

Kyle Addison

From: Desirae Bernreuther
Sent: Monday, March 26, 2018 10:20 AM
To: Patrick Book
Cc: Joanne Kozlowski; Kyle Addison
Subject: RE: MEDIA REQUEST - GTH - clarification

I will follow up with him.

D

From: Patrick Book
Sent: Monday, March 26, 2018 10:18 AM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Cc: Joanne Kozlowski <JKOZLOWS@regina.ca>; Kyle Addison <KADDISON@regina.ca>
Subject: RE: MEDIA REQUEST - GTH - clarification

16(1)(a)(b)

From: Desirae Bernreuther
Sent: March-26-18 10:12 AM
To: Patrick Book <PBOOK@regina.ca>
Cc: Joanne Kozlowski <JKOZLOWS@regina.ca>; Kyle Addison <KADDISON@regina.ca>
Subject: MEDIA REQUEST - GTH - clarification

Hi Patrick,

I sent Geoff this information and he would like to chat with Diana today to get some clarification. Here is the request. Since he specifically asked for Diana, do you want me to see if she is available?

Hey Desirae

13(1)

Thanks,

Geoff

From: Patrick Book
Sent: Friday, March 23, 2018 6:56 PM
To: Ryan Pilon <RPILON@regina.ca>
Cc: Joanne Kozlowski <JKOZLOWS@regina.ca>; Maureen MacCuish <MMACCUIS@regina.ca>; Alan Clay <ACLAY@regina.ca>; Desirae Bernreuther <DBERNREU@regina.ca>
Subject: Re: For approval on Monday

Of course! They're public, there's no issue there.

Thanks!

Sent from my iPhone

On Mar 23, 2018, at 5:09 PM, Ryan Pilon <RPILON@regina.ca> wrote:

Hey Patrick,
[16\(1\)\(a\)\(b\)](#)

Please let us know if we can send Geoff this response as is or if there are any edits you wish to make.

Cheers,

Ryan Pilon
Interactive Communications Consultant
Communications Department

P: 306.531.2674
E: rpilon@regina.ca
Regina.ca

<image001.jpg>

Kyle Addison

From: Desirae Bernreuther
Sent: Monday, March 26, 2018 10:41 AM
To: Patrick Book
Cc: Kyle Addison; Joanne Kozlowski
Subject: FW: Interview

Hi Patrick,

I wasn't able to get Geoff to confirm what he wants to talk to Diana about, do you want her to check in with you to confirm her messages before she calls?

From: Geoff Leo <geoff.leo@cbc.ca>
Sent: Monday, March 26, 2018 10:38 AM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Subject: Re: Interview

13(1)

On Mon, Mar 26, 2018 at 10:20 AM, Desirae Bernreuther <DBERNREU@regina.ca> wrote:

Hi Geoff,

Was there something specific that you are not clear on?

D

From: Geoff Leo <geoff.leo@cbc.ca>
Sent: Monday, March 26, 2018 10:04 AM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Subject: Re: Interview

13(1)

On Mon, Mar 26, 2018 at 10:02 AM Desirae Bernreuther <DBERNREU@regina.ca> wrote:

Hi Geoff,

Here is the information you requested from last week.

13(1)

From: Geoff Leo <geoff.leo@cbc.ca>
Sent: Monday, March 26, 2018 9:56 AM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Subject: Interview

Hey Desirae

13(1)

Thanks,

Geoff

--

Geoff Leo
Investigative Journalist
CBC Saskatchewan
[306-533-0906](tel:306-533-0906)

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--

Geoff Leo
Investigative Journalist
CBC Saskatchewan
[306-533-0906](tel:306-533-0906)

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--

Geoff Leo

Investigative Reporter | CBC News

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Regina, Saskatchewan

Phone: (306) 347-9687

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Twitter: @gleocbc

ca.linkedin.com/in/geoffleo

Kyle Addison

From: Desirae Bernreuther
Sent: Monday, March 26, 2018 8:04 AM
To: Admin Support; Alan Clay; Alicia Baniulis; Alicia Knapik; Aman Gill; Amarpreet Guliani; Andrea McNeil-Wilson; Angela Prawzick; Barry Lacey; Bill Ursel; Bonnie Mancinelli; Brad Bells; Brad McKenzie; Brent Rostad; Brittany Smith; Bruce Matthewson; Candace Giblett; Carolyn Kalim; Carrie Powell; Charlie Toman; Chris Sale; Chris Warren; clarke.westby@brown.ca; Darlyn Walker; Desirae Bernreuther; Elizabeth Henry; ELT; Emmaline Hill; Erin Navin; Faisal Kalim; Geoff Brown; Gloria Bansah; Greg Kuntz; Heby Cushicondor; Helene Henning-Hill; Ian Cantello; Ian Goeres; Ian Leblanc; Iryna Smela; Jamie Lewis; Janet Aird; Janine Daradich; Jason Weitzel; Jay Overend; Jeannette Lye; Jeff May; Jennifer Barrett; Jennifer MacDonald; Jeremy Fenton; Jill Hargrove; Joanne Kozlowski; John Difuntorum; Jordan Gasior; Jordan Reid; Karen Zypchyn; Kayla Kurcin; Kelsey Koshinsky; Kim Sare; Kristina Shand; Kurtis Doney; Kyle Addison; Kym Bourdin; Larrah Olynyk; Lauren Miller; Laurie Shalley; Layne Jackson; Leah Goodwin; Lee Anne Harder; Les Malawski; Linda Brailean; Linda Huynh; Lisa Legault; Loreen Anderson; Louise Folk; Luke Brossart; Lynette Griffin; Mark Sylvestre; Maureen MacCuish; Maureen Mann; Meghan McEachern; Melissa Butler; Michael Cotcher; Michael Price; Michelle Lavallee; Mistee Foti; Nathan Luhning; Nathan Morrison; Nick Kazilis; Nicole Hoffart; Norman Kyle; Pamela Deck; Pat Hanley; Pat Wilson; Patrick Book; pkohl@evrazplace.com; Randy Ryba; Ray Morgan; Rhonda Mailander; Rob Court; Roberta Engel; Rod Schmidt; Rohan Swaby; Ryan Kalenchuk; Ryan Pilon; Sahar Khelifa; Samira Faiz; Service_Regina Regina; Shanie Leugner; Sharon Kasperski; Shauna Bzdel; Sheila Harmatiuk; Steve Eger; Sunjay Mathuria; Tawna Ranalli; Thomas Moore; Tom O'Connell; Veronica Schroder; Wendy Dumalski; Yves Richard
Subject: Media Wrap March 26

Fine increases

Regina residents are expressing support and concern after the provincial government announced an increase in speeding fines and environmental fees on refundable beverage containers.

Earlier this week, the government said it plans to increase the base cost of speeding fines by \$30, as well as doubling per-kilometre penalties.

As a result, the government expects to bring in an extra \$6.4 million.

<http://www.cbc.ca/news/canada/saskatchewan/regina-residents-react-fine-increases-1.4592027>

2016 homicide

Following an extensive investigation, Regina police have laid charges in relation to the September 2016 murder of 19-year-old Mackenzie Parker Keshane.

<https://globalnews.ca/news/4104216/regina-police-lay-charges-in-2016-homicide/>

Gun amnesty

The Saskatchewan Association of Chiefs of Police, Regina and Moose Jaw Police and RCMP will announce a province wide gun amnesty Monday morning.

<http://www.620ckrm.com/2018/03/26/saskatchewan-wide-gun-amnesty-to-be-announced-monday-morning-in-regina/>

Snow returns

Blowing snow and poor road conditions on Friday saw police responding to several vehicle collisions in and near Regina.

<http://www.cbc.ca/news/canada/saskatchewan/rcmp-police-warn-of-poor-driving-conditions-in-and-around-regina-1.4591129>

<https://regina.ctvnews.ca/ring-road-restricted-after-crash-city-declares-snow-routes-1.3856339>

<https://globalnews.ca/news/4102952/snow-route-put-in-effect-by-city-of-regina/>

<http://www.620ckrm.com/2018/03/24/city-of-regina-works-to-clear-latest-snowfall/>

GTH

The minister responsible for the Global Transportation Hub has denied the government had a meeting with the City of Regina over a deal for the authority.

<http://www.cbc.ca/news/canada/saskatchewan/sask-goverenment-denies-secret-meeting-with-city-over-gth-sale-1.4589020>

Adam Hunter and Regina Leader-Post columnist Murray Mandryk take a look at Scott Moe wading into the NDP vs. NDP trade war between British Columbia and Alberta.

<http://www.cbc.ca/news/canada/saskatchewan/political-panel-march-23-1.4590137>

Facebook

The mayor of British Columbia's capital says she's deleting Facebook because it's no longer a space for healthy dialogue. Victoria Mayor Lisa Helps, who has actively engaged with constituents online since she was elected in 2014, said she deleted her Facebook account on Friday.

<https://www.ctvnews.ca/canada/victoria-mayor-deletes-facebook-because-it-rewards-anger-and-outrage-1.3857692>

Councillor suggests solar panels on city buildings

- Regina Leader-Post
- 26 Mar 2018
- ARTHUR WHITE-CRUMMEY awhite-crummey@postmedia.com

The City of Regina could move into the solar energy market, if one city councillor has his way.

Coun. Mike O'Donnell wants city hall to investigate the possibility of placing "large numbers" of solar panels on city buildings and cityowned land, as well as options for generating revenue by selling the current to SaskPower.

According to O'Donnell's notice, the technology may be at a "tipping point," where opportunities for profit are beginning to outweigh the cost of installing solar panels. He also noted that Regina ranks about third among Canadian cities for average daily sunlight.

RING ROAD RAIL FIX

O'Donnell's motion is unlikely to see debate Monday, as notices are generally deferred to the next council meeting but council will consider a long list of other items.

Last month, Mayor Michael Fougere called for the city to work on a solution for the rail crossings at Ring Road near Winnipeg Street, a spot that causes frequent delays for motorists. On Monday, his motion will come before council.

It directs administration to conduct a feasibility study on building an overpass or an underpass for both the Canadian Pacific and Canadian National lines.

PAY RAISE FOR MANAGERS

Council will consider a one per cent pay raise for out-of-scope employees, a category that includes the city administration's management team.

In percentage terms, the managers will see their pay increase at a lower rate than unionized staff, who have negotiated pay increases between 1.9 per cent and two per cent for 2018.

Administration says a salary increase is necessary to attract and retain qualified employees.

PARATRANSIT PLANS

Two reports on Paratransit will also come up for debate, as will a scheme for a free class trip program on city buses.

In 2017, Paratransit provided 99.76 per cent of all trips booked in advance, up from about 95 per cent in 2012.

A survey shows Paratransit users are generally pleased with the service, though they still have concerns over wait times over the phone, safe driving and the hours the service operates.

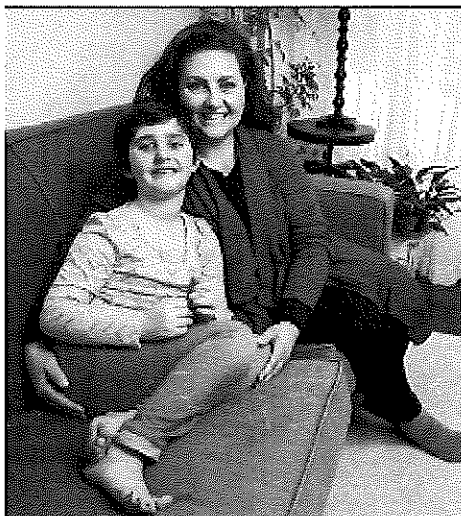
Drowning a wake up call: mom

She says death of boy with autism should push schools to take further precautions

• Regina Leader-Post

• 26 Mar 2018

• ASHLEY MARTIN



Jacqueline Patron, right, is concerned about playground supervision for kids with autism, including her daughter Elyse.

Jacqueline Patron's daughter Elyse was a flight risk.

On the autism spectrum, she would bolt from her parents in stores and public places.

When Elyse started kindergarten at a Regina Public school in fall 2016, Patron had concerns, which she felt were misunderstood by school administrators.

"They were like, 'Oh it's OK, we have a fence; we have people out there.' And I'm like, 'No, no, no, no, no,'" said Patron.

"When (Elyse) hits a certain problem, instead of full meltdowns on the ground, she now will just take off. She'll just walk away, and she won't listen to you. And you can't really calm her down. You've got to just walk with her."

"My concern was because it would be the first time she would be completely alone without us there, and I wasn't too sure if everyone understood what accommodation means for a child with special needs."

So, Patron did her own behavioural analysis.

For a month, she watched her daughter at recess from a distance, to collect data to help her child in a way she wasn't sure the school would.

During that month, Patron saw Elyse fixate on the ball as Grade 2 boys played soccer. Six times, Patron saw Elyse get in the way of the game. Once, a boy got fed up and “whacked her one.”

Elyse fixated on the ball the same way Patron suspects that a Saskatoon boy fixated on a pond near his school.

Five-year-old Ahmedsadiq Hussein Elmmi died accidentally on Sept. 11, 2017, during recess at Saskatoon’s Dundonald School.

The boy, who had autism, ran away from the educational assistant who was supervising him. He drowned in a storm pond located near the schoolyard.

The provincial coroner’s office issued a report last week in relation to the death, with five recommendations for Saskatoon’s two school divisions. Corey O’Soup, the Advocate for Children and Youth, is also expected to table a report about the death on Tuesday.

The coroner’s recommendations included: that the school divisions review policies about student supervision during recess; that they develop training strategies for staff members to be informed of students’ needs; that water safety education be provided for all students; that new schools be built away from bodies of water; and that barriers be placed near ponds in proximity to existing schools or playgrounds.

As a result of the report, Regina’s two school divisions say they are taking the opportunity to review their safety procedures.

Patron believes everyone has missed the point.

“It’s more than just putting up a fence. It’s more than just changing the way they design schools. It’s more than that. The schools are just still not getting that full integration means so much more than what they’re doing,” she said.

“I’m not against the schools, however they need a wake-up call, and I can’t fathom how that wasn’t a wake-up call to them.”

That “full education,” in part, means viewing recess as more than just playtime — for typical children, it’s a period of learning how to socialize and share. But children on the spectrum learn differently.

Because of integrated classrooms, children with special needs might not receive the support they need, said Patron: There might be an educational assistant in class, but there might not be; meanwhile, one teacher might oversee 28 students and can’t keep close watch of them all.

“Before, the five kids that fit the autism/ADD/ADHD kind of platform would be in another classroom for maybe one or two classes and then come back to their classrooms. They’ve taken all that away,” said Patron.

Elyse’s teacher was understanding, said Patron. Through off-hours playground visits, conversations and routine, they were able to steer the girl toward other areas of the schoolyard. A lot of this was due to Patron’s time and effort — which some parents don’t have.

“The schools are running out of resources to do that,” said Patron.

That was the reason given another Regina mom, Brittany McDonald, as her daughter Runa was denied a spot in pre-kindergarten.

McDonald was told that schools lacked the resources to guarantee the safety of children with autism, she relayed to reporters at the Saskatchewan Legislative Building last week.

After Elmmi died, “Safety was the word on everyone’s lips,” McDonald said.

“My daughter is autistic, she’s vulnerable.”

Following the coroner’s report’s release, Regina Public School Division spokesperson Terry Lazarou said “everything will be looked at.”

“It’s a sad reason but a great opportunity to look at what we do and see if we can do it better, specifically for younger kids and kids with special needs. Supervision is an important thing,” said Lazarou.

“At this time, we’re confident in our outdoor supervision, and include all the safety lessons outlined in the curriculum,” Regina Catholic School Division spokesperson Twylla West said via email.

Safety procedures are reviewed at the school level about three times a year, said West.

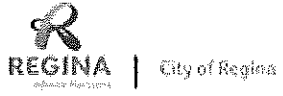
After Elmmi’s death in September, the division administration discussed “at length” the safety rules at its schools located near water.

“The main rule for schools near a creek or other small body of water is that there are specific boundaries shared with the student body,” said West. “For example, no one is allowed past a tree line, or behind the bushes before the creek, if you can see any water it means you’re too close.”

If a student breaks the rules, staff address the situation “with great seriousness and care,” she added.

“We will be looking at the two or three schools that we have that are close to bodies of water and looking at how we address issues of safety for our students,” Lazarou said.

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Kyle Addison

From: Jamie Lewis
Sent: Friday, March 23, 2018 8:27 AM
To: Admin Support; Alan Clay; Alicia Baniulis; Alicia Knapik; Aman Gill; Amarpreet Guliani; Andrea McNeil-Wilson; Angela Prawzick; Barry Lacey; Bill Ursel; Bonnie Mancinelli; Brad Bells; Brad McKenzie; Brent Rostad; Brittany Smith; Bruce Matthewson; Candace Giblett; Carolyn Kalim; Carrie Powell; Charlie Toman; Chris Sale; Chris Warren; clarke.westby@brown.ca; Darlyn Walker; Desirae Bernreuther; Elizabeth Henry; ELT; Emmaline Hill; Erin Navin; Faisal Kalim; Geoff Brown; Gloria Bansah; Greg Kuntz; Hebly Cushicondor; Helene Henning-Hill; Ian Cantello; Ian Goeres; Ian Leblanc; Iryna Smela; Jamie Lewis; Janet Aird; Janine Daradich; Jason Weitzel; Jay Overend; Jeannette Lye; Jeff May; Jennifer Barrett; Jennifer MacDonald; Jeremy Fenton; Jill Hargrove; Joanne Kozlowski; John Difuntorum; Jordan Gasior; Jordan Reid; Karen Zypchyn; Kayla Kurcin; Kelsey Koshinsky; Kim Sare; Kristina Shand; Kurtis Doney; Kyle Addison; Kym Bourdin; Larrah Olynyk; Lauren Miller; Laurie Shalley; Layne Jackson; Leah Goodwin; Lee Anne Harder; Les Malawski; Linda Brailean; Linda Huynh; Lisa Legault; Loreen Anderson; Louise Folk; Luke Brossart; Lynette Griffin; Mark Sylvestre; Maureen MacCuish; Meghan McEachern; Melissa Butler; Michael Cotcher; Michael Price; Michelle Lavallee; Mistee Foti; Nathan Luhnning; Nathan Morrison; Nick Kazilis; Nicole Hoffart; Norman Kyle; Pamela Deck; Pat Hanley; Pat Wilson; Patrick Book; pkohl@evrazplace.com; Randy Ryba; Ray Morgan; Rhonda Mailander; Rob Court; Roberta Engel; Rod Schmidt; Rohan Swaby; Ryan Kalenchuk; Ryan Pilon; Sahar Khelifa; Samira Faiz; Service_Regina Regina; Shanie Leugner; Sharon Kasperski; Shauna Bzdel; Sheila Harmatiuk; Steve Eger; Sunjay Mathuria; Tawna Ranalli; Thomas Moore; Tom O'Connell; Veronica Schroder; Wendy Dumalski; Yves Richard
Subject: Media Wrap March 23

Media Wrap
Friday, March 23

Dumping the GTH on the City of Regina doesn't solve anything

Minister must explain why it's a good idea when this white elephant is beset with issues

- Regina Leader-Post
- 23 Mar 2018
- MURRAY MANDRYK Mandryk is the political columnist for the Regina Leader-Post.
mmandryk@postmedia.com

If the Saskatchewan Party government thinks it is wise to dump the Global Transportation Hub (GTH) woes on the City of Regina, it is badly missing what taxpayers hate most.

The only thing taxpayers hate more than having to pay for a white elephant is having to pay for it twice. So why Don Morgan, minister responsible for the GTH, or Regina Mayor Michael Fougere would think such a transfer (or purchase or partnership) of the GTH could be a good idea is a puzzler.

In fairness, it's not exactly clear Fougere is on board with this idea.

After word leaked out that Morgan was shopping around the notion of some sort of GTH deal with the city, Fougere offered the lukewarm commitment to "look at" and "evaluate" any proposal by the province to divest itself of or partner in the GTH.

"We're not typically in the market to do that kind of a thing," Fougere told the Leader-Post's D.C. Fraser. "On the face, there are challenges to the present circumstance to the GTH, so it would be a challenge."

Challenges? That might be the understatement of the year.

The government also announced the GTH is carrying a \$37-million debt. It has sold only 700 acres of GTH land, with 1,100 acres yet to be sold.

Most of the recent tenants are Crown corporations like SaskPower (at the behest of government), which the city may or may not be able to tax.

Consider the political baggage at the GTH, which now includes an RCMP investigation into whether or not there was something illegal in the land flips that preceded the GTH buying 204 acres of land at \$103,000 per acre — four times the initial assessment. (And, by way of information, it was land paid for by the GTH only after former minister Bill Boyd oversaw a \$25-million SaskPower land purchase to provide the GTH with the needed cash to buy the overpriced 204 acres. SaskPower has since let it be known it is unlikely to develop its GTH land.)

Private tenants hailed by the Sask. Party government as success stories include Brightenvue — the Chinese-investor-backed company that had big dreams for the mall at Dundurn and a mall in Ontario. (New Democratic finance critic Cathy Sproule raised the interesting question: If the city did take over the GTH, would the Brightenvue investment still qualify for Immigration Investor Fund money so critical to the viability of its investments?)

For whatever success there has been, there remain massive economic viability issues with this particular inland port in competition with similar facilities in Edmonton and Winnipeg that should be the first and foremost considerations for the city.

But what we all really need to consider is the way most issues around the GTH have been handled, which would now include Morgan's non-denial/denial on whether there is something in the works with the city.

Approached by Fraser on Wednesday on the possibility of the city taking over, Morgan had every opportunity to say that his Sask. Party government had no interest in hiving off the GTH. He didn't. Morgan did say the issue hadn't been discussed in caucus or cabinet. He added, however, that he is looking at the potential of a deal with the city "right now" and "given the proximity and everything else, I'm sure it would be something they would have an interest in."

And why wouldn't he look at such a deal? While running for the Sask. Party leadership, now Premier Scott Moe suggested

“we should look at opportunities to move the management and possible ownership” so the GTH can be “the asset to the economy that was originally envisioned.”

As Fougere put it Wednesday: “It sounds like (Morgan) thought of something, and I would assume he and his colleagues have discussed this at some point, at some level.” Instead of ducking Opposition questions, Morgan needs to come clean on what he has in mind. He needs to explain why dumping this white elephant on the city is a good idea.

Province says no talks have been held with city

- Regina Leader-Post
- 23 Mar 2018
- D.C. FRASER dfraser@postmedia.com [Twitter.com/dcfraser](https://twitter.com/dcfraser)

The province said in a statement Thursday “there has been no formal or informal meetings involving officials from either the Province or the City of Regina with respect to the sale of the Global Transportation Hub.”

But several members of the Saskatchewan government caucus and cabinet have previously expressed a desire for the province to end its relationship with the GTH.

Earlier this week, Don Morgan — minister responsible for the GTH — said the province had not discussed the issue with the city but, “given the proximity and everything else, I’m sure it would be something they would have an interest in” and that it was something he was looking at “right now.”

MLAs Tina Beaudry-Mellor and Ken Cheveldayoff, who ran for leader and now sit in cabinet, have said they would sell the GTH.

Jeremy Harrison, an MLA who is also in cabinet and briefly ran for the leadership, also said he would divest the GTH.

Deputy premier Gord Wyant told the Leader-Post during his leadership bid, “The future of the GTH needs to be decided based on sound financial reasoning. If disposing of the GTH is in the best interest of the people of Saskatchewan then I wouldn’t stand in the way.”

Before becoming premier, Scott Moe said, “We should look at opportunities to move the management and possibly the ownership of the Global Transportation Hub to an entity that can ensure that it will become the asset to our economy that was originally envisioned.”

Despite Morgan’s comments about no formal or informal meetings about a sale of the GTH, NDP critic Cathy Sproule said that, given the province’s responses so far, it “would be safe to assume this is on the table for discussion.”

She noted there are a “number of outstanding issues with the City of Regina and GTH,” pointing to servicing agreements involving the two entities and “a whole host of outstanding issues they need to be talking about, so I think it’s safe to assume those discussions are ongoing.”

Sproule also pointed to the GTH’s struggles with selling land, saying, “That’s the problem they’re facing, they have nobody to sell it to.”

Regina Mayor Michael Fougere said no discussions have yet taken place, but is signalling he wants some to happen.

“It sounds like it. It sounds like (Morgan’s) thought of something, and I would assume he and his colleagues have discussed this at some point, at some level, and they would want to make an outreach to the city in some fashion, so I suppose that’s the case,” he said.

In answering questions about a possible transfer to Regina, Morgan highlighted the GTH’s difficulty meeting land sales targets in recent years, which has helped contribute to \$37 million worth of debt attached to the inland port, saying he wants to have a longterm strategy in place for the GTH and has tasked the facility’s board to present the province with some options.

“I don’t want to put out any ideas until they’ve had some discussion at the GTH and the board and the management there,” he said, noting there has been “no direction given as to whether they should explore a sale to the City of Regina at all.”

The GTH had an initial investment of \$13.1 million for land. It has since has paid at least \$11 million to disgruntled landowners after legal disputes. The GTH has also invested \$35 million in services and infrastructure, as well as \$7 million in land preparation costs.

<http://www.cjme.com/2018/03/22/no-formal-talk-between-gov-city-over-gth/>

Regina residents still unsure about City Hall Cafeteria

The restaurant is part of a \$4.7 million renovation to city hall’s main floor. The funds were approved in the 2013 budget. The city hasn’t been able to provide the breakdown of how much the cafeteria itself cost.

<https://regina.ctvnews.ca/regina-residents-still-unsure-about-city-hall-cafeteria-1.3854823>

Winter storm warnings cover southern Saskatchewan

Environment Canada has issued storm watches and warnings covering the southern part of the province.

<http://www.cjme.com/2018/03/22/winter-storm-warnings-cover-southern-saskatchewan/>

<http://www.cbc.ca/news/canada/saskatchewan/winter-storm-southern-saskatchewan-prairies-1.4589063>

Cheating incidents in the U of R faculty of arts have almost doubled in the past three years

The September 2017 agenda of the faculty’s council meeting says that in the 2013/2014 academic year, there were 66 incidents in the fall and winter semesters. By the 2016/2017 year, that number had jumped to 125 — a 90 per cent increase.

<http://www.cbc.ca/news/canada/saskatchewan/cheating-incidents-in-the-u-of-r-faculty-of-arts-have-almost-doubled-in-the-past-three-years-1.4587953>

Co-op refinery under annual turnaround maintenance

Spokesperson Brad DeLorey says there will be a big economic impact from the turnaround maintenance.

“Turnaround creates an additional 1300 additional jobs, so we’re bringing 2200 people onto our site,” DeLorey says.

“These are people that are coming from all over Western Canada, they’re staying in our hotels, eating in our restaurants, and much of the equipment that we source for a project like this is done locally, so there’s a huge economic spin-off in all areas of this.”

A TRANSIT CHAMPION

Reducing demand on Paratransit means more choice for users, savings for city

- Regina Leader-Post
- 23 Mar 2018
- ARTHUR WHITE-CRUMMEY awhite-crummey@postmedia.com



BRANDON HARDER

Dylan Morin knows the bus system well, so he's been tapped to become one of the city's transit trainers for people like him with intellectual disabilities and other challenges. He'll accompany newcomers and share his insights into getting around by bus.

Dylan Morin can get almost anywhere in Regina.

"I know the city like the back of my hand," he said. "I know how to get to a lot of the stops."

He's been riding the city bus since high school, despite the challenges of an intellectual disability. On Thursday, he took the 18 from the University of Regina. Once the doors shut and the driver pulled away, Morin spoke in a soft, reassuring tone. Don't be nervous, he offered, you're not alone.

"There's nothing to it," he said. "As much as you need me, I'll be there for you."

Morin was showing how he teaches other people with disabilities how to ride the bus. He'll be one of four transit trainers hired through a partnership between the city and Creative Options Regina, which are preparing to roll out a transit trainer pilot program this spring.

"We're the only transit system in Canada using this particular approach," said Regina's paratransit and accessibility manager, Lynette Griffin. "We're utilizing people with disabilities, particularly people with intellectual disabilities, to do the training."

She said the program will help Regina Paratransit users make the jump to conventional transit. It will also create paid employment for the trainers. The goal is to open up more flexible transit choices, all while saving the city money in the long run.

"If we can move some trips off, then we'll have capacity in Paratransit to continue to meet our growing demand," she said. "It will help Paratransit to manage our budget ... for every trip on conventional transit, it's a \$20 saving."

Those who learn to use buses won't be barred from Paratransit. Griffin said she wants to avoid a "segregated system." But she called conventional transit "a great second option" that can promote empowerment.

"It will give them the opportunity to travel through the community without having to book trips in advance," she said. "You can come and go wherever you want, so there's much more independence and flexibility."

Creative Options Regina supports people with intellectual disabilities, and its CEO, Michael Lavis, is convinced that most of his clients would thrive on the bus. For many, only one thing stands in the way: Fear.

"People are nervous because they don't know," he said.

"Sometimes people haven't really been afforded the opportunity to learn."

That's why his staff looked for trainers like Morin, outgoing people with extensive bus-riding experience. They're all part of the University of Regina's Campus for All program. Lavis called them "champions of transit."

"They know that transit system inside and out," he said. "No fears, no apprehensions. They know where to go."

Morin plans to use a staged process that will go from hands-on to hands-off as his students get the hang of the bus. "It's about getting individuals outside of their comfort zone," he said.

At first, he'll meet them at their home, walk them to the bus stop, show them how to read a transit map. He'll sit right beside them as they look out for their stop. If all goes well, the next trip might be different.

"I wouldn't sit with you on the bus like I did," he explained. "I would give you a landmark to pull the bell at."

By the end, Morin would be on standby, taking check-ins over the phone.

The program's contract is still being finalized. But Lavis and Griffin are confident it will be up and running this spring. Griffin said all Paratransit users will be welcome to make use of the training, whether they have cognitive or mobility challenges.

Morin and his colleagues will be there to show them the way.

"They're actually really excited about it and want to be champions for teaching others," said Lavis. "That's part of the magic."

People are nervous because they don't know. Sometimes-people haven't really been afforded the opportunity to learn.

Catholic schools to boost staffing with extra funding

- Regina Leader-Post
- 23 Mar 2018
- ASHLEY MARTIN amartin@postmedia.com twitter.com/LPAshleyM

Regina Catholic School Division is in the midst of hiring 16 fulltime-equivalent positions with an additional \$451,700 from the provincial government.

Division administration met this week to decide where to allocate the money, allotted Feb. 6 in the provincial mid-year funding adjustment.

In many cases, it breaks down to adding hours to existing part-time positions, Regina Catholic spokeswoman Twylla West said.

These include educational psychologists, learning resource teachers, social workers, instructional assistants, speech and language pathologists, and English as an Additional Language (EAL) teachers. The positions will run until the end of June and the 2017/18 school year.

Some of the funding will support mental health first-aid training for school-based administrators, and developing online courses to support students in the transition from elementary to high school.

“We used a two-step process to look at areas of needs,” West said.

“Central office staff looked at division-wide challenges and assigned additional staff accordingly. School-based administrators were asked to complete applications for additional staff based upon a demonstration of need.”

The areas of need included EAL; interventions in English language arts, French language arts, and math; student mental health; student transitions; First Nations, Metis and Inuit students’ achievement; kindergarten support; and extra help for students with cognitive and/or physical needs.

Earlier this month, the Regina Public School Division announced it would fill 32.5 full-time-equivalent positions with the \$868,072 it received.

Saskatchewan’s 28 school divisions were given \$7.5 million in additional government grants on Feb. 6, as new Premier Scott Moe announced the mid-year funding adjustment.

Jamie Lewis
Communications and Customer Experience Department

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Regina.ca



Kyle Addison

From: Patrick Book
Sent: Friday, March 23, 2018 11:32 AM
To: Michael Fougere; Kyle Addison
Subject: Fwd: hello!

The Morning Edition wants to talk about a bunch of stuff. They're pitching 715 on Monday morning.

Sent from my iPhone

Begin forwarded message:

From: ABBY SCHNEIDER <abby.schneider@cbc.ca>
Date: March 23, 2018 at 11:15:25 AM CST
To: Patrick Book <PBOOK@regina.ca>
Subject: Re: hello!

It'll be a surprise.

Jokes!

There's been lots of news about Regina so we want to cover (big breath in):

13(1)

(breath out)

On Fri, Mar 23, 2018 at 11:11 AM, Patrick Book <PBOOK@regina.ca> wrote:
Might be possible! What's the topics?

Sent from my iPhone

On Mar 23, 2018, at 9:38 AM, ABBY SCHNEIDER <abby.schneider@cbc.ca> wrote:

What's the mayor schedule like on Monday?

--
Abby Schneider
Morning Edition and Blue Sky Producer
abby.schneider@cbc.ca
(306) 347-9447 work

DISCLAIMER: The information transmitted is intended only for the addressee and may contain confidential, proprietary and/or privileged material. Any unauthorized review, distribution or other use of or the taking of any action in reliance upon this information is prohibited. If you received this in error, please contact the sender and delete or destroy this message and any copies.



--
Abby Schneider
Morning Edition and Blue Sky Producer
abby.schneider@cbc.ca
(306) 347-9447 work

Kyle Addison

From: Alan Clay
Sent: Friday, March 23, 2018 3:28 PM
To: Michael Fougere; Patrick Book; Kyle Addison; ELT; Sheila Harmatiuk
Cc: ELT Admins; Bonnie Mancinelli; Desirae Bernreuther; Erin Navin; Jamie Lewis; Jennifer MacDonald; Joanne Kozlowski; Karen Zypchyn; Kelsey Koshinsky; Krista Preston; Kym Bourdin; Leah Goodwin; Maureen MacCuish; Melissa Butler; Nathan Morrison; Ryan Pilon; Tanya Nelson
Subject: Preliminary Weekly Snapshot - March 26, 2018
Attachments: Preliminary Weekly Snapshot - March 26, 2018.docx

Good afternoon Mayor Fougere, Patrick, Kyle et al.

Please find attached – and pasted here – the Preliminary Weekly Snapshot for March 26, 2018.

Have a great 2018 Home Show weekend.

Ac

WEEKLY SNAPSHOT – PRELIMINARY

March 26, 2018

Non Responsive

16(1)(a)(b)

Non Responsive

16(1)(a)(b)

Non Responsive

Alan Clay, MA, APR, FCPRS
Director
Communications & Customer Experience

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E: aclay@regina.ca
Regina.ca



Kyle Addison

From: Sheila Harmatiuk
Sent: Friday, March 23, 2018 3:38 PM
To: Kyle Addison
Subject: GTH & Chuka Creek
Attachments: June 8 - GTH Briefing Note.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Kyle ... I discussed your information request with Diana, who has suggested that the background information you are looking for is contained in the Council Reports below (please see the links).

If you require further information after reviewing the attached, please advise.

Thanks
Sheila

The GTH Operating Agreement report went to City Council December 18, 2017 -
http://reginask.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4168
The GTH Capital Agreement report went to City Council June 26, 2017 -
http://reginask.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4168

Both reports provide some of the history with the GTH. Also attached is a briefing note from June 8, 2017.

The Chuka Creek Business Park Phase 1 Zoning Bylaw Amendment was also at the December 18, 2017 City Council meeting. As well, the Chuck Creek Business Park Concept Plan was approved at the September 25, 2017 City Council meeting. <http://reginask.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=3389&Inline=True>



| City of Regina

Briefing Note Global Transportation Hub Capital Agreement

**Contact: Diana Hawryluk, 306-777-7545
Prepared by: Shanie Leugner, 306-777-6708**

June 8, 2017

ISSUE

Negotiations on a Municipal Service Agreement with the Global Transportation Hub Authority have been ongoing since 2009. A tentative agreement on the capital costs associated with impacts on City infrastructure has been reached. A report on this subject will be released as part of the Executive Committee agenda on June 9, 2017.

KEY MESSAGES

- The City of Regina and Global Transportation Hub Authority have reached a tentative agreement for the capital costs associated with providing water and wastewater services, as well as access to public highways.
- The tentative agreement reflects capital costs related to the Global Transportation Hub's impact on City infrastructure while adhering to legislation that requires compensation to be determined on a cost recovery basis.
- This tentative agreement strikes a balance between the intent of the provincial legislation that governs the Global Transportation Hub Authority and the City's long term plan for growth.

BACKGROUND

In 2006, the Government of Saskatchewan (Government) approached the City to work collaboratively to create an intermodal facility west of the city to support a relocated Canadian Pacific Intermodal rail facility and a Loblaws warehouse. In order to support this proposed development, in 2008, the City prepared a concept plan for an area west of Regina, which included rationale for annexation of lands from the Rural Municipality of Sherwood (RM) as a future tax revenue generating opportunity for the City. The City absorbed over 600 hectares of land, specifically designated for an intermodal facility from the RM on February 6, 2009 (Report CR09-21).

Between 2008 and 2010, the City designed and built local water, wastewater and drainage infrastructure to provide service access to this intermodal facility. This infrastructure was funded through a combination of federal and provincial grants, as well as City utility revenue as follows:

Source:	Provincial-Territorial Base Funding	Ministry of Highways & Infrastructure	Municipal Economic Enhancement Program	Infrastructure Stimulus Fund	City of Regina	TOTAL
Subtotal:	\$5,046,265	\$8,169,150	\$2,539,602	\$3,611,524	\$4,250,000	\$23,616,541

While the local infrastructure was being constructed, the City and Province discussed, in good faith, the need to enter into an agreement that would outline how the Global Transportation Hub (GTH) would contribute to regional infrastructure projects to support the GTH. The City and GTH had discussions about the potential terms of such an agreement from 2010 to 2013, at which time the Province passed Bill 81 to officially

form the Global Transportation Hub Authority (GTHA) through the *Global Transportation Hub Authority Act* (GTHA Act). The GTHA Act specifies that the GTHA has the authority to enter into an agreement with the City to establish each party's responsibilities to provide properties within the GTH lands with public highways (streets), sanitary and storm sewer and water. In addition, the GTHA and City are to determine an appropriate cost and funding mechanism to purchase these services. The GTHA Act also indicates that any compensation to the City must be on a cost recovery basis.

On December 31, 2014, the City and GTHA reached a Fire Services Agreement that defines the service level standards and compensation model for the provision of fire protection. On September 24, 2015, the City and GTHA reached a Taxation and Assessment Agreement, whereby the City provides assessment and taxation service for the GTHA in exchange for three per cent of the taxation revenue within the GTH. However, the City and GTHA had yet to reach agreeable terms for the provision of water, wastewater and access to our road network. Recognizing the importance of the relationship and provision of service from the City to the GTHA, both agreed to facilitated discussions in December of 2016.

A tentative agreement for capital contributions has been reached. The anticipated revenue, in present dollars, from the agreement(s) that would be available only to fund, in part, the capital projects listed in the agreement(s) is as follows:

Service Type	Initial Payment	Future Payment Totals*
Water	\$1.1M	\$3.7M to \$10.8M
Wastewater	\$0.7M	Up to \$2.1M
Transportation	\$1.5M	\$10M to \$34M

*Varies depending upon final servicing requirements of future development

This agreement is subject to our reaching an agreement on operating and maintenance service costs. Negotiations on the operating and maintenance services agreement are ongoing.

COURSE OF ACTION

- June 9, Executive Committee Agenda with the GTH Capital Agreement report released
- June 14, Executive Committee meeting; GTH report is considered
- June 26, City Council meeting, GTH report is considered
- June 28, GTH Board considers the GTH Capital Agreement Terms
- June to September, City and GTH Administrations negotiate final terms of Capital Agreement (Pending approval of City Council and GTH Board)
- Preparations began in May for the operating negotiations, which are scheduled to start in June
- Q3 2017, GTH Operating Agreement in principle reached and report to City Executive Committee
- Q4 2017, Finalize GTH Operating Agreement

QUESTIONS AND ANSWERS

Q: What is included in this agreement?

A: There are three types of costs for the City associated with the Global Transportation Hub (GTH). First, there was capital costs of providing local services such as water. These services were installed in 2009 and paid for jointly by the federal and provincial governments and the City of Regina. Next, there is the capital costs for the off-site impacts of the GTH, which are the topic of this particular agreement. This includes impacts to the Buffalo Pound Treatment Plant, Wastewater Treatment Plant and City roadways connecting to public highways. Finally, there are the ongoing operating and maintenance costs, which are to be the subject of the next stage of negotiations. This agreement for the off-site capital impacts is contingent upon reaching agreement on an operating and maintenance agreement.

Q: Why is the City providing services to the GTH prior to these agreements being in place?

A: The City began providing service to the GTH prior to the GTHA Act. At that time, the expectation was that the City would continue to be the approving authority for the GTH and that the City would be able to treat development and operations within the GTH the same as any other industrial development in the City. With the establishment of the GTHA in 2009, the City continued to provide services in good faith that an agreement would be reached.

Q. Why did it take so long to reach an agreement on this?

A. There have been many changes since the time that the Intermodal Facility was announced. The creation of the GTHA in 2009, followed by the creation of the GTHA Act in 2012, meant that the relationship and authority of the GTH was still being established. Furthermore, we needed to find common ground between one of the key principles in the City's official community plan that Growth Pays for Growth and the GTHA Act, which stipulates that payments are to be on a cost recovery basis using a model based on impact rather than a flat per hectare fee.

Q: Does this conclude our negotiations with the GTHA?

A: No, this is a tentative agreement, therefore, some details will need to be worked out before finalizing the agreement. As well, negotiations are ongoing in regard to the operating and maintenance agreement.

Q: Are these agreements a good deal for the City?

A: This agreement balances the provincial legislation that governs the GTHA with the City's long term plan for growth. Administration is of the opinion that the agreements

generally reflect a cost-recovery methodology for the City to offset the impact that the GTH will have on our infrastructure systems.

Q: Why does the agreement contemplate bi-annual meetings?

A: Bi-annual meetings were selected as a practical timeframe with which to evaluate the capacity in the City's systems and to ensure that the GTH's usage in our systems is in accordance with the agreements. In the event that the GTH is using more capacity than they've paid for, we can adjust future payments to ensure they are reflective of actual usage. If the GTH is using less capacity than they've paid for, they will know how much "capacity credit" they have available from the City, which they could use to make business decisions.

Q: Why does the agreement terminate in 2040?

A: The termination date is consistent with the City's present growth plan and infrastructure planning horizon. The GTH expects to be fully developed prior to 2040; however, the infrastructure that supports the GTH may not be fully built until 2040.

Q: What happens if the GTH privatizes in accordance with province's revised definition of privatization?

A: The agreement will include language that causes the termination of the agreement(s) in the event that the GTHA is dissolved or subject to any change of ownership, whether in whole or in part.

Q: Why is the inflation rate different for the wastewater agreement?

A: The inflation rate for the wastewater agreement is consistent with the terms of the contract the City has with EPCOR and includes risk transfer fees. The inflation rate for the water and transportation is consistent with a report commissioned by the City, which is used to anticipate inflation when calculating the Servicing Agreement Fee rates.

Q: What is an "Endeavour to Assist" agreement?

A: The City has an "Endeavour to Assist" policy that defines how a future beneficiary of a newly constructed asset will provide financial compensation to the party who constructed or financed the asset. An endeavour to assist agreement would be structured in accordance with that policy or any future policy that may be in effect at the time of the agreement.

Q: Why do we not simply charge the GTH the Service Agreement Fee (SAF) rate?

A: The GTHA Act stipulates that any compensation payable to the City must be determined on a cost recovery basis. Through negotiations, the parties have agreed that this stipulation in the Act would refer to a fee based on impact rather than a uniform

rate based on a citywide calculation. The Service Agreement Fee rate is based on a flat per hectare fee.

Q: Would the City receive a greater amount if it charges the GTHA the Service Agreement Fee (SAF) rate?

A: Yes, an agreement based on the current SAF rate applied per hectare would have generated more revenue for the City. However, the tentative agreement is based on impact to City infrastructure and ensures the GTH covers the cost of the services it uses.

Q: What impact will this agreement have on our ability to service our own development?

A: The City's infrastructure plans have already considered the build out of the GTH during the master planning processes. The capacity being purchased by the GTHA is nominal when compared to other development within the City and is not anticipated to affect the City's ability to service its own growth. In the event that the GTH were to have a major water user or wastewater generator, the City and GTHA will need to discuss appropriate servicing requirements and compensation.

Q: What impact will this agreement have on future agreements with other external municipalities/agencies who want to purchase service from the City?

A: This is a unique situation that does not apply to other service agreements. An agreement of this nature exists only because of the stipulations in the GTHA Act.

Q: Would the City consider similar agreements with other municipalities or agencies?

A: No, an agreement of this nature exists only because of the stipulations in the GTHA Act. The City does not consider this agreement to be precedent setting, nor would we favour to structure agreements this way as it is administratively heavy.

Q: What impact will this agreement have on the City's Industrial development?

A: The City understands that its policies need to enable and promote sustainable growth. The City's Industrial Barriers Study will be looking at industrial development in the City and develop a plan to encourage development.

Q: What is the development industry going to say about this agreement?

A: We believe that the development industry understands that increasing employment opportunities is important to sustain the growth in the residential development sector. However, the industry expects the allocation of cost to be fair and equitable. For this agreement, the payment is based on impact rather than a uniform rate because the City

is bound by the parameters described in the GTHA Act. While charging fees based on an impact basis would not be practical because of the high administrative costs associated with this model, the City is open to looking at other models—such as land use or area based fees—during the next Service Agreement Fee policy review.

As well, the City understands that its policies need to enable and promote sustainable growth. The Industrial Barriers Study will be looking at industrial development in the City and develop a plan to encourage industrial growth.

Q: How much did the City invest in infrastructure costs?

A: Between 2008 and 2010, the City designed and built local water, wastewater and drainage infrastructure to provide service access to the GTH. This infrastructure was funded through a combination of federal and provincial grants, as well as City utility revenue. The City's contribution was \$4.2 million.

Q. What is the status of the operating agreement?

A: The City and the GTHA commenced preparations on the operating agreement in May, with discussions scheduled to start in June and expected to be concluded before the end of the year.

Q: How much revenue can we expect from the GTH for capital contributions?

A: Revenue for each service type varies depending on final servicing requirements of future development. The anticipated revenue, in present dollars, from the agreement(s) includes an initial payment of \$3.3M plus future payment totals ranging from \$13.7M to \$46.9M. This revenue funds the capital projects listed in the agreement(s).



DRAFT

Kyle Addison

From: Michael Fougere
Sent: Friday, March 23, 2018 6:52 PM
To: Patrick Book
Cc: Kyle Addison
Subject: Re: For approval on Monday

This is fine.

Mayor Fougere

On Mar 23, 2018, at 6:35 PM, Patrick Book <PBOOK@regina.ca> wrote:

I don't see any issue with this. He should already know it, it's in Council reports.

Sent from my iPhone

Begin forwarded message:

From: Ryan Pilon <RPILON@regina.ca>
Date: March 23, 2018 at 5:09:48 PM CST
To: Patrick Book <PBOOK@regina.ca>
Cc: Joanne Kozlowski <JKOZLOWS@regina.ca>, Maureen MacCuish <MMACCUIS@regina.ca>, Alan Clay <ACLAY@regina.ca>, Desirae Bernreuther <DBERNREU@regina.ca>
Subject: For approval on Monday

Hey Patrick,
[16\(1\)\(a\)\(b\)](#)

Cheers,

Ryan Pilon
Interactive Communications Consultant
Communications Department

P: 306.531.2674
E: rpilon@regina.ca
Regina.ca

<image001.jpg>

Kyle Addison

From: Patrick Book
Sent: Thursday, March 22, 2018 11:20 AM
To: Kyle Addison; Michael Fougere
Subject: QP today
Attachments: 03 22 18 qp tweets.jpg

More GTH questions today, mostly around whether or not there was a meeting. Minister is unequivocal, nothing happened on the weekend.

Patrick Book
Senior Advisor
Office of the Mayor

O: 306-777-7309
C: 306-541-7560
E: pbook@Regina.ca
Regina.ca



Kyle Addison

From: Patrick Book
Sent: Thursday, March 22, 2018 2:33 PM
To: Desirae Bernreuther
Cc: Kyle Addison
Subject: RE: GTH Capital agreement

This works great! Thanks.

From: Desirae Bernreuther
Sent: March-22-18 1:29 PM
To: Patrick Book <PBOOK@regina.ca>
Cc: Kyle Addison <KADDISON@regina.ca>
Subject: RE: GTH Capital agreement

Hi Patrick,
Here is the response, let me know if you are okay with this.

16(1)(a)(b)

From: Patrick Book
Sent: Thursday, March 22, 2018 10:52 AM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Cc: Karen Zypchyn <KZYPCHYN@regina.ca>; Bonnie Mancinelli <BMANCINE@regina.ca>; Kyle Addison <KADDISON@regina.ca>
Subject: RE: GTH Capital agreement

I'll wait to hear what Diana has to say!

From: Desirae Bernreuther
Sent: March-22-18 10:48 AM
To: Patrick Book <PBOOK@regina.ca>
Cc: Karen Zypchyn <KZYPCHYN@regina.ca>; Bonnie Mancinelli <BMANCINE@regina.ca>; Kyle Addison <KADDISON@regina.ca>
Subject: FW: GTH Capital agreement

Hi Patrick,
Geoff is following up on the interview he did with Diana regarding the GTH and want to know 13(1)

13(1)

I can follow up with Diana and let you know before we respond.
D

From: Geoff Leo <geoff.leo@cbc.ca>
Sent: Thursday, March 22, 2018 9:57 AM

To: Desirae Bernreuther <DBERNREU@regina.ca>

Subject: GTH Capital agreement

Hi Desirae,

When I interviewed Diane Hawryluk a few months ago she told me that the city and the GTH had arrived at a capital agreement and that as soon as that agreement was signed the GTH would have to cut a cheque to the city for \$3.3M.

13(1)

Thanks,
Geoff

--

Geoff Leo

Investigative Reporter | CBC News

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Regina, Saskatchewan

Phone: (306) 347-9687

Cell: (306) 533-0906

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Twitter: @gleocbc

ca.linkedin.com/in/geoffleo

Kyle Addison

From: Sheila Harmatiuk
Sent: Thursday, March 22, 2018 5:07 PM
To: Kyle Addison
Subject: RE: GTH & Chuka Creek

Sure ... I will see what we have ...
S

-----Original Message-----

From: Kyle Addison
Sent: Thursday, March 22, 2018 11:03 AM
To: Sheila Harmatiuk <SHARMATI@regina.ca>
Subject: GTH & Chuka Creek

Hi Sheila,

Would it be possible to work with Diana (or retrieve from Diana) a document that outlines the CoR's interactions with the GTH since day one? I'm looking for a briefing style document so that I can get caught up to speed. Ideally it would include agreement highlights, tax amounts and service contract highlights, etc. Can you also do the same for Chuka Creek BP?

If it helps to meet to discuss, I'm available all afternoon.

Thanks,

Kyle Addison

Kyle Addison

From: Kyle Addison
Sent: Thursday, March 22, 2018 4:36 PM
To: Patrick Book
Subject: Re: SR response re: GTH

Good call.

Kyle Addison

On Mar 22, 2018, at 4:27 PM, Patrick Book <PBOOK@regina.ca> wrote:

16(1)(a)(b)

From: Desirae Bernreuther
Sent: March-22-18 3:49 PM
To: Patrick Book <PBOOK@regina.ca>; Kyle Addison <KADDISON@regina.ca>
Cc: Diana Hawryluk <DHAWRYLU@regina.ca>; Alan Clay <ACLAY@regina.ca>; Chris Holden <CHOLDEN@regina.ca>; Jim Nicol <JNICOL@regina.ca>
Subject: SR response re: GTH

Hi Patrick and Kyle.

16(1)(a)(b)

Desirae Bernreuther
Media Relations Consultant
Communications & Customer Experience
P: 306.777.7486
C: 306.530.0970
E: dbernreu@regina.ca
Regina.ca

<image001.jpg>

Kyle Addison

From: Desirae Bernreuther
Sent: Thursday, March 22, 2018 8:11 AM
To: Admin Support; Alan Clay; Alicia Baniulis; Alicia Knapik; Aman Gill; Amarpreet Guliani; Andrea McNeil-Wilson; Angela Prawzick; Barry Lacey; Bill Ussel; Bonnie Mancinelli; Brad Bells; Brad McKenzie; Brent Rostad; Brittany Smith; Bruce Matthewson; Candace Giblett; Carolyn Kalim; Carrie Powell; Charlie Toman; Chris Sale; Chris Warren; clarke.westby@brown.ca; Darlyn Walker; Desirae Bernreuther; Elizabeth Henry; ELT; Emmaline Hill; Erin Navin; Faisal Kalim; Geoff Brown; Gloria Bansah; Greg Kuntz; Hebly Cushicondor; Helene Henning-Hill; Ian Cantello; Ian Goeres; Ian Leblanc; Iryna Smela; Jamie Lewis; Janet Aird; Janine Daradich; Jason Weitzel; Jay Overend; Jeannette Lye; Jeff May; Jennifer Barrett; Jennifer MacDonald; Jeremy Fenton; Jill Hargrove; Joanne Kozlowski; John Difuntorum; Jordan Gasior; Jordan Reid; Karen Zypchyn; Kayla Kurcin; Kelsey Koshinsky; Kim Sare; Kristina Shand; Kurtis Doney; Kyle Addison; Kym Bourdin; Larrah Olynyk; Lauren Miller; Laurie Shalley; Layne Jackson; Leah Goodwin; Lee Anne Harder; Les Malawski; Linda Brailean; Linda Huynh; Lisa Legault; Loreen Anderson; Louise Folk; Luke Brossart; Lynette Griffin; Mark Sylvestre; Maureen MacCuish; Maureen Mann; Meghan McEachern; Melissa Butler; Michael Cotcher; Michael Price; Michelle Lavalley; Mistee Foti; Nathan Luhning; Nathan Morrison; Nick Kazilis; Nicole Hoffart; Norman Kyle; Pamela Deck; Pat Hanley; Pat Wilson; Patrick Book; pkohl@evrazplace.com; Randy Ryba; Ray Morgan; Rhonda Mailander; Rob Court; Roberta Engel; Rod Schmidt; Rohan Swaby; Ryan Kalenchuk; Ryan Pilon; Sahar Khelifa; Samira Faiz; Service_Regina Regina; Shanie Leugner; Sharon Kasperski; Shauna Bzdel; Sheila Harmatiuk; Steve Eger; Sunjay Mathuria; Tawna Ranalli; Thomas Moore; Tom O'Connell; Veronica Schroder; Wendy Dumalski; Yves Richard
Subject: Media Wrap March 22

Good News!

Famous porcupine

A Saskatchewan woman's helping hand — or window scraper — has gone viral this week, with a video showing her assist a beleaguered porcupine garnering more than 1.2 million views on Facebook.

<http://www.cbc.ca/news/canada/saskatchewan/viral-porcupine-video-sask-1.4585958>

Cafeteria opens

A city-owned cafeteria is open for business in Regina City Hall.

The old cafeteria closed around three years ago. City council approved renovations and upgrades to the main floor of city hall in the 2013 budget.

Building renovations were staged over several years. The estimated cost for all of the construction is \$4.7 million. The price covers the cafeteria, improving aging infrastructure and giving the main floor of the building a face lift. The city did not provide a breakdown of how much of that cost was directed towards the cafeteria construction.

City officials say the eatery is available to everyone.

"The cafeteria is aligned with the vision for a contemporary work environment and will bring positive aspects to both employees and the public," Jamie Hanson with the city said.

<https://regina.ctvnews.ca/new-city-owned-cafeteria-opens-in-regina-city-hall-1.3853106>

The minister responsible for the Global Transportation Hub says the City of Regina could be a potential partner if the province were to sell its stake.

Mayor Michael Fougere said in a statement that much more information would be needed before any deal could be considered.

"There has been no formal discussion or proposal concerning the city taking on the GTH. The city has not had the opportunity to do a proper analysis of what kind of benefits there may be to the city in such a transaction," Fougere said.

<http://www.cbc.ca/news/canada/saskatchewan/city-of-regina-potential-partner-gth-says-minister-1.4586138>

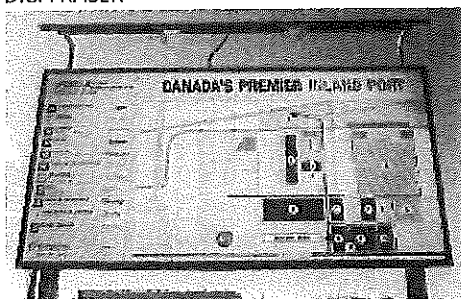
Minister responsible for the Global Transportation Hub (GTH) says there has been no direction given to explore a partnership or sale of the property to the City of Regina.

<https://globalnews.ca/news/4098125/gth-minister-says-there-are-no-talks-to-sell-hub-to-regina-but-synergies-exist/>

Province contemplates deal with city on GTH

Minister working 'right now' on sale or possible partnership

- Regina Leader-Post
- 22 Mar 2018
- D.C. FRASER



The Global Transportation Hub west of Regina already purchases its utilities from the city.

The province is considering an arrangement that would see the Global Transportation Hub (GTH) off-loaded to, or put into a partnership with, the City of Regina.

Don Morgan, minister responsible for the GTH, said Tuesday the province has not discussed it with the city, but "given the proximity and everything else, I'm sure it would be something they would have an interest in."

Morgan said the issue has also not been discussed at a caucus or cabinet level, but that he is looking at it "right now."

During his leadership campaign, Premier Scott Moe said, "we should look at opportunities to move the management and possible ownership" of the GTH so that it can be "the asset to the economy that was originally envisioned."

On Wednesday, Morgan said, "I don't want to put out any ideas until they've had some discussion at the GTH and the board and the management there."

Part of that discussion involves finding a way to improve the financial situation of the GTH, which is carrying \$37 million in debt and has consistently failed to reach its land-sales targets.

Morgan told the GTH to come up with a long-term strategy and make sure "it's appealing and attractive to those that might want to use it."

He has said that effort includes financing the completion of servicing for the GTH.

Kelly Brossart of the GTH said in a statement this week, "Until new clients sign on and we understand their parcel size, location and servicing requirements, it would be inappropriate for us to speculate on anticipated capital costs."

She also said, "We are not aware of any negotiations between the City of Regina and Government of Saskatchewan regarding the transferring of the GTH to the City."

Mayor Michael Fougere says no formal discussions have taken place.

"If the province has an interest in divesting or partnering with the city in some fashion, then they should make a proposal and we will look at that, evaluate it and see what benefit it would be to the city," he said, noting the pros and cons of the arrangement for the city would be formalized in such a proposal.

When asked if the city would have any interest in taking over ownership of an entity with \$37 million of debt attached to it, Fougere said, "We're not typically in the market to do that kind of a thing. On the face, there are challenges to the present circumstance to the GTH, so it would be a challenge." He added that in general he sees the GTH as a transportation and logistics centre with economic value.

Asked why Regina would be interested in the GTH, Morgan said on Tuesday, "The location would certainly be one."

"It's close to the services, we have service agreements with the City of Regina, and the business, a lot of people would live in the city of Regina.

"I'm sure there would be some good synergies there."

He told reporters on Wednesday a discussion between himself and GTH chairperson Doug Moen (who worked in former premier Brad Wall's office) did not involve the City of Regina, but he said the facility has "highways going directly in and out of Regina, the utilities are coming from the City of Regina."

While there is no formal proposal on the table yet, Fougere is signalling he expects some discussion to take place.

"It sounds like it. It sounds like (Morgan's) thought of something, and I would assume he and his colleagues have discussed this at some point, at some level, and they would want to make an outreach to the city in some fashion, so I suppose that's the case," he said.

Morgan has signalled he wants to know the direction the GTH is going in the next 12 to 24 months.

Snow storage site

Regina's snow storage site has put nearly \$100,000 into the city's coffers since November.

It costs about \$10 for someone to get a tag to use the site for snow dumping, which is located near Fleet Street and Highway 46 on Regina's northeast end.

It'll also cost anywhere from \$5 to \$35 for every load that's dropped off at the site, depending on the vehicle.

<http://www.cbc.ca/news/canada/saskatchewan/snow-storage-site-regina-1.4584784>

Plan to end homelessness summit

Hundreds of people filed into the Regina Treaty Status Indian Services building Wednesday for Regina's Plan To End Homelessness Summit, hosted by the YMCA.

<http://www.620ckrm.com/2018/03/22/summit-with-residents-working-to-end-homelessness-in-regina/>

Coroner's report into drowning

Six months after a five-year-old boy drowned in a pond near Ecole Dundonald School, the provincial coroner has released recommendations for improved safety.

<http://www.cjme.com/syn/653/267396/coroner-recommends-policy-reviews-over-dundonald-drowning/>

Lieutenant Governor

After a series of oaths and symbolic presentations Saskatchewan's Premier declared W. Thomas Molloy as the twenty-second Lieutenant Governor of Saskatchewan.

<http://www.cbc.ca/news/canada/saskatchewan/new-lieutenant-governor-1.4586039>

Illegal drainage threatens safety of our water

Drains flowing into Quill Lakes will lead to outflows, Sherry Forsyth says

• Regina Leader-Post

• 22 Mar 2018

• For further information log on to <http://lmsl.ca/saws/> Sherry Forsyth is a spokeswoman for the Saskatchewan Alliance for Water

Sustainability in Lumsden.

The recent snowfall throughout much of Saskatchewan has raised the Water Security Agency's (WSA) projections to a near-normal to abovenormal snowmelt run-off across most of the province. If WSA had been enforcing its legislation and controlling illegal drainage, the risk of flooding downstream and the amount of run-off would be a lot less.

WSA has estimated there are more than 150,000 quarters of land with illegal drainage, and that number continues to grow. Last fall, farmers were once again out on the landscape digging illegal drainage ditches. Track hoes, scrapers and bulldozers draining and cultivating wetlands were a common sight — despite the province of Saskatchewan enacting Bill 44, new legislation that requires landowners to license all their drainage works by obtaining the necessary downstream land control and acquiring an aquatic habitat protection permit.

For those of us living downstream and affected by the Quill Lakes flood and the increasing potential for a natural or man-made release of water from the largest saline lake in Canada, the concern over WSA's inaction is real.

Since 2016, WSA has said it will be stopping illegal drainage into the Quill Lakes, stating that "unapproved drainage is contributing to the rise in water levels and has for years" and "the Quill Lakes is one of the highest risk areas in the province because of the flooding impacts to farmland and infrastructure."

Despite this, drains remain open and new drainage ditches continue to be dug, all sending more water to the Quill Lakes, causing more flooding and increasing the risk of an outflow of saline water downstream to Last Mountain Lake and the Qu'Appelle-Assiniboine River.

Water from the Quill Lake Basin is high in saline and measures as much as 9,000 to 11,000 milligrams per litre TDS (total dissolved solids). As the saline water flows through ditched agricultural land, phosphorous and nitrates will be picked up and absorbed along the way. The accumulation of saline, phosphorous and other contaminants into our lakes and rivers will be irreversible. Our water quality will be severely degraded and the habitat for our fish and wildlife will be at huge risk.

We need only look to our provincial neighbours to ask the question: Why is Saskatchewan moving backwards? Why are we destroying the very resource that may help get us through tough times in the future? Why are we polluting and flooding our waterways when we should be protecting them?

The government of Alberta has developed a water for life 10-year plan with goals to maintain a healthy aquatic ecosystem, reliable quality water supplies and safe, secure drinking water. The Manitoba government has introduced a strategy to protect wetlands and increased fines for illegal drainage.

The federal government has committed \$25.7 million to improve the ecological health of Lake Winnipeg and its basin. Should we really be sending saline water through the Qu'Appelle river system into Manitoba's waterways?

Why is the Saskatchewan government not taking the same steps as our neighbouring provinces, steps to protect our resources, with a vision to look ahead with positive changes rather than stepping backwards and gambling with the future of our province and the legacy we should leave to our children?

Agricultural drainage in the province of Saskatchewan is threatening our ecosystem and changing the natural landscape. Wetlands are disappearing and being replaced by straight-line farming practices. Our province is being stripped of a precious resource that is essential in combating extreme weather conditions such as excessive rainfall or drought.

We often hear the refrain that farm production in this province must increase so that we can feed the world. Well, it makes no sense to feed the world while we destroy ours.

Save Wascana Park from development

• Regina Leader-Post

• 22 Mar 2018

•

As someone who grew up beside Wascana Park I am shocked that it is now slated to be the venue for commercial development.

I am also shocked that this publicly funded, public resource is no longer looked after by the Wascana Centre Authority.

Co-operative Commonwealth Federation, New Democratic Party, Liberal and Conservative Party governments alike did not see a need to commercialize the park or to get directly involved in its management.

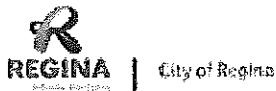
Like the Facebook group No Business in Wascana Park.

I do not trust the provincial government to look after the public interest.

I urge Conexus Credit Union to construct their offices elsewhere.

Ed Lehman, Cupar

Desirae Bernreuther
Media Relations Consultant
Communications & Customer Experience
P: 306.777.7486
C: 306.530.0970
E: dbernreu@regina.ca
Regina.ca



Kyle Addison

From: Desirae Bernreuther
Sent: Wednesday, March 21, 2018 11:48 AM
To: Patrick Book; Alan Clay; Kyle Addison; Diana Hawryluk
Subject: CBC story on GTH

The minister responsible for the Global Transportation Hub says the City of Regina could be a potential partner if the province were to sell its stake.

"We have not had a discussion with the city of Regina but they would certainly be someone that would be possibly a partner," said Don Morgan.

<http://www.cbc.ca/news/canada/saskatchewan/city-of-regina-potential-partner-gth-says-minister-1.4586138>

Desirae Bernreuther
Media Relations Consultant
Communications & Customer Experience
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Regina.ca



Kyle Addison

From: Patrick Book
Sent: Wednesday, March 21, 2018 11:21 AM
To: Michael Fougere; Kyle Addison
Subject: Story is posted

<http://leaderpost.com/news/saskatchewan/province-considering-offloading-gth-to-city-of-regina>

Patrick Book
Senior Advisor
Office of the Mayor

O: 306-777-7309
C: 306-541-7560
E: pbook@Regina.ca
Regina.ca



Kyle Addison

From: Patrick Book
Sent: Wednesday, March 21, 2018 10:44 AM
To: Kyle Addison
Cc: Michael Fougere
Subject: RE: Statement for Leo

16(1)(a)(b)

From: Kyle Addison
Sent: March-21-18 10:38 AM
To: Patrick Book <PBOOK@regina.ca>
Cc: Michael Fougere <MFOUGERE@regina.ca>
Subject: Re: Statement for Leo

16(1)(a)(b)

Kyle Addison

On Mar 21, 2018, at 10:16 AM, Patrick Book <PBOOK@regina.ca> wrote:

16(1)(a)(b)

Patrick Book
Senior Advisor
Office of the Mayor

O: 306-777-7309
C: 306-541-7560
E: pbook@Regina.ca
Regina.ca

<image001.png>

Kyle Addison

From: Michael Fougere
Sent: Wednesday, March 21, 2018 10:42 AM
To: Kyle Addison
Cc: Patrick Book
Subject: Re: Statement for Leo

I have a couple of comments. I will call you after this meeting.

Mayor Fougere

On Mar 21, 2018, at 10:37 AM, Kyle Addison <KADDISON@regina.ca> wrote:
[16\(1\)\(a\)\(b\)](#)

Kyle Addison

On Mar 21, 2018, at 10:16 AM, Patrick Book <PBOOK@regina.ca> wrote:
[16\(1\)\(a\)\(b\)](#)

Patrick Book
Senior Advisor
Office of the Mayor

O: 306-777-7309
C: 306-541-7560
E: pbook@Regina.ca
Regina.ca

<image001.png>

Kyle Addison

From: Patrick Book
Sent: Tuesday, March 20, 2018 3:35 PM
To: Kyle Addison; Michael Fougere
Subject: Fwd: Morgan tape
Attachments: 570191E7-9C10-4D24-B671-C01525584679[83].png; ATT00001.htm; Morgan[2].m4a; ATT00002.htm

Sent from my iPhone

Begin forwarded message:

From: "Fraser, David" <dfraser@postmedia.com>
Date: March 20, 2018 at 3:33:25 PM CST
To: "PBOOK@regina.ca" <PBOOK@regina.ca>
Subject: Morgan tape

Hey Pat -

Regarding our conversation earlier, here is the tape from Mr. Morgan today. The GTH questions start at 1:45 into the tape.

Again, can't get this in tomorrow's paper but am aiming to get something online before noon Wednesday if possible – so hopefully can have a response from the city by then.

Thanks,

--

David (D.C.) Fraser

JOURNALIST
Regina Leader-Post

T: 306.781.5224
C: 306.529.8423
1964 Park Street
Regina, SK S4P 3G4
dfraser@postmedia.com
[@dcfraser](https://twitter.com/dcfraser)

Kyle Addison

From: Patrick Book
Sent: Tuesday, March 20, 2018 4:41 PM
To: Desirae Bernreuther
Cc: Kyle Addison; Nathan Morrison; Bonnie Mancinelli; Karen Zypchyn
Subject: RE: MEDIA REQUEST: GTH question

Don't worry about it Desirae – we got a request from the LP earlier this afternoon and the Mayor is responding to them tomorrow morning. We can take care of Mr. Leo tomorrow as well.

From: Desirae Bernreuther
Sent: March-20-18 4:32 PM
To: Patrick Book <PBOOK@regina.ca>
Cc: Kyle Addison <KADDISON@regina.ca>; Nathan Morrison <NMORRISO@regina.ca>; Bonnie Mancinelli <BMANCINE@regina.ca>; Karen Zypchyn <KZYPCHYN@regina.ca>
Subject: MEDIA REQUEST: GTH question

Hi Patrick,
13(1)

I will follow up and get back to you with an answer before we respond, or the Mayor may want to take this.
Let me know.
D

From: Geoff Leo [<mailto:geoff.leo@cbc.ca>]
Sent: Tuesday, March 20, 2018 4:18 PM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Subject: GTH question

Hey Desirae,
13(1)

Thanks,
Geoff

Geoff Leo
[Investigative Reporter | CBC News](#)
2440 Broad Street
Regina, Saskatchewan
Phone: (306) 347-9687
Cell: (306) 533-0906
geoff.leo@cbc.ca
Twitter: @gleocbc
ca.linkedin.com/in/geoffleo

Kyle Addison

From: Patrick Book
Sent: Wednesday, March 21, 2018 10:33 AM
To: Desirae Bernreuther
Cc: Kyle Addison
Subject: RE: GTH question

Just waiting for the Mayor to sign off on the statement.

From: Desirae Bernreuther
Sent: March-21-18 10:33 AM
To: Patrick Book <PBOOK@regina.ca>
Cc: Kyle Addison <KADDISON@regina.ca>
Subject: Fwd: GTH question

Hi Patrick,
Are you following up with Geoff?
D

Sent from my iPhone

Begin forwarded message:

From: Geoff Leo <geoff.leo@cbc.ca>
Date: March 21, 2018 at 10:22:02 AM CST
To: Desirae Bernreuther <DBERNREU@regina.ca>
Subject: Re: GTH question

Hi Desirae how is this request coming along?

On Tue, Mar 20, 2018 at 4:26 PM Desirae Bernreuther <DBERNREU@regina.ca> wrote:

Hi Geoff,

I will get back to you.

D

From: Geoff Leo [<mailto:geoff.leo@cbc.ca>]
Sent: Tuesday, March 20, 2018 4:18 PM
To: Desirae Bernreuther <DBERNREU@regina.ca>
Subject: GTH question

Hey Desirae,

13(1)

Thanks,
Geoff

--

Geoff Leo

Investigative Reporter | CBC News

2440 Broad Street

Regina, Saskatchewan

Phone: (306) 347-9687

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geoff.leo@cbc.ca

Twitter: @gleocbc

ca.linkedin.com/in/geoffleo

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--

Geoff Leo
Investigative Journalist
CBC Saskatchewan
306-533-0906

Kyle Addison

From: Desirae Bernreuther
Sent: Tuesday, March 20, 2018 8:30 AM
To: Admin Support; Alan Clay; Alicia Baniulis; Alicia Knapik; Aman Gill; Amarpreet Guliani; Andrea McNeil-Wilson; Angela Prawzick; Barry Lacey; Bill Ussel; Bonnie Mancinelli; Brad Bells; Brad McKenzie; Brent Rostad; Brittany Smith; Bruce Matthewson; Candace Giblett; Carolyn Kalim; Carrie Powell; Charlie Toman; Chris Sale; Chris Warren; clarke.westby@brown.ca; Darlyn Walker; Desirae Bernreuther; Elizabeth Henry; ELT; Emmaline Hill; Erin Navin; Faisal Kalim; Geoff Brown; Gloria Bansah; Greg Kuntz; Hebly Cushicondor; Helene Henning-Hill; Ian Cantello; Ian Goeres; Ian Leblanc; Iryna Smela; Jamie Lewis; Janet Aird; Janine Daradich; Jason Weitzel; Jay Overend; Jeannette Lye; Jeff May; Jennifer Barrett; Jennifer MacDonald; Jeremy Fenton; Jill Hargrove; Joanne Kozlowski; John Difuntorum; Jordan Gasior; Jordan Reid; Karen Zypchyn; Kayla Kurcin; Kelsey Koshinsky; Kim Sare; Kristina Shand; Kurtis Doney; Kyle Addison; Kym Bourdin; Larrah Olynyk; Lauren Miller; Laurie Shalley; Layne Jackson; Leah Goodwin; Lee Anne Harder; Les Malawski; Linda Brailean; Linda Huynh; Lisa Legault; Loreen Anderson; Louise Folk; Luke Brossart; Lynette Griffin; Mark Sylvestre; Maureen MacCuish; Maureen Mann; Meghan McEachern; Melissa Butler; Michael Cotcher; Michael Price; Michelle Lavallee; Mistee Foti; Nathan Lunning; Nathan Morrison; Nick Kazilis; Nicole Hoffart; Norman Kyle; Pamela Deck; Pat Hanley; Pat Wilson; Patrick Book; pkohl@evrazplace.com; Randy Ryba; Ray Morgan; Rhonda Mailander; Rob Court; Roberta Engel; Rod Schmidt; Rohan Swaby; Ryan Kalenchuk; Ryan Pilon; Sahar Khelifa; Samira Faiz; Service_Regina Regina; Shanie Leugner; Sharon Kasperski; Shauna Bzdel; Sheila Harmatiuk; Steve Eger; Sunjay Mathuria; Tawna Ranalli; Thomas Moore; Tom O'Connell; Veronica Schroder; Wendy Dumalski; Yves Richard
Subject: Media Wrap March 20

Snow clearing review

The city will conduct a review of winter maintenance, with the possibility of reworking road clearance schedules and parking enforcement

<http://leaderpost.com/news/local-news/fougere-calls-for-fresh-ideas-on-snow-clearing-in-regina>

Regina mayor Michael Fougere says it is time to revisit the city's snow removal policy and look at some changes.

<http://www.620ckrm.com/2018/03/19/165175/>

The City of Regina will review its winter maintenance plan following the massive snowfall earlier this month.

On Monday morning, Mayor Michael Fougere said the city needs to provide better winter services, as he spoke with the press about what he wants city administration to consider when looking ahead to next season.

Fougere wants administration to consider the amount of snow that dictates when residential streets are cleared (currently it's 25 centimetres), whether to remove snow ridges in front of driveways, as well as what happens around schools, near hospitals and on bus routes.

<http://www.cbc.ca/news/canada/saskatchewan/snow-clearing-review-1.4582297>

After a major snow storm slammed the province this month, people in Regina are calling for change.

Mayor Michael Fougere spoke at a news conference at city hall on March 19 and is asking the city administration to reassess all aspects of the current snow clearing system.

<https://globalnews.ca/news/4093051/mayor-fougere-calling-for-changes-to-reginas-snow-clearing-system/>

Mayor Michael Fougere said city officials are looking at ways to improve snowstorm management before next winter. The city is looking at whether it should put its full snowstorm cleanup into effect when there is more than 25 centimetres of snow – or if the protocol should start with less snow.

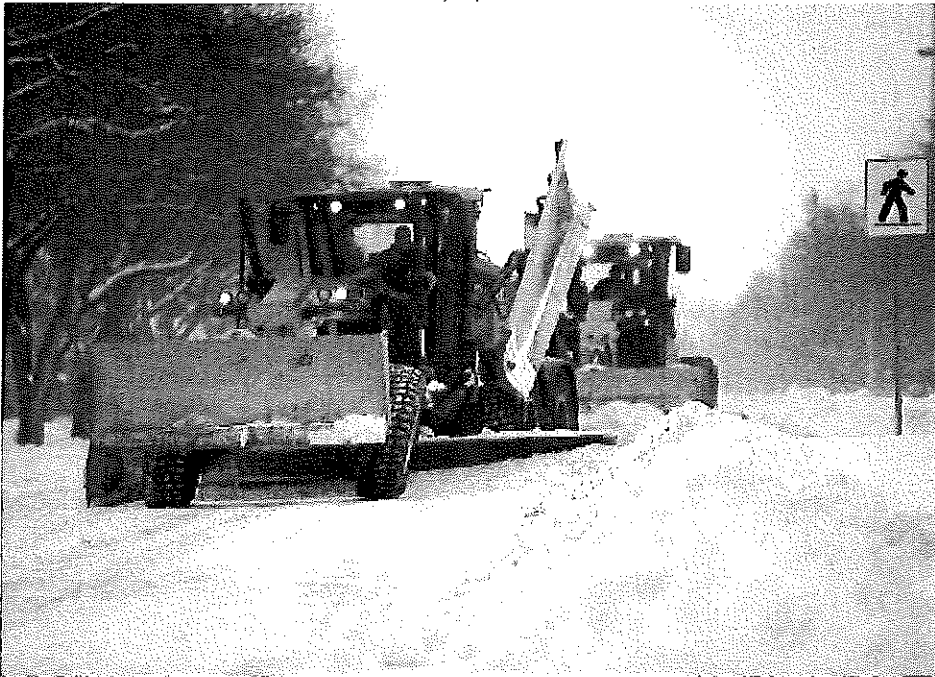
<https://regina.ctvnews.ca/city-considering-changes-to-snow-removal-policies-two-weeks-after-winter-storm-1.3849737>

Regina Mayor Michael Fougere is asking the city administration to examine all aspects of the current snow clearing system.

<http://www.cjme.com/2018/03/19/regina-mayor-calls-for-review-of-snow-clearing-system/>

Mayor looks for ideas to improve storm response

- Regina Leader-Post
- 20 Mar 2018
- ARTHUR WHITE-CRUMMEY awhite-crummey@postmedia.com



Mayor Michael

Fougere says he has asked administration to review the city's policies for removing snow from the streets.

The city will conduct a review of how it responds to major winter storms, with the possibility of reworking road clearance schedules and the way parking enforcement gives out tickets.

Mayor Michael Fougere announced the move Monday at city hall. He said he's asked administration to come back with a list of proposals in the wake of the more than 30 centimetres of snowfall that hit Regina earlier this month. He signalled a wide range of ideas he wants staff to consider.

"We may or may not have to change our road clearing system," Fougere said. "We want to look at how quickly we clear streets where there are hospitals, seniors' homes, bus routes and schools."

Under existing policy, residential streets are cleared after 25 centimetres of snowfall. Fougere said staff should examine whether that's a good number and evaluate how many days should elapse before the work is set for completion.

He also floated the idea of clearing snow ridges left in front of driveways, saying that's one of the most frequent concerns he's heard from residents.

But the most significant outcry after this month's storm came over parking tickets, with public pressure prompting the city to cancel more than 100 tickets after vehicles were stuck in the snow. Fougere said he wants to ensure the city comes up with a policy that combines safety and "compassion" to ensure he doesn't have to declare another ticket amnesty.

"We need to look at how parking enforcement is done during the storms," he said. "We don't want to be in a position where we forgive tickets again. That simply cannot happen again."

The mayor said that the proposals he's expecting might well have budget implications, something city council will have to weigh in on. It could require additional equipment or staffing costs, he speculated.

We want to look at how quickly we clear streets where there are hospitals, seniors' homes, bus routes and schools.

Fougere said he wants the proposals to be ready quickly, and hopes that any changes can be made in time for next winter.

He said the review will absolutely not rehash any of the proposals first raised by Counc. Lori Bresciani and Andrew Stevens to make sidewalk shovelling mandatory under the possible penalty of fines. That idea was rejected by council last month.

Bus Cop returns

Beginning March 19 and in the upcoming weeks, RPS is preparing to use traffic safety officers to ride around City of Regina transit buses to detect and discourage distracted drivers with a heavy focus on those who are using their cell phones while they are behind-the-wheel.

<https://globalnews.ca/news/4091624/operation-bus-cop-begins-in-regina/>

<http://www.cjme.com/2018/03/19/operation-bus-cop-returns-to-curtail-distracted-driving/>

RPS survey

The results of a survey done last fall about the Regina Police Service shows Indigenous residents are less likely to trust the service than other members of the public.

<http://www.cbc.ca/news/canada/saskatchewan/2017-survey-shows-indigenous-people-least-trusting-of-regina-police-service-1.4583698>

According to a survey released by the Regina Police Service, the public is relatively satisfied with their performance.

<https://regina.ctvnews.ca/regina-police-survey-shows-increase-in-public-trust-1.3849893>

While many residents in Regina believe the police are doing a great job, Indigenous people have the least amount of trust in the service.

Police released the Community Perceptions of the Regina Police Service (RPS) report for 2017. The report is done every two years by two University of Regina professors — Dr. Nicholas A. Jones and Dr. Rick Ruddell.

<http://www.cjme.com/2018/03/19/most-happy-with-rps-trust-lower-in-indigenous-community-survey/>

The Regina Police have released the results of the 2017 Community Perceptions survey.

The survey, done bi-annually, shows the community's trust and faith in the police service in a variety of categories, including fear of crime, visibility and quality of service.

<http://www.620ckrm.com/2018/03/19/165240/>

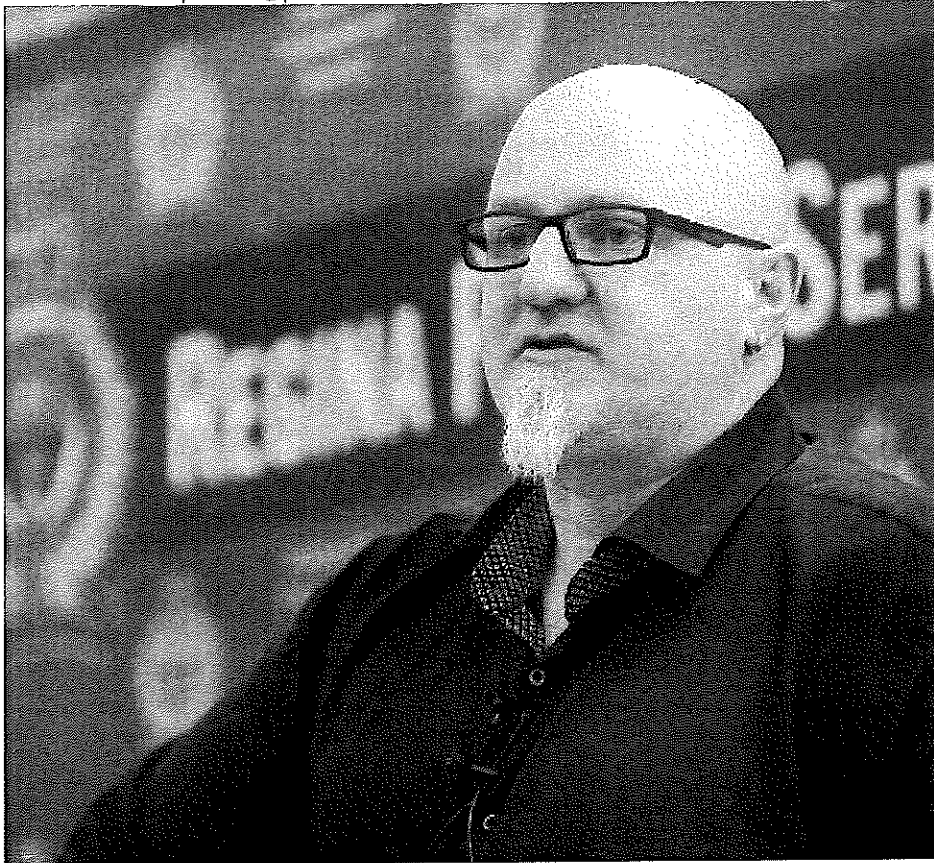
HIGH MARKS FOR POLICE

Public satisfied, survey shows

• Regina Leader-Post

• 20 Mar 2018

• PAMELA COWAN pcowan@postmedia.com



Trust and confidence in the Regina Police Service has been consistently high since the survey began, says Nicholas A. Jones, of the department of justice studies at the University of Regina. Jones says more Indigenous residents were included in this year's survey.

Regina police Chief Evan Bray is pleased a recent "report card" on the Regina Police Service shows a sampling of the community gives the force high marks.

Bray said there's always room for improvement, but results from the latest community perceptions of the Regina Police Service survey was very positive.

"Even in the areas where we could improve, there was some real positive trends there," he said.

University of Regina professors Nick Jones and Rick Ruddell from the department of justice studies designed the study. Prairie Research Associates surveyed 462 Regina residents by phone from Sept. 5 to Oct. 2.

This year, people self-identifying as Aboriginal were slightly overrepresented in the survey (10.5 per cent) compared to 9.4 per cent in 2016.

"This was by design," Jones said. "There were some concerns noted over the past three cycles that just doing this randomly was not giving sufficient voice to First Nations people in the city."

Respondents were asked about their perceptions of RPS's public information and social media, visibility/presence, contact/responsiveness, quality of service plus their fear of crime and trust/ confidence in RPS.

Trust and confidence in the RPS has been consistently high since the survey began, Jones said.

“Higher levels of trust and confidence are important,” he said. “I would actually argue that they’re vital to the successful operations of a police service as it gains the co-operation of the citizens in law enforcement.”

Mayor Michael Fougere, who also heads the board of police commissioners, is pleased the community survey showed increased public trust and confidence in the police since the first surveys were conducted between 2005 and 2009.

“Those results are really quite meaningful,” he said. “We know there are specific areas where crime is getting worse and in some cases, like drugs and guns, more severe. But the work done by the police service is really being noticed by residents and this recognition that we have more officers on the street is important.”

He noted only two per cent of survey respondents rated police service as poor, down from 35 per cent in 2011.

The approval rating from Indigenous respondents was not as high for understanding issues in their community as non-Indigenous residents (3.67 out of five compared to 4.03) or sensitivity to their ethnic group (3.44 compared to 4.19 of non-Indigenous people).

When asked about their confidence in the RPS when calling 911, the average of Indigenous respondents was 4.28 compared to that of the non-Indigenous at 4.63.

“We know there’s more work to do to build those confidence levels and trust” Fougere said.

More than four-fifths (81.5) of respondents somewhat or strongly agreed that the RPS was an organization with integrity and honesty, and 81.9 per cent somewhat or strongly agreed the RPS demonstrates professionalism in its work.

More than three-quarters (78.8 per cent) ranked the overall quality of service provided by the RPS as very good to excellent.

Over three-quarters (76.8 per cent) of respondents reported being highly or very satisfied with the level of service provided by the RPS.

About three-quarters (76.5 per cent) of respondents somewhat or strongly agreed that the RPS is sensitive to the needs of their ethnic group.

“One of the things that we found contrary in other jurisdictions or that we’ve seen in the literature is that the visible minorities — those self reporting an ethnic cultural identity that was not white or Indigenous — actually had the highest levels of trust and confidence in the RPS,” Jones said.

More than nine in 10 respondents (91.1 per cent) somewhat or strongly agreed having confidence in calling 911 in emergency situations.

It’s the fourth biannual study done by the team, replacing an omnibus survey conducted by the city in 2006.

Marijuana in the workplace

Saskatchewan business owners discussed marijuana in the workplace at a conference held in Regina on Monday.

<https://regina.ctvnews.ca/business-owners-discuss-marijuana-in-workplace-1.3849822>

Enforcing legal pot may cause tax windfall to go up in smoke

- Regina Leader-Post
- 20 Mar 2018
- MURRAY MANDRYK Mandryk is the political columnist for the Regina Leader-Post. mmandryk@postmedia.com



It’s been long said that the best way to control illegal drugs is to legalize them.

But that doesn’t mean legalizing cannabis will be cheap or easy.

Legal enforcement of cannabis outlined by the Saskatchewan Party government last week will be tough and costly to enforce.

It's also been long said, if anybody can lose money selling drugs, it's the government. That's a bit too flippant, but pot won't be the windfall some think it will be.

Come April 10 when Finance Minister Donna Harpauer unveils the 2018-19 Saskatchewan budget, we may see a new and potentially impressive budget line item on revenue from marijuana sales as a result of a specific tax, like we see on booze.

There again, the Sask. Party may instead choose to be cautious about its revenue predictions, given the possibility its Conservative brethren in the Senate will hold up Prime Minister Justin Trudeau's July 1 implementation date. No matter. One suspects a cash-strapped provincial government would be happy to remain vague on its potential pot revenue — at least until the budget's mid-year update in November.

Justice Minister Don Morgan and Saskatchewan Liquor and Gaming Minister Gene Makowsky announced last week that even with the additional sin tax, retailers would have to maintain a reasonable retail price — about \$10 a gram, taxes included — to keep legal marijuana competitive with blackmarket, illegal products.

This will immediately cut into whatever government pot tax grab there may be.

Morgan noted the recent fentanyl scare — cocaine laced with the legal drug that's caused deaths — may be one reason why many will flock to governmentregulated cannabis. This may not be the case.

With pot users already accustomed to illegal purchasing, we may face a similar scenario to the alcohol bootlegging in the 1920s (and still going on today) cutting into government revenue.

Certainly, it will require substantially more dollars dedicated to policing and the rather messy matter of who exactly pays for these yet-to-be determined additional policing costs. (The province has committed to more training, but not hiring more officers.)

Ultimately, it will be you paying for it — either through your provincial taxes or municipal property tax. But given the stringent restrictions outlined by the province, it would be ridiculous for them not to set aside some of this new pot revenue to help with municipal policing costs.

The tough new law states: "A person may not consume cannabis in any public place, or place that is not private." A "public place" is then defined as: "a place or building to which the public has or is permitted to have access; a park, playground, cinema, outdoor theatre or other place of public resort or amusement; a highway, road, street, lane or thoroughfare; any unoccupied land or building, and; any other prescribed place."

Also, the new law equally applies to vaping cannabis in public. The ability of cannabis users to mask or disguise pot use while vaping will be a further policing headache.

Were all this not problematic enough, the province's new cannabis law includes zero tolerance for pot smoking and driving — stricter than our current federal .08 blood alcohol content or even the .04 BAC vehicle-seizure law in Saskatchewan.

And it deems legal cannabis must be transported straight home from the retailer — far more restrictive (virtually unenforceable, some argue) than the enforcement provisions for transporting alcohol.

Subsection 109(1) of the Alcohol and Gaming Regulation Act, 1997 states "no one shall have or keep or consume alcohol in a vehicle." But Subsection (2) provides the exception "it is not unlawful to have alcohol in a vehicle for the purpose of transporting it from a place at which it was lawfully obtained to a place where it can be lawfully kept or consumed."

Usually, that's generously interpreted to mean no "open liquor" in the vehicle.

It all means fewer tax dollars with big enforcement costs that the province can't simply dump on municipalities. A windfall? Not yet.

Carpe Diem

The Regina-based limousine service that once proposed taking over the Saskatchewan Transportation Company appears to be shutting down.

<http://www.cjme.com/2018/03/20/bride-seeks-refund-as-carpe-diem-limousine-appears-to-close/>

CNIB new office in Wascana Park

The Canadian National Institute for the Blind is celebrating their 100th anniversary with a new vision for their future operations.

At the Ramada in downtown Regina on Monday, the organization announced a new structure to be built in Wascana Park. Ground on this new structure is expected to be broken this spring.

<http://www.620ckrm.com/2018/03/19/cnib-announces-new-building-in-wascana-park/>

GTH debt

The GTH has failed to sell enough land to make its revenue targets for the sixth time in eight years.

<http://www.cbc.ca/news/canada/saskatchewan/gth-debt-11m-more-than-forecast-after-missing-latest-land-sale-target-1.4582627>

The public debt load at the Global Transportation Hub (GTH) has grown by \$11 million since the 2017/18 budget projection. As of the third quarter update at the start of March, the GTH debt is \$37.3 million. The original budget projection was \$26 million.

Minister Responsible for the GTH Don Morgan attributed the growing debt to slower than anticipated land sales at the inland port.

<https://globalnews.ca/news/4093038/gth-minister-says-its-too-early-to-talk-about-selling-the-project-as-debt-grows/>

Prairie Dog – Winter Storm Response, Budget and Capital Pointe

<http://www.prairiedogmag.com/wheres-my-t-shirt/>

Drug overdoses

Saskatchewan's premier says a rash of drug overdoses in the province is an issue both the government and Opposition can work on together.

<https://globalnews.ca/news/4092961/saskatchewan-government-ndp-drug-overdoses/>

NDP calls for action on fentanyl deaths

• Regina Leader-Post

• 20 Mar 2018

• D.C. FRASER

NDP Leader Ryan Meili is calling on the provincial government to make life-saving medication more available to those who are at risk of overdosing from fentanyl.

He wants the province to make Narcan, which stops opioid overdoses, more available in Saskatchewan communities.

"The first thing they can do is buy some, and the second thing they can do is call the community-based organizations, folks like AIDS Saskatoon and those who work directly with those who are at risk, and ensure it is available to distribute it to those who could be served by that safety," Meili said.

Premier Scott Moe said the presence of fentanyl in Saskatchewan is "very concerning for communities across the province" and added his government will "continue to do more" to combat the spread of the deadly opioid, including "to look at opportunities to get those kits in the appropriate hands of CBOs and people across the province, understanding there is a cost to the kits, but also a training element on the proper use of the kits as well."

The province has spent \$94,000 on a take-home naloxone program, which are available by prescription to those dealing with substance abuse. The province says training and costs of the kits for Narcan, a nasal spray, would be similar to the cost of the naloxone kits.

(A followup email from the province said the list price for Narcan nasal spray is \$145, while the cost of a Take Home Naloxone injectable kit is approximately \$35, not including training costs).

Regina Police Chief Evan Bray urged those struggling with drug addiction to be careful, noting there are combinations of drugs in communities in our province that are killing people.

Bray acknowledged recent fentanyl-related deaths in Saskatoon, but said the Regina Police Service will not hold a drug amnesty like the Saskatoon Police Service is.

While fentanyl use is spreading across the country, Bray said, "I don't know the uptake of us just throwing open the front doors and saying, 'Come on in and turn over your drugs to us, no questions asked ... right now really it just comes down to good communication, education and the ongoing investigations that we've got going at any given time.'"

The Weyburn Police Service is warning the public cocaine laced with fentanyl is believed to be circulating in that city, after receiving "credible information" more than one person had become ill as a result of its use.

In a Monday news release, Weyburn police said they did not respond to any overdose or suspicious situations over the weekend, nor do they believe anyone sought medical attention as a result of an overdose or illness caused by fentanyl.

Last weekend in Saskatoon, police responded to three addresses where six people had overdosed. Two of the people died on March 9, and a third person, who had been in a coma since overdosing that same day, died on March 14.

On Friday, two people died in Maidstone of suspected drug overdoses.

Those deaths, plus two other suspected overdoses in the Kamsack area that were not fatal, prompted the RCMP to also issue a public safety warning on Friday about the dangers of consuming illicit drugs.

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