



- i. On a scale of 1 to 10 (with 1 being of highest priority), how do you rank the importance of economic growth for Winnipeg? Briefly explain your reasons.
- ii. Briefly, outline your vision for generating sustained economic growth for the City of Winnipeg
 - a. How do you see Winnipeg working as part of the Winnipeg Metropolitan Region?
 - b. In your mind, what are the priorities of the Capital Region?
 - c. What/where are the greatest opportunities for economic growth in the Region?
 - d. How do you see CentrePort Canada South's development as part of the city/regional growth plan?
- iii. Municipalities own more than half of all public infrastructure, yet collect just 10 cents of every tax dollar
 - a. What are your views about pressing for a new fiscal deal with the province, and by extension the federal government?
 - b. Municipal infrastructure funding, in particular for roads, has been cost-shared through multi-year program funding agreements. This has changed in recent years. The four-year cost-shared agreement among the three levels of government to accelerate regional road renewal for Winnipeg ends in 2023, and the road renewal program budget will fall dramatically as a result.
 - i. What is your plan to ensure the participation of the province and the federal government in long-term road renewal funding agreements?
- iv. On a scale of 1 to 10 (with 1 being the highest priority), how do you rank the importance of road renewal for Winnipeg as a budget measure? Briefly explain your reason
- v. Funding for transportation infrastructure – including Winnipeg's trade corridors, responsible for moving goods to market and people to jobs – needs a long-term strategy supported by multi-year budgets and a strong asset-management plan. How would you ensure a transportation infrastructure strategy:
 - a. Considers and balances the needs of users -- manufacturers, businesses, residents, including motorists, transit users, cyclists and pedestrians
 - b. Anticipates and encourages the city areas holding potential for growth and development, to support a growing tax base
 - c. Tests and sets out goals to meet Winnipeggers' expectations service level, and places Winnipeg in competitive position among Canada's major cities to attract new residents
 - d. Prioritizes infrastructure funding to projects with greatest return on investment
 - e. Identifies funding sources and sets out a goal-based implementation strategy

- vi. Winnipeg adopted an annual 2% tax hike in 2013/14 for the express purpose of fixing, maintaining and building new roads. This spring was vivid illustration of how the goals set out in the policy upon which the plan to fix our roads have strayed from their targets and over-arching goal. We are not measurably closer to getting out of the “infrastructure investment deficit”.
 - a. Are you familiar with the above policy that, in 2013 and then 2014, set out the financing plan to bring to a sustainable level funding local and regional street renewal?
 - b. How would you address the evident decay of Winnipeg’s local and regional streets?
 - i. How would your plan meet the needs of users, including motorists, cyclists, transit riders and pedestrians?
 - c. The local and regional street renewal program budget – funded through the 2% annual tax hike – has been used to fund other priorities not set out in the original ‘tax hike’ deal with Winnipeggers. For example, bridge repairs now get some funding from the roads program.
 - i. Do you think that’s appropriate?
 - ii. If not, how would you address the issue of dedicated funding for roads while meeting the funding needs of bridges?

- vii. Winnipeg’s roads need to be durable and reliable. That involves consideration of materials specifications used to build them, coupled with environmental and resource management considerations and impacts. The MHCA proposes formalizing that process:
 - a permanent committee – Design Specification and Resource Management Committee – be established, co-chaired by the City and industry. City representation would be drawn from Public Works, Planning and Climate Office, and industry from engineering specialists (ACEC-MB), development industry (UDI) and heavy construction (MHCA).
 - The DSRM Committee would report to IRPW at minimum twice annually, to update materials and roadbuilding standards, specification and resource management impacts.
 - a. Would you support the creation of such a permanent committee, mandated by council?
 - b. Would you support resourcing such a committee with third-party experts to provide the research and development of new roadbuilding standard specifications?

- viii. Briefly, what, if anything, as mayor would you address in Winnipeg’s transportation master plan, not discussed above?

- ix. Our city’s Community Wellness is a growing issue, including the priorities of affordable housing, serving the unsheltered citizens, substance issues, and associated crime and safety.
 - a. How can and should the three levels of government and community groups engage to create a holistic action plan to implement. This is not about jurisdiction, but vision and leadership.

- x. Briefly, in addition to the above, what are your priorities as mayor, regarding the health, prosperity and future of the City?