



**Report on the Public Meeting held on June 3, 2014
in respect of the Province of Manitoba's
Public-Private Partnerships Transparency & Accountability Act**

Wednesday, July 9th, 2014

The City of Winnipeg's proposed Major Capital Integration Project, which includes the construction of Stage 2 of the Southwest Transitway and the widening of the Pembina Highway Underpass at Jubilee, was presented to the citizens of Winnipeg at a meeting of City Council's Standing Policy Committee on Infrastructure Renewal & Public Works at 9 am on June 3, 2014. The project and the proposed Public-Private Partnership (P3) delivery model were approved by this committee, and subsequently at the June 18, 2014 meeting of the Executive Policy Committee and the June 25, 2014 meeting of City Council.

In order to fulfill the requirements of the Province of Manitoba's Public-Private Partnerships Transparency & Accountability Act, which was enacted in June 2012, the citizens of Winnipeg were invited to the June 3, 2014 meeting of the Standing Policy Committee on Infrastructure Renewal & Public Works, which served as the required Public Meeting for the proposed P3 project.

A summary of the P3 Business Case and Value for Money (VFM) assessment has been available at the following location since May 20, 2014 (14 days before the public meeting):
<http://winnipegtransit.com/en/southwest-transitway/stage-2---southwest-transitway/>.

A hard copy of this document was made available for inspection at 421 Osborne Street in Winnipeg between May 20, 2014 and the day of the public meeting.

The attached notes were taken by Deloitte Canada LLP, the consultant acting on behalf of the City for the development of the Business Case and VFM assessment. All notes taken are true and accurate to the best of the knowledge of both Deloitte Canada LLP staff and City of Winnipeg staff.

The official agenda, minutes and disposition of the June 3, 2014 meeting of the Standing Policy Committee on Infrastructure Renewal & Public works are available at:
<http://www.winnipeg.ca/CLKDMIS/>.

Yours Sincerely,

Björn Rådström, P. Eng.
Manager of Service Development
Winnipeg Transit

**Meeting Notes: Winnipeg Rapid Transit Project – Stage 2
(the “Project”), Public Meeting**

Date: Meeting of June 3, 2014

Notes by: Deloitte

Summary Notes:

Support to Proceed with the Project:

1. One delegate representing Bike Winnipeg was in support of the Project. Key points of support were that the project would:
 - 1.1. Maximize benefits of existing infrastructure.
 - 1.2. Divert traffic and reduce costs.
 - 1.3. Provide more options to cyclists.
 - 1.4. Connect with other improvements and future developments.
 - 1.5. Increase the efficiency of delivering city services (i.e. police, fire, ems).
 - 1.6. Provide a “green” dividend by reducing emissions.

Opposed to Proceed

2. All of the other delegates in attendance were opposed to proceed with the Project.
3. The main issue raised was not so much of opposition against Project as a whole, but specifically on opposition to the dog leg going through the parklands area. A petition was of 1,500 signatures in favor to conserve the green-space was also provided. Concerns were based on the suggested potential impacts to:
 - 3.1. Community green-space which is rare in that area.
 - 3.2. Wetlands water flow which also prevents flooding and helps to remove pollution.
 - 3.3. A reduction in green space which gives communities a place to unite.
 - 3.4. The dog park and wild flowers.
 - 3.5. Draining the wetlands, and any related costs.
 - 3.6. Parklands, birds, and/or insect survey, and the degree to which environmental studies were performed to assess any impacts.
 - 3.7. The degree to which people are encouraged to stay in the area (and not abandon to suburbs), caused by any impacts to the wetlands.

- 3.8. Costs to the City, including whether ridership studies were performed and other cost studies completed to assess the full costs of the proposed route.
4. Other concerns raised by delegates include:
 - 4.1. Some felt that the City is not listening to their concerns.
 - 4.2. The City's plan to pay for the Project.
 - 4.3. The ability to convert the Bus Rapid Transit system to a Light Rail Transit system in the future.
 - 4.4. Is the speed of the buses travelling through the dog leg.
 - 4.5. About who will manage the project and if it will be done efficiently.
 - 4.6. That the Project is development orientated and that it is commercial exploitation.
5. Some delegates stated that they have not been informed on the Project and its related studies, including impacts to the to the wetland and parklands areas mentioned above. Points and/or questions raise included:
 - 5.1. They want to feel more like stakeholders and felt that they were not consulted before the wetlands were developed.
 - 5.2. Was there a study of other possibilities? If yes, where can it be found?
 - 5.3. Recommendations were geared towards developing a route down Pembina and not through the wetlands.
 - 5.4. The most cost efficiency of the Project.
 - 5.5. The need to relocate the railway to accommodate the Project.
6. One delegate made a request that the following information be provided:
 - 6.1. Copy of current draft of Public-Private-Partnership ("P3") business case.
 - 6.2. Clarification on whether the P3 business Case was provided to P3 Canada yet.
 - 6.3. Copy of the benefit cost analysis.
 - 6.4. Copies of inputs used in report provided by City.
 - 6.5. Copies of the City's environmental review and assessment.
7. The same delegate also requested that the City setup a project steering committee to provide the public with quarterly financial statements of work completed to date.

Concerns Raised with P3 Approach

8. Concerns raised regarding the P3 process by one delegation. Please see submission made to the Standing Policy Committee on Infrastructure Renewal & Public Works by David Sanders available under the Minutes of the June 3, 2014 meeting at:
<http://www.winnipeg.ca/CLKDMIS/DocSearch.asp?CommitteeType=PW&DocumentType=M>.