rollins? Councillor Klein.

STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS QUESTION PERIOD

Councillor Klein: Thank you, Madam Chair. Through you to Councillor Rollins, with the recent fire at Assiniboine Forest, I was given the opportunity to walk through the area with our Fire Chief, which I greatly appreciate. It was noted that the City isn't maintaining the fire break line between the forest and the homes in which the fire came as close as 10 feet from some of those homes, obviously causing great concern, stress and anxiety for not only the residents that were evacuated, but also for our fire fighters as that had become their focus to ensure that there wasn't any damage or people injured of course. So I am wondering if the Chair, if Councillor Rollins could have this looked into and provide an answer back or provide me with some information to see if we can have this done, if it is included, if it is planned. As a part B to that, there was also a mention through…going through the forest that there is some cleanup that used to happen years ago but is not happening anymore, so it's the…it's creating a concern and a fire hazard, so is that also being put back onto our department to look at and to clean up?

Councillor Rollins: Thank you very much for the question. You know, dry grass and brush is of concern, in particular as we head into the summer months and it's dry and that fire was something to behold and I will be happy to get back to Councillor Klein through the Chair.

Madam Speaker: Thank you. Second question, Councillor Klein.

Councillor Klein: Through you Madam Chair, thanks to Councillor Rollins for that. Second question, it's going to seem odd, I have a few residents asking me if the Urban Goose Working Group is still working and I'm trying to find out information on it and they're either busy crossing the road and I can't reach them or not available so just hoping that you might be able to pass on some information that I can share with the residents at some time.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Thank you. Urban Goose Working Group. Difficult to say. We'll be happy to look into it and provide an update to Councillor Klein. This is a group that is a collaboration through the Government of Canada, Government of Manitoba and the City of Winnipeg. Happy to look into it and get an update.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: Yes, just want to ask Councillor Rollins, this is an "are you aware" type question, the agenda of February I believe 2014 PCS Committee considered the goose report, commissioned I believe by my predecessor Councillor Steeves, so I wonder if she was aware of that and perhaps could take a look at that if by some chance she hasn't plowed back through five years' worth of agendas. It dealt with some of the…it's actually a trickier issue than one would think because you want the geese out of the duck pond but you can't just move them to another ward. They're migratory birds or there's federal aspects. The working group business is…was in play five years ago as well so just wondering if she is aware of that and that may be of use to provide a copy of that to Councillor Klein.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: The urban geese, the urban deer herd and even the beavers in the city are all of concern to me. I will…I thank Councillor Mayes for that piece of information through the Chair and will read it post-haste.

Madam Speaker: Thank you. Councillor Nason.

Councillor Nason: I've got a good one. At least I hope so. Well you know, our geese do well fertilize some of our sports fields, but I'm not going to go onto that one but I'm going to talk about sports fields Madam Chair. Most recently at EPC I put forward a motion, and we talked about it earlier about the cosmetic pesticide ban and the Chair had indicated she'd like to put a wall around the City. While she's doing that wall around the City, I would very much appreciate it if she could maybe put some extra grass seed and you know, improve the condition of our sports fields. So I'm wondering if she could answer, through you, what the City's going to do to improve the quality of the grass because unlike my councillor beside me, we don't have a lot of turf fields in Transcona.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: I'm not sure I understood the question. I'm not the Chair of EPC so I believe he might have been talking about the report on athletic fields and the quality of turf, just for clarification.

Madam Speaker: Councillor Nason, do you wish to…

Councillor Nason: I got my preamble out that I wanted. We don't have turf fields so I'm wondering, you know, since we're through the dandelion bloom, the pestilent plant that it is, what additional enhancements towards field maintenance might we expect so that we can have long-term grass fields.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: I'm happy to get back to Councillor Nason with respect to the health of our fields. And always, we are looking at providing athletes and those that use our fields a safe environment conducive to performance and I will likely need to clarify his questions again before looking into them.

Madam Speaker: Thank you. Councillor Nason, final question.

Councillor Nason: Perfect. So while we have that discussion off-line, could you also find out for us what the standard high and low value of field rentals are to either businesses, not-for-profits, so that we can understand if we're charging the right amount so that we can maintain the fields appropriately.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Happy to look into turf, athletic fields and the cost and values associated for groups and their usage.

Madam Speaker: Thank you. Any further questions? Seeing none, Standing Policy Committee on Infrastructure Renewal and Public Works. Councillor Allard on the report dated May 28th, 2019.

REPORT OF THE
STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
DATED MAY 28, 2019

Councillor Allard: Yes, I would like to move the Consent Agenda 1 to 8.

Madam Speaker: I'll call the question on 1 through 6. Okay, so call the question on 1 through 3, 5 and 6. All in favour? Contrary? Carried. Madam Clerk.

Item 4 – Public Transit Service for Large Events

Madam Speaker: Thank you. Councillor Allard, do you wish to introduce the item?

Councillor Allard: I'll wait to hear from my colleagues.

Madam Speaker: Councillor Gillingham.

Councillor Gillingham: I just want the opportunity to vote on it separately, that's all.

Madam Speaker: Vote on?

Councillor Gillingham: On 4 separately.

Madam Speaker: Good. Any further speakers on Item No. 4 – Public Transit Service for Large Events? Okay, seeing none. Councillor Allard, do you wish to close?

Councillor Allard: I have…I think the report speaks for itself.

Madam Speaker: Thank you. I'll call the question on Item 4. All in favour? Contrary? Okay, so noted. Councillor Gillingham and Councillor Klein noted in opposition. Madam Clerk.

Item 7 – Preliminary Design Study – Chief Peguis Trail Extension West – Main Street to Brookside Boulevard

Madam Speaker: Councillor Allard to introduce the item.

Councillor Allard: I will wait to hear from my colleagues on this one as well.

Madam Speaker: Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. I rise to just…I am voting for the report but I rise to raise some similar concerns that I heard from Councillor Gillingham who is on the other side of the CentrePort. And in the report, I am not overly confident, Madam Speaker, in terms of there is an expression in this report that says that development is happening anyway if it doesn't get built. And Madam Speaker, what I will say is some development is. There is definitely a lot of housing as you know Madam Speaker, being developed that are adjacent to where the Chief Peguis Trail West Extension would go through. But you know, there are some developments that aren't going to happen, Madam Speaker. And a lot of that is commercial. And commercial property around McPhillips and maybe in other places and then we have our employment lands as you know, this is in our community committee area, Madam Speaker, and I think there is a need to have that road in there. We know that other cities if you are looking for growth, sometimes if you build it, the growth will happen faster and I know that there is certain growth around McPhillips that won't. So as we look at prioritizing or the administration prioritizing the 22 unfunded major infrastructure projects, I do have to say it would be great to have a lot more economic information in terms of possibilities and the marketing of some of the land in the Inkster, King Edward north or whatever it's called. The area doesn't have a very good name I think Madam Speaker. But ultimately, there definitely is a traffic need at least up to McPhillips. That is for sure. The pressure on Templeton Avenue, on Main Street, on Leila, because there is a comment in there that it would be better to invest north-south. Well, we've got a problem north-south on Main Street, Madam Speaker. We need traffic signals at Templeton and Main Street. There is no way unless you're going to tell people not to use Templeton and they are using Templeton because there is no real good major road to take you west of McPhillips and beyond. And so they are using Leila, Templeton and other

streets and it's causing huge traffic pressure, huge. I get complaints every day from the Margaret Park area. Every day there is some complaint about speeding, there's too much traffic, there's this, there's that, people getting hit at Templeton and Main, there's nowhere to cross. We have somebody in this room who actually lives around the area, there is nowhere to cross. You get off a bus, there is nowhere for a pedestrian to cross Main Street. And the traffic load on Main Street is huge, huge. And so we need to redirect some of that traffic that's going south into Winnipeg over further to the west because ultimately that's where a lot of the traffic wants to go. And if it opens up, that's very important. So we need to keep these things in mind. I am a little leery of how we are assessing, you know, what priority might be. I'm a little iffy on some of this stuff. So I know definitely there is some development that won't happen unless that goes through. I think I'll leave it at that, but I'm supporting. A lot of work went into this, a lot of community consultation. I was impressed with the community consultation on this, Madam Speaker. The consultant and our City staff did an excellent job in talking to the people and what they didn't reflect in the report because we are basing this stuff on their asset management criteria and so on. I definitely know that our City people as well as the contractors heard about what the importance is of this particular project to northwest Winnipeg. Thanks.

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

Councillor Browaty: Thank you very much, Madam Speaker. I won't reiterate most of my colleague, Councillor Eadie's, comments there, but they were solid comments. Obviously, this is a priority project for not just northwest Winnipeg but for Winnipeg in general. In terms of trade routes, in terms of growth of our city, projects like the Chief Peguis Trail really are needed. We have seen, you know, streets that are you know some of residential like Partridge and Leila have way more traffic than they are designed to handle, they're not the type of traffic. When you build proper facilities like this you move that sort of traffic. You look up in the North Kildonan Ward, Springfield Road used to be a two-lane 24 hour truck route, now it's a nice, quiet, peaceful street with traffic having moved on to Chief Peguis. So again, I would like to thank the public service and the former CAO when the reports came into Public Works, they gave me an opportunity to look at the literally mountain of reports and detailed reports. I will admit, I didn't study and memorize all of it, but I did get an opportunity to look at a couple of other aspects of the work that was done. Thanks to the various consultants that have gotten us to this point. And again, now there is an opportunity with looks like two elections coming up before the end of the year to hopefully get this on the radar and the priority for the other levels of government as well. Thank you.

Madam Speaker: Thank you. Councillor Allard to close.

Councillor Allard: Thanks…yes, thanks to all my colleagues for their comments and I think everybody knows what we're voting on today. We're talking about a design and we're not talking about funding at this point. We also have the 22 major capital project report which we've already adopted so I think we all know what we're voting on. So thanks for your comments.

Madam Speaker: All in favour of Item 7? Contrary? Carried. Madam Clerk, Item 8.

Item 8 – Preliminary Design Study – Arlington Street Bridge Replacement and Related Roadworks – McDermot Avenue to Selkirk Avenue

Madam Speaker: Councillor Allard.

Councillor Allard: And I'll wait to hear from my colleagues on this as well.

Madam Speaker: Councillor Eadie.

Councillor Eadie: Yes, thank you Madam Speaker. Again, a huge study, a lot of work went into this and so I am voting for this report. This is their preliminary report. We're not talking about its priority necessarily yet. In this particular report, Madam Speaker, at IRPW, I said it once…well, actually I'm going to start off on the big picture. So we have all heard from various people out in the community about the divided North End, a divided Winnipeg because of the CP Rail line that goes through there. Over the years, to have those connections to the other side of the city from the north over into downtown and to the south, over the years we developed a number of bridges, underpasses and so on, so that we could move around. And you already understand, I've talked about apportionment and all these kind of things about what they should be paying for tax and we know that the railway has been a solid employer for North Enders and Transconians in both sides of the city. It is an important industry, however, what is important, Madam Speaker, very important, is keeping those connections open. Not just for motor vehicle traffic, for cyclists, for pedestrians, it's a way to get into other places. Now, there was one comment in this report that said a pedestrian would have to walk 1.65 kilometres to get around via McPhillips, Madam Speaker. But I don't think anybody understands where the pedestrians are going. If I happen to live near let's say Mountain and Arlington, which I have lived there before. I have also lived at Pritchard, close to Arlington, near Parr in my life. And I actually walked across that Arlington Bridge with my cane and awful bridge, whacked my head

because your cane and the angle of the oops…the angle of the beams that came down, the cane wouldn't touch the beam until your head hit the metal. But anyway, I digress. It is a way of getting from the North End into the centre of the city and into the West End and it is important. If you walk the distance and where are most people going if they are a pedestrian or even a cyclist? They are probably, you know, if I have to go by the Salter way and over on Logan, I'm sure that's a further distance. So we have one measurement that says 1.65. And what is that? Assuming that you're going to go around to up to McPhillips, down Logan, down back down to Arlington. I wasn't quite sure on that measurement. But depending on where you are going, if you have to go the other way, then you have to go a long way. The implications of this bridge as well for motor vehicle traffic, on pedestrians and cyclists, as well as on the motor vehicles, you're going to put way more traffic pressure on McGregor Avenue. Now, like I said with the other one with Main Street, there's no signals at Templeton. Well, on McGregor at rush hour, you try to get across McGregor at Perth or Hartford or Belmont, anywhere there is nowhere for a pedestrian to get across there with a control all the way from Jefferson to Partridge. That's quite a distance if you know the area. But it is, it's quite a distance and we have schools on either side and we have the community centre. You have to cross McGregor to get over to the West Kildonan Community Centre and there is a whole bunch of people and kids that live up in west of McGregor and east of the railway tracks. So there is a huge investment that needs to be done if we don't continue this bridge. There is a lot of money to be spent. But just the bridge itself, I want to remind people because I have been hearing from people, and here is the difference between an Arlington Bridge, the widening of Kenston or the revamping of the Archibald Marion intersection and that is, that intersection at Marion and Archibald exists. Kenaston exists. You can widen it and that helps, I agree. It's a project that needs to be done. I don't know how long those bridges are going to last. I know they're going to last way longer than the Arlington Bridge because it's in…like we don't know. That bridge could have to be shut down by the end of this summer, the Arlington Bridge. But the difference is this; those two will still exist if we don't replace the Arlington Bridge. It's an existing connection that will no longer exist. It's something major that you are taking away from people and so it is a very important very, very important bridge to have. CP Rail yards is not going anywhere soon. We can convince the feds to do a study and look at it. We can, you know…they are trying to attract CP Rail yards over into CentrePort, well they are not going there. See…this facility that they have works for them. They are making lots of money. And the risk is if you want to get rid of those yards, I'll tell you what the risk is. All those jobs that are happening there right now, they could go to Saskatoon where they could have another yard that they may want to expand. So we need to remember all these things when we look at prioritizing and how we're going to be fund this stuff. And the last thing I will say, don't abandon the North End. Because if you don't replace this thing, that's how this city's going to feel; two cities, not one city for all, two cities. So keep that in mind as we move forward into the future on this. I would love to see Chief Peguis happen. I know that's good for growth. I know that's good for solving traffic problems. But I believe Arlington Bridge, which could be shut down this year or next year, but it's in bad shape. People are afraid to drive on it now. It shakes. You shouldn't be driving that kind of vehicle with that much weight but, you know, like…it's not good. So I'll leave it at that. I'll be voting for the report but keep all this in mind into the future.

Madam Speaker: Thank you, Councillor Eadie. Councillor Allard, do you wish to close?

Councillor Allard: Sure, thanks Councillor Eadie for your comments. Maybe just in response, I do think we need to look at this report. We also need to look at the other 22 major capital projects and I think we also need to have a conversation about what we can and can't afford. We know that our debt ceiling is about $150 million. This is more than our debt ceiling, this project, so for this project to move forward we need partners and even with partners this could be, if we look at traditional funding models, this could be the last project that we build if we don't change our debt limits if we don't look at increasing our taxes. So we've got some really tough conversations to have. And if we do do this, then that's going to have an impact on our operating budget, it's going to have an impact on the other projects that we can afford. So I think thanks for your comments, Councillor Eadie. This is…obviously this is a very important project to Winnipeg and we're going to have some tough decisions ahead of us given the fiscal realities and the amount of resources that we actually have at the end of the day to build these projects. So with that, today, reminder that we're voting on the functional design today, we're not voting on the funding and I think there's been…there is a good report here and I urge you to support it.

Madam Speaker: Thank you, Councillor Allard. Call the question on Item 7. Item 8, pardon me. All in favour? Contrary? Carried. Councillor Allard on the by-laws.

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS CONSIDERATION OF BY-LAWS

Councillor Allard: Yes, I move that the following by-laws be read a first time; By-law No. 45/2019, By-law No. 46/2019.

Madam Speaker: All in favour? Contrary? Carried.

Councillor Allard: I move that By-laws No. 45/2019 and 46/2019 be read a second time.

Madam Speaker: All in favour? Contrary? Carried. I'll just…if the Clerk can read out two by-laws we just voted on.

Clerk: Yeah. By-laws No. 45/2019 and 46/2019.

Madam Speaker: And the one we just voted on, Madam Clerk. We just did the second reading as well.

Clerk: Oh, so again, 45/2019 and 46/2019.

Madam Speaker: Thank you. Councillor Allard.

Councillor Allard: And I move that the rule be suspended and By-laws No. 45/2019 and 46/2019 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. We'll now have question period under this committee. Councillor Allard…Councillor Nason, pardon me, to Councillor Allard.

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
QUESTION PERIOD

Councillor Nason: Oh I've been waiting for this. Actually I'm going to talk about a bridge. We just had a conversation about the Arlington. I'd like to get an update from the Chair on the status of the Louise Bridge. Having recently biked downtown as part of Bike Winnipeg, I know I couldn't go through there because the north side of the bridge is actually closed to pedestrian traffic. I'm wondering if he can help us understand what's being done to ensure the safety of the Louise walking and cycling public across that bridge, considering the recent failure on the north side pedestrian walkway that, you know, if you were to go past the barriers that are there, you can actually see down to the water. I'd like to have an update on that please.

Madam Speaker: Okay, thank you Councillor Nason. Councillor Allard.

Councillor Allard: Yes, thanks for the question. I will have to check with the public service and get back to you.

Madam Speaker: Thank you. Any further questions for our chair? Okay, the last committee is the Committee on Finance. Councillor Gillingham on the report dated June 7th, 2019.

REPORT OF THE
STANDING POLICY COMMITTEE ON FINANCE
DATED JUNE 7, 2019

Councillor Gillingham: Thank you, Madam Speaker. I would like to introduce the report and move adoption of Consent Agenda Item 1.

Madam Speaker: All in favour? Contrary? Carried. Put the time on the clock for question period now for final committee. Any questions for Councillor Gillingham? Councillor Klein.

STANDING POLICY COMMITTEE ON FINANCE
QUESTION PERIOD

Councillor Klein: Thank you, Madam Chair. Through you to Councillor Gillingham, just a couple of questions on the 2018 Audited Statements that came out. I note that there is some $16 million in municipal bonds issued…it was a note 5, Page 10 I believe. I was wondering, a couple of questions on this, if we could find out who is the issuer of our bonds. I'm wondering if we use an outside source for that. The second question to that is that the City once owned in 2017, I

believe it was, $16.483 million in provincial bonds and only $8.416 million. I'm wondering if that money was…where that money went. It's not clear in the Audited Financials. If he could look into that or let me know, that would be great.

Madam Speaker: Thank you. Councillor Gillingham.

Councillor Gillingham: Thank you, Madam Chair. Through you to Councillor Klein, I thank him for the question. I've made note specifically of his questions and certainly I will look into those…getting answers for him in regards to those questions. The report we just voted on, by the way, was authored by Mr. Rob Provencher, and if my council colleagues have not had an opportunity to speak with Mr. Provencher, he kind of oversees our treasury, the City's treasury, does critical work. He…I know he is available through email or phone call any time and would be glad to answer any questions, but specific to the questions my council colleague asked, I will find the answers and get back to him.

Madam Speaker: Thank you. Any further questions? Councillor Klein, second question.

Councillor Klein: Thank you, Madam Chair, through you to Councillor Gillingham for the information as well, very welcome, so thank you for that. Another question that…through you Madam Chair to the Chair or Madam Speaker to the Chair, note 13, page 22, Tangible Capital Assets. Some of the items listed are vehicles, computers, roads, none of which actually increase in value, and I'm wondering what road the increase in assets under construction as well. There seems to be a $130 million increase with…just with no detail provided so I'm hoping through you Madam Speaker, the Chair might be able to provide information on that.

Madam Speaker: Okay. Thank you. Councillor Gillingham.

Councillor Gillingham: Through you Madam Speaker, yes I certainly will try to look for the answer and get that to the Councillor.

Madam Speaker: Thank you. Any further questions? Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. Would Councillor Gillingham provide that information for both of Councillor Klein's questions provide the information to all of council here and preferably right here on council floor.

Madam Speaker: Thank you. Councillor Gillingham.

Councillor Gillingham: I thank…through you Madam Speaker, I thank Councillor Schreyer for the question. Yes, when I get the information and the answers to the questions I'll just distribute it through email so people have a chance to take a look at it and then can respond back accordingly.

Madam Speaker: Thank you. Any further questions? Seeing none, Councillor Nason, will you move adjournment? All in favour? Contrary? Carried. Roll call, Madam Clerk.

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Chambers, Eadie, Gillingham, Gilroy, Klein, Lukes, Mayes, Nason, Orlikow, Rollins, Santos and Schreyer.

Council adjourned at 2:33 p.m.