

COUNCIL OF THE CITY OF WINNIPEG

Thursday, December 14, 2023

The Council met at 9:43 a.m.

The Clerk advised the Speaker that a quorum was present.

The Speaker called the meeting to order.

In accordance with Rule 11.1 of the City of Winnipeg Procedure By-law No. 50/2007, the Speaker acknowledged that we are in Treaty One Territory, the home and traditional lands of the Anishinaabe (Ojibwe), Ininew (Cree), and Dakota peoples, and in the National Homeland of the Red River Métis. Our drinking water comes from Shoal Lake 40 First Nation, in Treaty Three Territory.

The opening prayer was read by Councillor Wyatt.

ROLL CALL

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

INTRODUCTION AND ANNOUNCEMENTS

Madam Speaker: Thank you. We have two new pages with us today. This is their first meeting of City Council. Please welcome Lloyd Bernabe from St. Boniface Diocesan High School who resides in the Mynarski Ward, and Ayanna Gualdrapa from Collège Garden City who resides in the Old Kildonan Ward. Thank you for joining us and serving Council today. (Applause). We'll now move into our morning announcements. Mr. Mayor, you have the floor.

Mayor Gillingham: Thank you, Madam Speaker and good morning through you to everyone here today. Earlier this week I had the opportunity to represent the City of Winnipeg in an announcement on a memorandum of understanding between the Southern Chiefs' Organization and True North Real Estate Development. It's their commitment to one another and to the community to work together on the projects to renew Portage Place and the former Bay building. I think we're all very excited about this collaboration. And I think the combined efforts of these two groups can be transformative for our downtown and for our broader community. We are still waiting for any formal request of the City of Winnipeg with respect to the Portage Place project. But I'm sure that we all share an interest in seeing this project move ahead, and both projects ultimately be successful and transformative for the City of Winnipeg and certainly for our downtown. Last week we received notice that ATU has agreed to terms on a new contract with the City of Winnipeg, and I want to thank the members of ATU, and their leadership team, and our City Labour Relations teams as well, for their effort and work on this agreement. It took a few tries, but I think we have something in place that will help us recruit and retain more transit operators and support staff and ensure the stability of the service, a service that so many Winnipeggers depend upon. And we look forward to continuing to make progress as we work toward the launch of our new expedited transit route network in 2025. And finally, I'll just mention that we're in the holiday season. Tonight is the seventh night of Hanukkah. And so I want to wish Happy Hanukkah to the Jewish community of Winnipeg. I was happy to host the menorah lighting earlier this week in the foyer of...of City Hall. Several members of City Council were here. Councillor Dobson, who is in festively attired today. Thank you very much Councillor Dobson. Councillor Rollins, Councillor Orlikow, and Councillor Chambers as well, also in attendance. And as this is our last Council meeting of 2023 I want to take the opportunity to wish everybody here, on Council, in the gallery, and watching online as well the happiest of holidays, however you are celebrating, and Merry Christmas to everybody and, in case I don't see some folks, happy new year and all the best in 2024 as well. Thank you.

Madam Speaker: Thank you, Mr. Mayor. Our final speaker for morning announcements. Councillor Gilroy.

Councillor Gilroy: Thank you, Madam Speaker. The 16 Days of Activism Against Gender-Based Violence is an annual international campaign...campaign that kicks off November 25th, the International Day of Elimination of Violence Against Women, and runs until December 10th, Human Rights Day. I was honored to attend the discussion with community leaders on gender-based violence, and I want to thank the Human Rights Committee and our Office of Equity and Diversity for hosting such a great event. We do not have to go far in our city to hear about the violence and sexual violence that is common for our women and girls and those that are perceived...perceived or identify as female. In Canada 30% of women have experienced violence. And those are most impacted are newcomers to Canada and, most notably here in Winnipeg, our Indigenous women and girls. More work needs to be done. I also want to thank the Mayor for meeting with some of our recent chronically homeless people who have been experiencing addiction. And we got to hear first-hand on their

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experiences. And the men were so excited to come and meet with the Mayor and, really, it really made their day. So, I really want to thank the Mayor for his...his time and...and commitment to listening to people with lived experience, and I think it was a really great discussion. And I know he took over the time that he was allotted, and it was really appreciated to the people that were coming to meet with him that day. So, thank you very much, Madam Speaker.

MINUTES

Councillor Chambers moves that the Minutes of the meeting held on November 23, 2023, be taken as read and confirmed.

Madam Speaker: All in favour? Contrary? Carried.

DELEGATIONS

Madam Speaker: We'll now move into public delegations. Our first delegation is joining us via Zoom, David Grant, who is appearing in opposition to Items 2, 5, 6, 7, 8, 12 and 16 of the report of the Executive Policy Committee dated December 5, 2023. As well as the Notice of Motion under EPC. He will also speak in opposition to Item 1 of the report of the Standing Policy Committee on Finance and Economic Development, the report dated December 1, 2023, and it's regarding the CentreVenture Development Corporation for 2020 Annual Report. Also, Item 5 of the report of the Standing Policy Committee on Water and Waste, and Environment dated November 24. It's regarding the Residential Bi-Weekly Garbage Collection and Purchase of Residential Tumbling Composters. David Grant, welcome.

David Grant: Thank you very much, Speaker Sharma. Good morning and thanks for taking the time to listen to delegations. Thanks to your...to Your Worship you for the warm season's greeting. I hope I can use a few seconds of my time to remind everyone that if you find anyone who cannot safely drive their car home this month consider calling Operation Red Nose. 204-947-6673. We can get you and your car home safely. On EPC 2, HAF, please do not do what Ottawa...what an Ottawa bureaucrat tells you to do. You must understand how this program evolved. Liberal policies created a disastrous housing shortage across the land. For years no one paid attention to (inaudible). In 2015 we were told by our current PM that the budgets will balance themselves. So it's no surprise that this government is now throwing tax money at the problem. It seems that no one costed out the development of the five million new homes we need across the country, either infill or on new land. With the new sewer, water and road capacity needed the money offered will not go far for any city that signs on. While the Vancouver area can only infill and has for decades, my brother's house sits on half of a previous lot, Winnipeg can instead expand organically onto green fields. Winnipeg must estimate the cost of large infill throughout versus new suburbs before agreeing to do anything. We must not ignore the fact that, while this matter is being pondered, no one will develop a duplex on an infill spot...space. Builders will delay for a bigger paycheck a year from now. For a year or two it's likely that this is a housing decelerator fund, to quote one of my favourite councillors, by flattening the rundown \$1,000 a month home of a large family, homes for poor families, at perhaps \$2,800 a month if each, can be built. We need to keep our affordable housing stock, not flatten and show an empty lot if it can be serviced. Please do not flatten existing homes. I believe that can be written into our rules that...because you will be setting rules and having an agreement with Ottawa. It will take years before enough fourplexes are occupied and we don't need to, in the meantime, create a bunch of homeless people by having a...a developer buy their house and take it out of service. The places that are built, these new homes, will not replace the thousand-dollars-a-month units that we will lose by this process. The new homes will not be affordable for those who need real affordability. I know they're going to be 10% less than the going rate. But for some families, that doesn't mean...that isn't good enough. Anyway, under EPC No. 6, does anyone honest...honestly believe that a good policy can be written with no public review of the current draft? Does the basic secrecy of this process itself not prove that City staff, some City staff, do not believe in open government? Did staff feel that no one would notice the lack of consultation on open versus hidden processes? EPC No. 6, somewhat related. By opening one data set at a time the principal of default to open is violated. Whereas generally information should be available unless it's...there's a good reason, when important internal engineering and accounting (inaudible) reports cannot be accessed by FIPPA because, quote, they do not exist, are they being hidden or are engineering decisions being made with guesswork in violation of good engineering practice? If we believe that they do not exist, do we have grounds for charges of engineering malpractice? I recall the classic example of the small museum with big warehouses and a room for display cases. If the curator decides what to display, do the public not learn what's in the vast, hidden collection? Do we have an analog to the City's display of data? EPC No. 7, Innovation Projects, Climate Action Plan. This report concludes with the statement that the CAP is not affected by the budget. If true, then the CAP is fatally flawed. One of the innovations deals with traffic management. That's dear to the heart of many commuters. Congested roads are one of the largest single causes of preventable greenhouse gas released in the City. Better traffic management can have a huge impact on reducing the GHG release in the City. We were told that the millions spent on the traffic control centre would save drivers'

time and fuel. As built, it cannot do so. I invite each of you to look into this contradiction. Better traffic management with the more effective management system would indeed reduce greenhouse gases. EPC No. 8. Safety has been a...one of the top concerns of residents for years now. Safety depends on everyone behaving well in public. Intoxication and extreme mental illness drastically increase the odds of misbehaving. We will never be safe until those who are intoxicated and those suffering with certain illnesses are deterred from doing so in public or removed from public spaces for treatment. There must be treatment spaces available and the people should be taken from where there is a problem to that treatment. This item funds those who would coddle and not deter those who would put public safety at risk. The City is almost out of money. I ask you to heed the words of our new premier when asked about Manitoba's deficit. He says he will be careful with public funds and cut back on spending wherever he can. Emulating what he said would be postponing any feel-good spending such as some of the stuff in Item 8. Item EPC No. 16. This report says the right things and sets the right goals. All of them are very conventional. There have been problems with past CAOs and infamous decisions made by the higher echelons of City government under past administrations. There's no suggestion in the audit plan that steps are currently being taken to assure everyone that such problems will not be repeated in future. There are some folks for whom common checks and balances do not apply...do not do the job. That work must be subject to unusual, if infrequent, scrutiny. EPC Notice 1. I like the idea of a reminder placard on each bus pointing out that Manitoba is helping fund the system. For many years I've noticed that each TTC Toronto and go-train vehicle made an analogous boast on funding from other Government of Ontario. Transit services everywhere across North America thank the higher levels of government for public fund. Block funding makes the City more responsible for losses and bad decisions that affect the bottom line. A 50/50 reduces the City's cost. There...the rich contracts, various things that the City does that run up costs quickly, tend not to be covered under block. But they are covered by the Province under a 50/50. And I would presume everyone knows that. The finance matter, CentreVenture. Those who are new to this topic might expect to read about how CentreVenture has been spending City taxpayer money and helping build new infrastructure. Instead, there's a record of the significant assets handed to CV. Missing seems to be an explanation of how CV has improved Winnipeg. After reading this report it's easy to understand why the previous mayor was so concerned, almost nine years ago now, with the operation of CentreVenture. I strongly agreed with him then, even though the media and CentreVenture did not. This report should be...should concern all of you for the same reasons which concerned Mr. Bowman when he was mayor. Under water topic No. 5, it's good to see a Motion that will mitigate the cost of sending four trucks to every house to collect materials. What would save even more fuel, time, and tires would be a truck with two or three receptacles. It is still very troubling that the public has not yet seen the results of the very expensive trial of residential food waste. What we...what was called a report was not much more than a string of platitudes and clichés on the topic. If all the right data had been presented in that report we would all know if deleting half our garbage collection is a good idea. Did you...did you all see the relevant information? Was this just kept from the public? If you have not seen all that data on the volumes collected during the trial, how can you vote to go down the by-weekly road? And I will leave it there. Thank you and I invite any questions.

Madam Speaker: Thank you, David Grant. We're going to hear from the next delegation, then come back to questions. Next is Vicki Poirier on the same topic. She is appearing via Zoom. Welcome, Vicki.

Vicki Poirier: Hi. Can you hear me?

Madam Speaker: Yes, we can.

Vicki Poirier: Oh, okay, good. Okay, hi, good morning, and thanks for having me. I was reading that you are about to pay for repairs and placement of public benches and that reminds me of the benches of Monarch Butterfly Park. My family lived in the house next to it on Stradbrook. For years I enjoyed sitting on a few very nice benches that I put there. One day City staff removed my benches and cleared out all the milkweed plants, as well as all the plaques describing all the stages of the monarch lifecycle. It was very sad. The drastic action was done to deter homeless from living in the park. That's what the workers said. Without those milkweeds, the butterflies would visit the following years...

Madam Speaker: Yes, it's Item 12, the report of EPC.

Vicki Poirier: Yeah, about the park benches. Without those milkweeds, the butterflies would visit the following years and find nothing to eat after their long flight from Mexico. The park was littered in dead monarchs, the ones that learned to visit every year died.

Madam Speaker: (Inaudible)

Vicki Poirier: I'm...I'm getting to the benches. You took my benches. Anyways, I know that this was before any of you were on Council, but this story reminds me that City policies change, not always for the better. Will the benches that you place downtown be long enough to lie down on? Will they have those bumps to prevent lying on them? Do those bumps make folks so angry that they destroy the bench? Why else do such benches get damaged and destroyed? All these details are missing from this report. Wouldn't it help you decide if you had more background and details? Please consider

reversing what was done on Stradbrook next to 524 and plant milkweeds. Thank you. Merci. Miigwech.

Madam Speaker: Thank you. We'll take any questions for either of the delegations that just presented. Seeing none. Oh, Councillor Schreyer.

Councillor Schreyer: Yes. I do have a question for Mr. Grant. He was talking about the effective traffic management on fuel efficiency and greenhouse gas emission. It's certainly something that we...we shouldn't ignore. So, I have a question for Mister...Mr. Grant, if there's jurisdictions that he's aware of that do...have made the connection of practical (inaudible)... connection application between effective traffic management flow and...and fuel efficiency and then greenhouse gas savings.

Madam Speaker: Thank you, Councillor Schreyer. Question is for you, David.

David Grant: Yes, thank you. The...at the time when our system was being promoted before it was built, there were cities quoted that were doing this stuff where they...if traffic is noted to have a problem, the traffic control centre can stretch out the green times for the...the congested road. And that's why, right after our system was put in place, I was talking with the engineer in charge and he confirmed that the system does not have a way of adjusting. So basically, the way it would be done is they...if a car pulls up and...trying to enter across Regent or Pembina and that road is running at capacity, that car at the side, instead of waiting two minutes like they do now, would have to wait three minutes, four. And that keeps the thousands of cars on the mainstream flowing. And so that system is in place in other cities. I can't name one now. I probably could have a decade ago when this was being discussed, but that's the mechanism. And the system could be done that way, but I understand it's just an observation. The control centre just watches the mess and can't fix it. Thanks.

Madam Speaker: Thank you.

Councillor Allard: I'm sorry.

Madam Speaker: Second...any question, Councillor Allard?

Councillor Allard: Ah, yes. Thank you, Madam Speaker, through you to the delegation. Is the delegation aware of the concept of induced demand that modern traffic planners consider when it becomes easier for single passenger automobile trips and the result is more single passenger trips? Does the speaker believe in induced demand? And would that not lead to more trips instead of people taking other modes, delay their trip or perhaps even stay home in some cases?

Madam Speaker: Thank you. David Grant.

David Grant: Yes, Councillor Allard. I am aware of it. That affects my decisions back when I came down to City Hall more regularly in the days before Zoom. I did take transit because it helps avoid the congestion. And I'm aware that in this case, if we had a traffic control centre which could tweak green times, the...the delays for side stream traffic and so on, if it could do that, it would still have only an incremental effect. In other words, it might cut your...your commute from 45 to 35 minutes, which is still not a fun thing to do. So, for those who would take transit or carpool to save money, it would still save them money and it would still be better. It will also speed the bus in general because not all buses have their own road. So yes, I'm aware of the principle, and in our rush hours we don't have a free-flow of traffic. We're always waiting for...for traffic to clear in front of us. But it would...it would just be an incremental change. Thank you for the good question.

Madam Speaker: Thank you. Final question. Councillor Eadie.

Councillor Eadie: Madam Speaker, I believe I heard Mr. Grant presenting opposition to a 50/50 cost share. And I just would simply put this question. Don't you...does...does the delegation, Mr. Grant, believe that the...that the Province should be sharing in helping pay the costs of...for making sure that our buses are not experiencing the same kind of situations that are happening out on our streets?

David Grant: I...I certainly do, Councillor Eadie. And I am strongly in favour of large...having the system largely paid for by the Province. The difference is, rather than open-ended 50/50, having a block fund where they will transfer x dollars in 2024. And if that x dollars is more than the City is likely to be spending, if it's about half, that's a good thing. But as a block it means that any economies the City can find saves City taxpayers money and they save every dollar saved on stretching a life of a bus by another year are realized and...and kept by the City. So that's...the difference is whether it's called block funding or whether it is called a pure 50/50 arrangement. So as long as the funding is about half from the Province I'd be happy with it. And I think that's where we were for a...for a little while. So thank you for the good question.

Madam Speaker: Councillor Eadie. Second question.

Councillor Eadie: My second question is I'm wondering if Mr. Grant knows that recommended life of buses are 15 when you buy them, 15 years, and that the City of Winnipeg is probably the very best in Canada at keeping those buses on the road for 25 to 30 years. Did you know that?

David Grant: Yes. I...I've been on tours of New Flyer and my best friend before I moved to Winnipeg worked for the transit system there. So I'm aware of some of those things, and we do very well. And I'm just saying that the...the...providing the City with the incentive to realize every saving can be made and we're doing a good job now is where we are with the block. And I gather that going for a 50/50 right now would increase the funding. And so I'm not against increased funding for the City buses. It's just whether it's called 50/50 or a block that is approximately 50. That's where we are.

Madam Speaker: Okay, thank you. That concludes our question period under this delegation. I'll now call forward Andrew Buck. He is here with us in person from Pitblado LLP. He's here on behalf of Unicity Taxi Limited, speaking to the Item 3 in opposition to the report of the Standing Policy Committee on Public Works, the report dated November 21, 2023. It's regarding Vehicles for Hire Industry Annual Report. Welcome.

Andrew Buck: Thank you very much, Madam Speaker, Your Worship, Councillors. If at any point I'm not clear because of microphone, please let me know and I'll try and make sure I am clearing. Seeing the previous delegations and Councillor Dobson I sort of feel under dressed perhaps. Should have been a little more festive so my apologies for that. Thank you for the opportunity to speak with you today. And I note, on the agenda we are listed on behalf of our client Unicity Taxi as being in opposition. But perhaps that's because there's not a maybe or it depends button. I...I think it's important to stress that Unicity Taxi is not really in opposition to the substance of the report. And I think there's much in the report to be commended. In particular, the reference to ongoing dialogue with the industry, which is very much appreciated, and we're hopeful that that would continue. We're...we're thankful for the discussions and the opportunity we have had to have dialogue with the Vehicle for Hire Office, Mr. Heather and his staff. That's very much appreciated. And note, in fact, the Global Regulator of the Year award. So, congratulations for that. Also appreciate that the real substance of the matter here, and you will have seen our report, is to speak to the proposed amendments to the by-law. We appreciate that this is sort of the last stage in the...in the process. And so, in many cases the goal here is not necessarily immediate changes. I think we can all agree that on the floor of council chambers is not necessarily where the best by-law drafting comes from. But rather to continue the dialogue and to set the stage for further discussions which we hope will continue. And on that note, I want to pass along couple of specific comments that our...our clients had asked us to pass along to you. And that is, as you will know at the Public Works Committee, the Winnipeg Community Taxi Association, which is an association made up of Unicity Taxi and Duffy's Taxi, the...the two largest dispatch companies in Winnipeg, have made comprehensive presentations on the issues of concern to the industry as well as the Vehicle for Hire Report before us. That's acknowledged. We also acknowledge that the taxi industry supports passing the Annual Report. We'd also like to acknowledge that the industry calls for a working group with the taxi industry to review by-laws, fines and policies that report back to Public Works. And so, today, the presentation is really on behalf of some of the specific by-law and fine concerns. And again, I don't propose to read the report. You will have seen it. There's our submission, rather. There's four points here. Very quickly, and to sort of draw your attention to, I think, what we would say some of the key points of our submission in...are with respect to reserving...preserving, rather, camera recordings, I think we appreciate, and the Vehicle for Hire Report acknowledges and we agree with that, that in terms of responsibility for the proper functioning of the cameras the dispatch company is limited in terms of what it's able to do. It's not in a car, and so we think that the addition of responsibility in the by-law, as proposed for the individual taxicab owners rather than the dispatch companies writ large, we think that makes a lot of sense and support that. The one suggestion we had is whether, given that it's appropriate to continue section 23 of the bylaws, it currently stands, and I think would continue to stand, which would suggest that the taxi dispatch companies would also be liable. So, I think our perspective would be, if there is a route and...and accountability on behalf of the taxicab drivers, perhaps similar accountability for the dispatch office is no longer necessary. So that's our...our first point. I guess one other thing we would say on the first point, and appreciate this is a difficult drafting exercise and probably something that would require further dialogue, is that there could be myriad reasons why a camera is not working. So, given that there are sanctions and...and fines associated with failing to operate the camera, sort of pause it for discussion whether there might be some benefit to considering whether there's some element of...of fault or blameworthiness that forms part of that offence. And the answer may be that there's some discretion in terms of how we enforce those particular requirements, but something in the by-law that suggests that perhaps there is an element of fault or blameworthiness and not a strict liability defense where it turns out, through nobody's faulty, the...the equipment isn't working. So that...that would be another thing that would be for your consideration. On the second issue with respect to pre-paid fees, again, we know from the Annual Report that there's recognition of some of the concerns that were brought forward from the industry and the addition, which is appreciated, in terms of additional grounds. And you'll see that in subsection (c), I believe it's proposed clause 59 (1), talking about where there is a street hail or multiple stops, that there maybe an opportunity to request a pre-paid fare. As a matter of clarity, perhaps, those might be broken out into two separate sub-clauses, assuming the intent is that it's an either/or situation not an and. But more importantly, I think from the driver's perspective, and the Annual Report acknowledges this, pre-paid fares are...are largely about a safety concern. A lot of the issues that...that arise in terms of driver's safety arise from fare disputes. So prepared fares is an

opportunity to addresses those issues and...and attempt to diffuse them before you're in a high conflict situation. And so I think, from the industry's perspective, having discretion, more discretion, and not presenting drivers with a closed list in terms of in these grounds and only these grounds a pre-paid pair...fair is appropriate, would certainly be something that the industry would support. The last two points, general comments and not specific to the fines. Reading the report, it's noted that there was discussion and some adjustments, which are appreciated, to the fines to, I think, reflect the gravity of the contravention. I think, keeping in mind that these are owner-operated businesses and margins are tight as they are for anyone, any further consideration to understanding whether reduction in the fine that's paid by the small business owners could be done in a way that still serves the public interest and enforcement purposes is...is always something that would be of concern to the industry that we'd like to leave with you. And the final point that we would make is there is recognition throughout the report which, again, is appreciated, that it's important to have, for lack of a better term, a dual playing field with respect to PTP licenses as regards and compared to taxicabs. So, I think from the industry's perspective all of that is appreciated. We could see, if we look in the report, a dramatic shift between the proportion of rides through the taxicab industry versus PTP, and making sure that the sustainability of the taxicab industry is maintained, whether that's through limiting licenses to PTP or otherwise, we would submit is...is something of a win-win situation because there are different communities that are served by these different industries, and the reduction or lack of availability when were that to happen may make those types of services less accessible for people who would otherwise rely on the taxicab industry, but for various reasons aren't able to avail themselves of PTP licenses and rides. And with that, Madam Speaker, I'll conclude my remarks and stand by for any questions Council might have.

Madam Speaker: Thank you very much. We do have a few questions. Start with Councillor Wyatt, followed by Councillor Schreyer.

Councillor Wyatt: Yes, Madam Speaker. I rise up listening to your presentation, which was somewhat painful to try to figure out if you are in favour or in opposition or in support. You kind of...one reads between the lines that the industry is somewhat divided in terms of this report. Should we be...we heard at the Standing Policy Committee, very clearly, the industry come and speak in favour of the report and the by-laws. But now we're hearing things, especially from drivers. They're not happy about the increase in fines, the fact that they're being targeted. Is the industry done its job in terms of consulting with its members in advance of coming to Council and speaking in favour of a report?

Andrew Buck: Thank you, Councillor. So, that's a...a good question. I guess what I would tell you is two things. It's referenced in the report, and I agree with that, the leadership within the industry tends to be transitional. And so certainly there is fragmentation from time to time. And so that sometimes make long-term continuity and a consistent message a bit of a challenge. I suppose the other thing that I would...I would mention is I believe, and I could be corrected, that the representations to date have been from the Winnipeg Community Taxi Association. We are here speaking on behalf of Unicity, which is a smaller set. So that...that may be part of the distinction, as well. I think the members of the Community Taxi Association generally agree on issues, but perhaps not always, and maybe that's what you're hearing today. I can't speak for the other members of...of that association. And the last piece that I would say is I...I agree with you. It's difficult because you have to either oppose or support and I would assume that support means supporting in its entirety. And...and I think the answer is we don't support in its entirety because of the particular by-law issues that we've talked about, but recognize that there is much good in this process and, if the answer is that Council wishes to pass as is, we would hope that there would be further dialogue that could be picked up in ongoing review and discussions of the by-law.

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

Councillor Wyatt: Is it not fair to say you're requesting further dialogue but maybe there should be further dialogue amongst yourselves in light of the fact that Unicity is a member of the taxicab association?

Andrew Buck: Your...your comments are noted, Councillor Wyatt. And I don't have an answer for you other than I think it's important to ensure that dialogue continues, and to the extent that consensus can be found, that would be a good thing, and to the extent that, you know, there are differences in opinion between various members of the industry, and I think it's our job to try and work them out as best we can and come present, you know, our opinions on behalf of our client, Unicity in this case, to Council.

Councillor Wyatt: So, it's fair to say that the industry is divided...

Madam Speaker: Third question, Councillor Wyatt, and questions and answers will come through the Chair.

Councillor Wyatt: Thank you, Madam Speaker. So, it's fair to say that the industry is divided over this report?

Andrew Buck: Well, I...I think Councillor...I think that's a conclusion that...that you can make. I can't speak to that because I'm not speaking on behalf of the industry. What I can tell you is that, speaking on behalf of Unicity, and these

are the concerns of our client. And if other members in the industry don't share these concerns then I suppose the answer to your question would be yes.

Madam Speaker: Thank you. Next question by Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. I feel divided on this report. I feel like maybe many, many members of the taxi industry that does a lot of good in this report, but at the same time, it could be better. And I would hope that the majority of members of the taxi industry would agree with me that the essence of...that is the problem with, this report is that we've got this constant challenge for maintaining or trying to achieve the level playing field. Some sort of lack of a double standard between those who are full-time professional taxi drivers and those who...who are in the...the point to point aspect of...of vehicles for hire. It's all vehicles for hire. So, we've got this conflict. And I think the issue is balance, fairness, a level playing field just so we can have a sustainable taxi industry. Can we have a sustainable taxi industry without a balanced playing field? So, my question for Mr. Buck is, when it comes to the issue of camera recordings, are there...what obligations are there in this report for camera recordings for those vehicles for hire that are not called taxis?

Madam Speaker: Thank you. Andrew Buck.

Andrew Buck: Thank you. Thank you, Councillor. I want to be careful to not commit to something I don't know the answer to. I will admit that, with respect to my focus on these by-laws, we were looking, and it's a long by-law, at the points that were specifically mentioned with respect to the things we've talked about today. With respect to cameras and how that applies to PTP, my understanding is the substance that there's intended to be a level playing field. And so, I would expect that if you looked at the particular issue that you talked about in terms of obligations to maintain cameras, I would expect the...the substance and the intent would be that there would be the similar obligation within PTP. But I admit that, not representing that industry, I haven't looked specifically on that point. I don't have a good answer for you on that point.

Madam Speaker: Okay. Next question, Councillor Schreyer.

Councillor Schreyer: When it comes to fines of \$500, \$1,000 and more, I see how these apply...these are applying to the...to the...to taxis. Are we aware to the extent that the same fines and regulations and standards are applying to those vehicles for hire that are not called taxis?

Andrew Buck: Thank you, Councillor. Yes, with respect to the report, one of the main (inaudible) of...of the fines which are nicely laid out at the end of the report. In terms of summarizing what's new, what's changed, what's increased, what's decreased, and in the report itself, one of the main things that's...that's talked about is, with respect to uniform application, having some of the same fines and offences applied across the board. And so I can't give you a line by line comparison, but I do know that the report was aligned to that and that's something that's being considered within it.

Madam Speaker: Final question, Councillor Schreyer.

Councillor Schreyer: In trying to make best use of today as we move forward, what recommend...recommendation can Mr. Buck make in terms of try...what we should pay attention to at City Hall and at council in terms of trying to assure we've got a most level playing field for all those in the...in the industry, for fairness, for balance, and for sustainable Vehicle for Hire industry.

Madam Speaker: Thank you. The response through the Chair.

Andrew Buck: Thank you, Councillor. I think the answer is to keep doing what we're doing right now. To keep the dialogue going. There was a period of time, I think, where there were not frequent meetings. And now we have quarterly, if not more, meetings between Vehicle for Hire and industry. And I think the best way that we can satisfy those concerns is to have the people who are on the front lines, so that would be Vehicle for Hire and the representatives of the taxicab industry, continuing that dialogue because I think ultimately what happens is that filters up to Council and...and on...on the regulatory end of things, and legal counsel or border management on the industry, and the industry association itself because I think I can't tell you what the interests of the driver are because I am not myself a driver and I don't believe anyone in this room is, but the opportunity to have those continued discussions is probably the...the best way to do it. And in particular to have consultations when things like by-laws are put forward, to have the opportunity to have input and feedback into the preparation of those by-laws so that there's been that discussion before the bylaws come fully formed to Public Works for first consideration. Thank you.

Madam Speaker: Thank you. Next speaker is Councillor Lukes followed by Councillor Eadie.

Councillor Lukes: Thank you very much, Mr. Buck, for your presentation. By way of process here I have to ask a question,

but it's more of a did you know. Did you know that the sustainability of the industry is a priority for our city? It is very important because we recognize that many, many newcomers come and this is an entry job. And also that we really appreciate Unicity coming down and meeting with the Mayor, meeting with Councillor Sharma and myself, and the...the public service to have discussions. We really appreciate that. And also, did you know that anytime the industry wants to reach out to myself as Chair of Public Works or anyone on council, we really, really welcome that? And you know we...we did take on this file from the Province in a really short window. We had to implement, and there will continuously be opportunities for changes. It's important that we pass this today. We want to keep the WAV accessibility on demand program moving forward. We hear...Oh, I need another one minute.

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

Councillor Lukes: We...we hear that there are concerns. We hear that loud and clear. And I...I want you to know...did you know that you can rest assured that through these working groups that have been really productive...

Madam Speaker: Thank you, Councillor Lukes. I think you've asked your question. Thank you. Mr. Buck.

Andrew Buck: Thank you. Your comments are acknowledged and appreciated.

Madam Speaker: Councillor Eadie.

Councillor Eadie: Yes, Madam Speaker. I realize that the delegation is a representative of part of the industry, and I just wanted to...but I want to ask, and I know that the representative has gone through the by-law and there's a new fine for something about jiggling meters in the regular industry. But, Madam Speaker, did you know or have you heard about, I would call it, not necessarily meter, but have you heard about the personal vehicle for hire side when there's a dispute between the user and the driver in where the pick-up is happening? Did you know that they actually charge them a \$6 fee and there is no one to resolve the dispute about the fare? Did you...did you know about this?

Madam Speaker: Thank you. Andrew, your response.

Andrew Buck: No, I was not aware of that and appreciate you making that available for our consideration today. Thank you.

Madam Speaker: Second question.

Councillor Eadie: Second question is simply, did you know that most of the members who sit on this Council decided to give the personal Vehicle for Hire side preference over the industry? So, answer this question, so, how does that prove that somehow we're worried about the job in the regular industry when it's being destroyed?

Madam Speaker: Thank you. Andrew, response.

Andrew Buck: Comments are acknowledged and appreciated. Thank you.

Madam Speaker: Any further questions? Seeing none. That concludes our questions under this delegation. Thank you, Mr. Buck.

Andrew Buck: Thank you for your time today.

Madam Speaker: Next, joining us in person is Casey Jones, in support of Item 1 of the report of Standing Policy Committee on Water, Waste and the Environment dated November 24, 2023. It's regarding public and private overview of garbage and recycling collection. We'll have 10 minutes on the clock. And following that, we'll hear from Gord Delbridge on the same topic. Welcome.

Casey Jones: Greeting...Greetings, Mayor, Council, special members. My name is Casey Jones, old time long...lifelong City of Winnipeg resident in the ward of Old Kildonan. I'm going to do a brief summary of my career in the solid waste, which is 34 years. I became a foreman in two years. I implemented the auto bins. I implemented the cart delivery as part of the whole (inaudible) team of the cart delivery, so three months prior delivery. I also...was also in charge of the contractors...be even before those deliveries. So I was completely involved with the apartment, commercial, residential. So, I...I'm pretty much know everything there is about collection in the solid waste. Unfortunately, I retired early due to political duress. The...we're here to discuss the cart delivery and...and I have two items in the (inaudible) was the cart pick-up and the bulky waste pick-up, two different contractors. The reason I am here is why we need to do this is about accountability and responsibility to the inner city residents of...and business owners of the inner city because it's a different

dynamic compared to the urban. You have larger families, you have refugees, you have immigrants and you have a transient population. So, the current contractor is charged to pick up the carts. They're not to...they're not charged to pick up the excess. The bulky waste contractor picks up the bulk that is assigned to them. Probably 50% or more of the bulky waste out there is left out there till somebody gets it. When we were in the business we worked hand-in-hand with the Public Works Department. The streets department would call upon us to help them. They don't have that avenue because we don't have any trucks or things that can do that. Many moons ago there was seven contractors covering half the city. Unfortunately, Mr. Wyatt stepped out. He was here at the time when one of those seven contractors failed. He couldn't do the job. And so two weeks of garbage collection got missed in the Elmwood-East Kildonan area. And our manager of the day was already in the works of trying to contract out City employees. So, he did not want to use his crews. He went to all six contractors to see if they would do the extra pick-up. And they all said no because they have their own...they have their own pick-ups to do. So we had to use City forces. And Councillor Lubosch at...at that time said bring them in and get it collected. He was even behind the trucks that (inaudible) for four nights to get all that work cleaned up. That's what the City forces can do in a pinch when something fails or is accountable. Councillor Wyatt phoned and his assistants phoned us on a regular basis for special pick-ups in...it was lots. But that...he was able to do that. I'm not sure how much he can do that now. He has to go through the 311 system and the City inspectors got to inspect it and it takes days. What...what I am trying to tell you is when we're in the business we can work outside the scope. And that's where the...regular collection can do. Being accountable, being responsible is more because the City Center is unique. It...it will cost more. There's no doubt about it. If the contractor was to give up work, that's the work they'll give up because nobody wants to work in the City Center because of just extra, extra. And everything is out of control. When I was in charge of downtown I would physically go lane for lane and mark the bulky waste down and give the list to the contractor because that's what they needed to get picked up. They don't have that today. In terms of the cost, and Mayor Gillingham said, you can pass that we're going to collect it, but the budget might say we can't do it. The start-up costs are going to be large depending on which one you provide, but you are going to get a better service than what the contractor can provide because the contractor is there just for the carts. He's not there for all the extra anomalies. In the 90s I...when I first started in the 80s management had us doing budgets that we knew exactly how we compared to the contractors. In the late 90s and early 2000s it was taken away from us. So, we didn't...we weren't privy to numbers and anything else and we were strangled as to how we can control it within the CUPE people. And the management had their own agenda. We couldn't really deal with that. So, and as you know, 2006, it was all gone. In closing if you...if you're brave enough to accept the challenges and have the City workers back, I'm willing to come out of retirement and help set up the collection, help train new staff (inaudible). It's because it's what I know. It's my passion. I didn't want to retire early, but the political stuff happened, and I would be able to train the new crews because there's nobody there now that knows what...what I know. And thank you very much.

Madam Speaker: Thank you, Casey Jones. We'll take remarks from the next speaker, and then we'll call you both back for questions if you want to stay on the bench.

Casey Jones: Okay. 11:10, I got to move my car.

Madam Speaker: Next we have Gord Delbridge, President of CUPE Local 500. He's also in support of the same item from the Standing Policy Committee on Water and Waste and the Environment dated November 23rd. Gord Delbridge, you're still with us? Yes, welcome. And it's regarding the Public and Private Overview for Garbage and Recycling Collection. There will be five minutes on the clock.

Gord Delbridge: Thank you, Mayor...Mayor Gillingham and City Council. First off, I just want to say since this is the last Council meeting, I...I wish you all the best over the holidays and...and thank you for your service over the past year. I know we have some tough years ahead of us, but thank you all very much and I wish you all the best. I want to talk to you a little bit about the garbage collection. You know I have presented before at the Water and Waste Committee and...and EPC, and I want to get in here and I just want to raise some concerns that...that we've had over the years with garbage collection, many of you are well aware of. Administration states that there's minimal cost savings in this report when they're using comparative models from other municipalities across the country. So they're saying the saving...the savings are going to be minimal. I think (inaudible) got to look back and look at some of our history. Since we have contracted out garbage collection a number of years ago, APTN did a documentary about some of the challenges with garbage collection and how they were exploiting workers, exploiting Indigenous workers, and that did not look good on us at all. They're paying workers poverty wages, often using day workers. I think that in some aspects there was a cost to that that's not been reflected in this report. When Emterra was no longer awarded the contract, it went to GFL and Miller. The original contract with...with Emterra, was \$18 million. That increased then, with GFL and...and Miller, to \$25 million a year, increasing \$1 million a year, every year there after, a 30% increase to...to each homeowner. So I can't tell you what the next contract is going to be, but if you look at state of economy, you know, I think there is going to be a pretty good indicator and what that might look like. We know that City employees...you know what, City staff, have their wages have increased at like 1.5% a year annually, maybe two, three percent, you know, coming up and then in some of the recent years. Certainly not 30%. We know that when we do the work in-house as opposed to doing it abroad with international

contractors 100% of the dollars stay here within our local economy and strengthens our local economy and creates opportunities for many people to have meaningful employment here. We also have more public control, more accountability. A number of years ago and not too long...not too long ago, we...we looked at doing a pilot project with the bulky waste. You heard from the previous presenter a little bit about bulky waste. We purchased garbage trucks. They sat at the Tecumseh yard and...and I assume this is the same administration that provided us this report that...that ended up purchasing these...these garbage trucks that never, ever had a single day of use. We ended up selling those trucks. I don't know we kind of lost it was. When I say the same administration I should clarify, because we know that there wasn't all of the same administration because Daryl Doubleday, of course, he left to go work for GFL, the contractor that...that was awarded to contract. The manager of garbage services. So sure, not all of the...the same administration is there, but...but many of them still are. And what are some of these costs? When we look at the costs do we take everything into consideration? We know we've got a \$70 million lawsuit before us from...from one of our current contractors. And as much as it's expected and it's suggested to us that...that we'll be successful in this lawsuit, I can tell you from personal experience some of the legal advice and your success rate often isn't that great. We've put ourselves in a position where we...we become beholden to the private sector. We don't have the ability to be able to evolve, adapt, change, provide accountability for the citizens of Winnipeg. We can if we bring a portion of this work back in-house. We'd have the ability in the event that there was any issues that we could take on and provide that service.

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

Gord Delbridge: We know that in this Motion all of the councillors...In this Motion it talks about the inner city. And I think there's four different councillors that are going to be impacted. We know those four councillors support bringing this work back in-house. We know that, as we heard from the previous presenter, that that's going to be some of the toughest areas and the people there in that ward aren't happy with the state of their current garbage collection. We know it. And I would suggest if anyone thinks otherwise maybe consult with your colleagues on Council that are in those wards. In the report it doesn't talk about contract extensions. I was talking to Emterra and they said we rely upon contract extensions because that's where we make our profits and there's always contract extensions. Doesn't refer to those costs. Often, I hear from people saying that it's too costly for us to get into the business because we can't buy the infrastructure and buy the equipment. And I would say that anyone that thinks that the contractors are donating that infrastructure and equipment to us is being severely naive. I...I know that many on admin may find it easier to sign off on a contract with a contractor than it is to manage a work force. But I think now is the time to bring some accountability, some public control, back in place. We've been out of the business for two decades now. We really have no cost comparators. And...and this is important way to go. So I strongly encourage you to...to consider this on a going forward basis. This has costed us too much. I didn't have a lot of faith in the report when we're not looking at all of the costs being entailed. We know that...they said that the costs are...are minimal in comparison to other municipalities, the increased costs, and yet we're not even looking at all of the costs that we're paying. So, I'll leave it there.

Madam Speaker: Thank you. We'll take questions. Thank you. Councillor Wyatt, followed by Councillor Mayes.

Councillor Wyatt: Yes. Mr. Delbridge, thank you for your presentation. You know, three decades ago we lived in a city where there was about six contract areas. The administration then moved with Council to phase out those contract areas, as you mentioned in the report. The administration is saying there's little savings to be had by a different system. Is it not fair to say though that it's become self-fulfilling? The reduction of contract areas allowing for senior management to have an easier managing...managing position with regards to contracts may benefit them and their workload but are not benefiting the ratepayers in terms of service delivery to the citizens of Winnipeg. Both in terms of whether we have in-house, but also in terms of local businesses who existed before the city who were knocked out of the business by the international garbage firms when we decided to consolidate and reduce the amount of contract areas. Do you not think that's fair to say it becomes self-fulfilling?

Gord Delbridge: I would say it absolutely becomes self-fulfilling. We know it becomes self-fulfilling when the former owner of GFL and...and now the CEO, and Winnipeggers are helping purchase the \$350 million yard. I know that often that they say that the costs of...the costs of in-house garbage collection, they often say it's based on labor-related costs. And I don't know if we're finding those savings through using day workers, exploiting workers. I can assure you that Daryl Doubleday didn't leave to go to GFL because it was...the labor costs were cheaper. I think that there is an advantage to keeping more of the work in-house. You know, 100% of the dollars spent that are...that...that City workers spend within our local economy stays within our local economy. And...and what's the value of that? I think that, you know, it's okay to make a profit. But it's...you'd prefer for...for those profits to stay here and for businesses here and to grow our local economy and we can do better, create opportunities for people.

Madam Speaker: Thank you. Casey Jones, I'll also call you forward. There may be questions for you. Next speaker is Councillor Mayes.

Councillor Mayes: So, I...I will be speaking to this item when it comes forward. Thank you for coming to present today. I was just looking at the Hansard from Lee McLeod from CUPE, standing right there November 2012, talked about this exact same issue. How it was brought to fully contracted out back in 2005. So there certainly was a period when this wasn't fully contracted out. We talked a lot at the last Council meeting about keeping up with other cities. Keeping up with other cities throughout Canada was a recurring theme. Can you share, not necessarily today, but in other documents you and other organizations have had that talked about what other cities are doing in terms of either having all of it delivered in-house or, like the ones discovered...discussed here, Calgary and Ottawa, doing a mixed model? I wonder if you can, if not today, at some point share that information with Council.

Gord Delbridge: Well, we're seeing more and more that, you know, from amalgamation from the international contractors, that there's less competition and, you know, many municipalities don't want to become beholden to these international contractors that are seeing the value, many aspects in which I...I spoke about, of having a mixed model and maintaining some...some...you know, some...maintain some honesty, and, you know, we're...we're not stuck in a situation where we're beholden to the private contractors. We're seeing often 50/50 models and certain components of garbage collection come back in-house. We've seen in some cities where, you know, Ottawa is a good example where the...where one of the garbage contractors went bankrupt. And so, that's how the City of Ottawa got into the business, because there was garbage collection that was not getting picked up. And they didn't have the infrastructure in place. So, they bought...we have to change this because we have to be accountable to the public to provide the service. So, they bought trucks, they got into the business and then, lo and behold, they find out they saved millions of dollars.

Councillor Mayes: Which is...

Madam Speaker: Second question.

Councillor Mayes: Which is...Second question, which is...you're right. What did...The report does say there is increased cost for bringing in-house, but there's no evidence to support that in Ottawa. The report actually doesn't give any evidence to support that in Ottawa. It's only the Calgary model, and even that's a few hundred thousand dollars for a third of a city that's roughly at least a third bigger than Winnipeg. So, you talk about relatively minimal. You're right in terms of what it says. So your comments, I assume, are about the Calgary, because Ottawa, there's no evidence that costs for bringing in-house. So it's just the Calgary and...and those numbers are in the...the whereas clause. So, you were talking about Calgary?

Gord Delbridge: Right. No...I mean, it mentioned in the report that Calgary was minimally higher. We know in Ottawa they found that there was significant savings. But, once again, I think you've got to account for everything. Contract extensions, you know, lawsuits. When you start putting everything into perspective of really what these costs are...how much did it cost us to buy trucks and never use them? And so having it in-house, I think, is going to bring more public control, more accountability. And I'm...I am absolutely confident we're going to see cost savings.

Madam Speaker: Final question, Councillor Mayes.

Councillor Mayes: There will be those who will be reluctant, I suspect, because, my goodness, this will mean some of the garbage collection is now unionized again. But there's nothing that prohibits CUPE or any other union, bargaining agent, from trying to unionize the...the GFL, the Millers of the world, right? I mean, there's...while bringing in-house would be under the collective agreement, there could be a collective agreement at...at the...with any private operator?

Gord Delbridge: No, and...and we...we've seen in other municipalities, GFL, for example, I think it was Windsor, Ontario, they organized there. They went on a strike. Garbage service was cut down or...or shut down. Many other municipalities across the country with private contractors where that has happened quite often. We can use...come up with many examples of that. One thing we're proud of, though is we could say CUPE Local 500 has never been on strike in over 100 years. So we've got a pretty good track record.

Madam Speaker: Thank you. Next question. Councillor Eadie, followed by Councillor Schreyer.

Councillor Eadie: Thank you, Madam Speaker. I would like to thank Mr. Jones for his dedication and expertise to the solid waste and acknowledge politics can be very difficult. So, my first question, just to understand it...I'm not sure if it was external politics as I know that Mr. Jones tried to serve the public...

Madam Speaker: Councillor Eadie, I just think Mr. Jones has left.

Councillor Eadie: Has he left?

Madam Speaker: I did call him forward...okay, I called him forward a while back and he...he didn't come forward. Okay, please join us. He mentioned something about moving a vehicle.

Councillor Eadie: Oh, right.

Madam Speaker: He is here so continue. Thank you.

Councillor Eadie: He is here. Okay.

Casey Jones: What was the question?

Councillor Eadie: Well, did you hear my preamble?

Casey Jones: A little bit.

Councillor Eadie: Okay. Well, Mr. Jones, we worked...my office worked with you when you were out there implementing the cart system, but I was trying to get a sense of...you refer to political. Now, I know you ran for public office. And kudos to you. That was quite some time ago, but could you...like, I'm trying to understand...we move ahead 10...10 years or so. I'm trying to understand...were you getting internal pressure to ignore pushing the public service going back into garbage collection? Is that what you are referring to?

Casey Jones: What I'm referring to is, you had one contractor, International Paper, which became Emterra. They had a monopoly. So, in our workings every councillor would've got complaints when they first started. Why? Because they were working till 11:00 p.m. at night double shifting trucks. I worked 3 years with that. And I tried to work with my supervisor and my manager to get them to abide by the contract. They weren't abiding to the contract so I became more distressed because my inspectors were coming back to me time and time again with the same complaints. I could have sat back and ignored it all when I let it...I took it and internalized it and I said I've had enough. It's not to say that I wasn't passionate. If I had today's current contractors, they are doing much better. They are being more...they're abiding by the contracts, which the previous monopoly contractor required me to step aside.

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

Councillor Eadie: Second question, and...and again Madam Speaker, it's just for Mr. Jones. I pushed for public service but, did you know that we are now having to utilize...I think we hire private contractors, but we are...and they're saying it's not sustainable cleaning up that awful garbage in the inner city that you had to deal with. Did you know that?

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

Casey Jones: The inner city is a unique animal. You've got stuff that's coming out all the time. So you always have to react to it. And contractors of today don't react to it. They react to what their contract stipulates and that's just a cart delivery, cart pickup. My understanding is Waste Connections has the bulky waste pickup. If nobody downtown or the North End or yours calls in that bulky waste pickup it'll sit there for three, four weeks unless somebody torches it. Where as the City...Say we had recycling and garbage pick-up in the North End. We could have those same (inaudible) loaders that Miller has and take it as we go. And we mark it down as extra collection so we have a running total of all the extra services that we do. That was what I would input if I was part of the system, but you know, I mean it's all relative. It's...it's what you get with City services, it's...and it's extra. And if you get the contractor to do it, it's extra.

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

Councillor Schreyer: Thank you, Madam Speaker. I've got a question for Casey Jones and Gord Delbridge. For Casey Jones, having been worked...having worked for...for decades as a City worker, as well as a lifetime as a...as a Winnipeg taxpayer, I could swear that in the past 17-years since before we privatized the garbage recycling delivery that the costs have gone up at a higher rate than before we privatized. Does Casey Jones, as a City worker and a taxpayer this whole time, have any indication from the City or from this tax bill or from this...from his garbage bill whether we've saved money since we completely privatized our...our garbage industry?

Casey Jones: Budgeting process, I was not privy to that. As I...as I mentioned, for the...for the last 10 years I can only attribute. Because you might be comparing City workers to contracted workers. The previous manager strangleholded us, and I mentioned this at Standing Committee. It strangleholds us, the workers and the supervisor, and manipulated the system. And I mentioned there, I said, if I had whistle blower protection I would've called on our city on that particular manager. But in saying budget, I think we can be relatively close, because we were close in the 80s and it's the same

equipment as since (inaudible), you're just providing a responsible service to people who can't afford extra pick-up or whatever. I mean if a truck is needed, they make a call and we're there. And that's...that's what you get.

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

Councillor Schreyer: So, for Mr. Delbridge, it is my understanding that at this point Winnipeg is the only major community in Canada that does not have at least one quadrant of the city run in-house. Is Mr. Delbridge aware, at least that was a few years ago, there was no (inaudible) city other than Winnipeg? There are some cities that are completely run in-house but none other than Winnipeg was just completely privatized. Is Mr. Delbridge aware of...of any other major community in...in Canada at this point that's completely privatized other than Winnipeg?

Gord Delbridge: I can't say definitively on...on that question in particular. I know that many municipalities across the country are returning back to a...a mixed model just to bring some accountability and fairness. I think I was at an FCM with you, with the Mayor of Calgary, and the question was asked. And it was asked why...why don't you do what Winnipeg is doing and then privatize garbage? At that time...

Madam Speaker: Mr. Delbridge, thank you. Thank you, Mr. Jones. That concludes our question period. Thank you for your presentations today.

Gord Delbridge: Thank you.

Madam Speaker: Okay. Let's move forward to committees beginning with Executive Policy Committee. Mr. Mayor, on the report dated December 5th.

**REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED DECEMBER 5, 2023**

Mayor Gillingham: Thank you, Madam Speaker. I'd like to introduce the report and move adoption of Consent Agenda Items 1 to 17, please.

Madam Speaker: All in favour? Councillor Wyatt.

Councillor Wyatt: We're on December 5th?

Madam Speaker: Yes.

Councillor Wyatt: I'd like to stand down 14.

Madam Speaker: I'll call the question on 1 through 13, 15 through 17. All in favour? Contrary? Carried. Madam Clerk.

Item 14 – 2024 City Infrastructure Plan

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

Mayor Gillingham: I will wait to hear from my colleagues. Thank you.

Madam Speaker: Councillor Wyatt, Item 14.

Councillor Wyatt: Yeah, I...I stand the report down. It's straightforward enough, but the fact is, Madam Speaker, it talks about our infrastructure plan going forward for the next four-year update. It doesn't necessarily talk about some of the significant things that occurred in the last month. Mainly, the closure of the Arlington Bridge. The fact that it is a major project that we have to address for an area of the city that is historically significant and significant going forward...It also doesn't address, Madam Speaker, the ongoing infrastructure crisis that we hear from our constituents, on a daily basis almost, with regards to our existing infrastructure. Namely our existing sidewalks, roads and lanes that remain unrepaired. It doesn't necessarily address the issue with regards to the ever-rising cost of construction. It doesn't necessarily address the issue of...and the growing issue of...important issue of the lack of vendors. Doesn't necessarily address the need for us to source aggregate to bring down that cost as aggregate now is in the hands of very few. Doesn't necessarily address the issue of our...of us needing to work with the provincial government both in terms of sourcing aggregate, Province

owns its own gravel pits, or the need to coordinate with provincial government contracts and tendering in terms of the work that they tender out every year for highways and that we tender out every year for our own roads and the fact that we often seem to put ourselves in competition with them at the eleventh hour. It doesn't necessarily address, Madam Speaker, the need for us to address the labor shortage that's in that industry, working... Again the need to work with the Province. I want to note that, as an aside, that working through Standing Committee of Public Works, through the Chair, Councillor Lukes, that we intend in January, I think it's safe to say, to work on a plan to create subcommittee... try to address these issues. Especially the existing infrastructure crisis that's facing the City and growing. It has been said that we have a... we do have... we have a debt strategy as a city where we've capped our levels of debt. And there are some who feel that we can't amend that debt strategy as it would put the city in a financial position in terms of our credit rating. However, I would argue, Madam Speaker, that debt is a function of the confidence of the future of your city. If you are confident in the future of this city, and if we put together a plan to pay down another form of debt, and that is our existing infrastructure debt, if we put... put together a plan to pay down the existing infrastructure debt by amending the debt strategy, by allowing us to borrow and borrowing that money over significant period of time, and if we are confident about the future of the City of Winnipeg, which I think all of us in this room are, I'd like to hope so, that we shouldn't be afraid, therefore, to amend the debt strategy. If we are not confident about the future of the City of Winnipeg, then clearly we have to limit how much debt we are prepared to take on. But we do know a number of things, Madam Speaker. We do know that the City is growing. We do know that we have been asked to intensify land use and existing land use with existing infrastructure. We do know, Madam Speaker, that the cost to build new greenfield infrastructure, i.e. suburban development, has a cost to it. And we do know that our existing plan with regards to maintaining our existing street, lanes and sidewalk does not incorporate all of these new roads, lanes and sidewalks for building in the greenfield developments. So, in other words, we are adding more infrastructure to the city. We're adding infrastructure that never existed before and we do not have a plan to maintain. Let's be very clear about that. Not only are we incapable of maintaining existing infrastructure we already have, have had for decades in some cases, but we are not capable as a city of maintaining the oncoming infrastructure and new development. The minute developers signs off their warranty to us and we take over, whatever that amount of years, maybe two, three, four years, that infrastructure becomes our responsibility. And yet, we don't have a plan to maintain those existing roads, lanes and sidewalks. I think it's incumbent upon us to face this challenge. Now the great news, Madam Speaker, is that we have, as a council, shown leadership. That we have, as a council, set up the local street renewal reserve. We have, as a council, set up the regional street renewal reserve. Both of which received 1% and 1% growing collectively by approximately 14 million a year. Since 2013, 2014, when both those funds were set up is well over \$180 million and growing every year into that fund. It would be a source for us to borrow against. In other words, a sustainable plan, if we could actually come forward to Council and say to the citizens of Winnipeg that we could actually fix every broken lane, street, sidewalk in the next five, ten years. Yes, we have to address (inaudible). Yes, we have to address the issues with regards to procurement, the lack of vendors, the competition, the (inaudible) fact we compete indirectly or directly with the Province. We have to address the labour issue. But we can address these issues if we came up with a plan to do exactly that. I am confident when the original vision was for the local street renewal reserve and the regional street renewal reserve some of us, in the back of our mind on this council, had this in mind that the next step to take was to put forward a plan based on the revenues coming in to do exactly that. And, again, we are confident about the future of the citizens of... the citizens of Winnipeg. Confident about the future of this city. We should not be scared to amend our debt strategy. Our debt strategy is a function of our confidence. If we believe in the future of the City, the debt strategy, if sustainable, if identified in terms of how the principal and the interest will be paid for in a sustainable way going forward, this can be done. We have a new provincial government. I think there is an opportunity here to have them come on board on something like this. And I want to stress as... state as well that... and note that it was, I think Councillor Eadie, who went before the budget committee of a former provincial government. And Councillor Eadie spoke to that public hearing or public delegation and there, then I think it was a Doer government, I think Selinger was the minister, that the provincial government actually came forward when we set up a local (inaudible). At first, they thought it was a shell game going on, the local street renewal reserve and regional street, they thought we're taking money in and pulling out, but when they saw, thanks to Councillor Eadie's delegation, that it was not a shell game, that it was actually new money coming in for roads.

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

Councillor Wyatt: That was new money coming in for roads, streets, lanes and sidewalks. They actually said, you know what, thank you, Winnipeg. We're going to come to the table as well and we're going to bring money to the table to increase funding for your local street renewal reserve and for your regional street renewal reserve. There's also another significant thing that has occurred in the last month. And that is in the city of Toronto and an agreement was made between Mayor Chow and Premier Ford whereby the premier took over Province, took over the responsibility of the Don Valley Parkway and the Queen Elizabeth Way. I forget the other name they used for it. Gardiner Express, I think it is. They took over the responsibility for it, you know, and the City, from what I understand, allowed for the Province to go forward and are... was going to support the redevelopment of Ontario Place. We, as a council, it should be noted, passed a resolution here 15-1 as council policy that the Province of Manitoba should be stepping up in terms of the regional roads in the City. Right now, as it stands, the Province of Manitoba looks after every regional road running through every other municipality except the

City of Winnipeg. And that is a historical inequality that is inherently unfair. So there's an opportunity for us to go to the negotiating table, to go to the new government on a number of...couple of fronts that I just named. And I believe that we're in a...a good position now to be able to come forward with a plan to address this. And I could tell, you know, I think it's fair to say that every member of council has heard about this (inaudible). If we could come forward in this term with a plan to fix our existing streets, lanes and sidewalks, we will have done our job in a term compared to what other councils have done before and we can be proud of that fact. And the citizens of Winnipeg will be proud of that as it is the image of the City going forward. Thank you, Madam Speaker.

Madam Speaker: Thank you. Next Speaker, Councillor Mayes. Followed by Councillor Schreyer.

Councillor Mayes: I'll try and be brief. I won't be supporting this plan. I wasn't going to pull it, but now that it's been pulled...In December, 2019, we voted on the 2020 Infrastructure Plan. I talked about it many times. It...at least had a prioritization. It was not a project of council, which some would say is a problem, but at least gave information about 45 different projects. You didn't have to be on EPC to get a project on there. Our (inaudible) Tyndall Park Community Center is in there at No. 36. You didn't have to be a high-profile thing. Look at No. 2. It's the insect building. You know no...no politician drafted the list when Insect Control building's in at No. 2. The No. 1 thing was the biosolids building. So we have as...as this report indicates, we've done a decent job addressing most of the top 10 under Mayor Bowman and under Mayor Gillingham. We've done things like the water meter renewals. We're doing the biosolids. We're doing garage replacement. We're doing...we're inching toward doing the...the composting. It was, I think, a useful document. I didn't agree with all of it. And we haven't followed it slavishly. I wish in some ways we were doing the St. Mary's Road widening project and not some of the stuff that's further down the list. But I benefited in some senses as well. But this...this is just a recitation, what we have in front of us, of every possible infrastructure project on the City's list. This has over (inaudible) of the Hemson report. Not to libel or criticize the Hemson firm. The Hemson report that was used to justify the City's position in the impact fee debate, which was, here's a bunch of stuff. Here's all the stuff that's anywhere on any of our plans. And look, Growth doesn't pay for it. Well, obviously. And we haven't done a lot of those things. We've done some of them but we haven't done all of them. Certainly. It would be unfair to say the Hemson report said suburban development doesn't pay for itself. The Hemson report said growth doesn't pay for growth. The Hemson report said whether you live downtown or in the suburbs doesn't change the cost of the biosolids (inaudible). Whether you live downtown or in the suburbs doesn't change the billion dollars required for the nutrient removal. We can have no more development in the suburbs. It's not going to change the one to two-billion-dollar price tag for CSO. So, I think simply reciting everything that's out there, I suppose, is a useful exercise. But let's not call it a plan. I think we had a plan. And I'm told, well, the plans change, needs change. The amp tool, the prioritization tool, the (inaudible) tool changes. Then I guess we don't need a plan at all. Maybe I'm wrong. Maybe we should just do what this...this says and throw out 100 projects and then we'll politically fight it out over what we think is important or beneficial. But I do think that there was some benefit in having a rank order prioritization given back in December of 2019 under Mayor Bowman. I doubt I would ever have heard of or remembered the Tyndall Park Community Centre, but there it is on the list. It deserves some attention, I would think. Louise Bridge is on there. Arlington Bridge is on there. Things wildly different in value are on there. So, I think there was some value in that exercise. I'm not sure I see the value in this exercise, but if our attitude is...well, that...that plan's a couple years old, but we changed all the priorities already, let's just admit we don't have a plan at all. Thank you.

Madam Speaker: Thank you. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. And leave it at Councillor Wyatt to make some points which inspired me to make a speech. Just off-the-cuff. Just in terms of some priorities as he expresses it. Trust Councillor Mayes to give good chronology or summary of...of factors that...that lead to his...his thought and decisions on this. In my case, well look, I've talked about this for years. It's nothing that, sort of, contradicts what I've been saying for years. As a matter of fact, you just get a couple of councillors that continue to talk about, one way or the other, whether it's today or...or other days or other...other issues on the agenda, talking about the dilemma we're in in terms of costs. It's getting worse. It always was. I always said so. I gave essentially the rate of which it's getting worse. At what point it becomes unsustainable, I can't tell you that. I don't have a crystal ball. All I know is it's always been unsustainable. It's only going to get worse in 2020s. And here we are. So, Councillor Wyatt talks about addressing the problems, like, as expressed by citizens in terms of the quality of our already created infrastructure. In other words, trying to maintain our existing infrastructure. That's getting harder and harder. Was it always this hard, Madam Speaker? Well, look at our previous budgets. No, it wasn't. In proportion to the taxpayers' income, the ability of taxpayers to pay for sustaining their infrastructure, our roads, our sidewalks, et cetera...No. We used to do a better job efficiency-wise. It's all there on record. It's not my opinion. If you show me how I'm wrong, please do. If you show me I'm wrong, I will thank you. In this case it's not going to happen because the data's there. So, Madam Speaker, we've got a bigger, bigger problem just trying to manage and maintain our existing infrastructure, let alone growing. But, Madam Speaker, we raise our taxes every single year. We even reduce certain services so that we can put more of that money into our infrastructure and maintaining our infrastructure. We've reduced our (inaudible) reserves in order to pay for our infrastructure, both maintaining it and growing our infrastructure. Madam Speaker, we're...we are borrowing more to do this. So, I don't know what to say, Madam Speaker. We increase

taxes, reduce our services, spend our reserves and borrow more. We call that debentures when it comes to the capital costs. And can we say we've met some sort of balance here, Madam Speaker? Well, I don't know what you call balance, Madam Speaker. But when you tax people more and more proportion of their income every single year, every single decade, well, how does that get us to balance point? I don't know when we ever had balance, Madam Speaker, but I can make the argument. It's when we are able to grow our city and maintain our infrastructure without going into further debt. How is that for a concept of balance? Money in. Money out. We...we didn't go into debt. We didn't go into deficit, long-term deficit. We were able to provide our operational budget with sufficient budget. We were growing our services. Oh my god, can you imagine? There was a time when we were growing our...our services in the City. That sounds ridiculous but, of course, it's not. Of course, we did. Of course, we grew the services in our city. Of course. How you can re...reduce them if you didn't increase them in the first place? So, over a...over a period about for 100 years, we were increasing the services for our city. So now we...we're reducing them. But we're still increasing taxes, Madam Speaker. So, you know, Councillor Wyatt made a good point. He talked about sourcing aggregate. It's a really important point. We rarely talk about it. Yet, it comes down to it. It's a fundamental in terms of the...the contracting that we do. We're a gigantic contractor for construction, aren't we, Madam Speaker? We're a gigantic contractor. If we don't know a thing or two about aggregate and construction, well, then who are we to represent the taxpayers on this? Because we spend their money on it. We increased their taxes on this. So, Madam Speaker, we talked about the labour costs. That is true. We should consider labour costs. I think it's the one thing we always do mention...we somehow magically are able to mention when it comes to construction inflation. Well, there's...there's labour and there's oil. Make no mistake, Madam Speaker, the cost of labour and the increase in...in oil and...and gasoline in the last generation is actually below the average of construction increases that go to the City budget that are paid for...for by the taxpayer. They're both below average, Madam Speaker, which means they're not exactly the problem. I mean not that we should ignore it. We should talk about it. Oh, I've got some experience in...in the labour market. Spent over a decade in heavy manual labour, different aspects of construction (inaudible) industry. From wages...from minimum wage, you know, in today's...today's wages. I guess I'd say from under \$150 a day to over \$500 a day, making notably more than a City Councillor depending on the kind of job it is. Those are 12-hour shifts, and dangerous and cold. But still there's different aspects to...to construction...number of which I've...I've lived it. I've got paid it from. Yeah, (inaudible) inspection from under \$150 to over \$500 a day in today's money. The reality is, Madam Speaker, that even in those high...highest paying jobs...industrial jobs. I'm talking the oil sector, oil drilling, that being paid over \$500 a day...Even in those jobs, the rate of increase...They're always pretty good paying jobs, these jobs, depending. But again, there's a big spectrum. You can be paid minimum wage in construction. But that doesn't matter, Madam Speaker. If you really look at the records over the decades, no matter what kind of job position I was in in the labour force, that the rate of increase for...for labour in construction and industrial jobs has gone up about the same rate of increase as most...almost every other jobs in the industrial sector. So, there isn't any great increase in labour as it...as it...as it applies to construction. It's been the same rate. In other words, in the last...in the last 30 years construction jobs, labour, has gone up about double. It depends. It's gone up about double. Maybe 1.5. Some say...argue 1.8 times. It's almost double. Meanwhile the cost of construction has gone up 18 times. So, therefore, the cost of construction has gone up 10 times higher than the construction workers' wages. So, let me say that again. The cost of construction contract has gone up 10 times higher than the rate of increases of construction workers' wages.

Madam Speaker: Thank you, Councillor Schreyer. Next speaker, Councillor Lukes.

Councillor Lukes: Thank you very much. I'll just be brief on this. I encourage everyone to listen to the discussion that we had at the Executive Policy Committee with the department under...with the department. In 2014, when I was elected, there was a big debate on what four pieces of infrastructure we would be funding...Road infrastructure. At that time, the Asset Management Department had just put together criteria and a matrix on how to rank infrastructure. The criteria was selected by the department. It was never discussed with Council at that point in time or industry or anyone. I dare say that Council's priorities related to even just one item, such as environment, have changed since 2014. The department indicated they would be coming back this time, speaking to Council and consulting with Council. That never happened before under the former regime. But this time the department will be coming forward and we will...they will be talking to Council on what they...what Council feels should be ranking for environment, for economic development. So, I appreciate that. I will be supporting this. I appreciate that there isn't a prioritization list. I...I agree...I agree it's not a plan. I think it's a...sort of a State of the City situation that's being presented. So, I guess in summary, I again encourage Council to listen to the EPC conversation about this with the department under Mr. Patton and to partake in the discussions when Mr. Patton's team comes forward to talk about asset management and criteria and ranking. The former plan also had no input publicly, no input from industry, no input from anyone. I think we also have to recognize governments change. There's many changes that impact things that we should have that flexibility versus a...a plan from 2014 that we need to update. Similar to what we're doing with Transportation Master Plan. So, I will be supporting this and I look forward to discussions with the Asset Management team on...on how we rank criteria which ultimately then would rank priorities.

Madam Speaker: Thank you. Next speaker, Councillor Eadie.

Councillor Eadie: Yes, Madam Speaker. Tried to get out of this, but I want to make something very clear, just to speak

to this, we're in a different...difficult position. The criteria, you know, what's the measure of the benefits? There's more than just economic benefit to a project. How they get weighed...they applied it to a number of infrastructure proposals over the last, oh, I don't know, well, nine years, Madam Speaker. And, Madam Speaker, I just...for those who were serving around, I think it was around, early in Mayor Bowman's first term...Madam Speaker, you may recall yourself when we were looking at the criteria for the Chief Peguis Trail when...when we were evaluating all that stuff. Just make it clear, the public service did, through a private seminar to then Councillors were offered. They went through it. But there wasn't enough room, Madam Speaker, you may recall, for us to try to adjust it. And it never did come to Council for a vote. That's what really happened. Didn't come to a Council for a vote on the kind of criteria and how you should weight projects. And I'm happy to hear that the Asset Manager and those will come forward, Madam Speaker, with one that's more public. But I want to make it clear...It's not just this current EPC who was referring to it. Other Councillors around the table will recall we had concerns, but there was no...no way. Anyway, so I just want to point out that they...they did present the criteria. I didn't disagree in a lot of ways because those soft things like if you're evaluating the Arlington Bridge, what's the cost-benefit? Well, what are the benefits actually? Because I don't hear anybody on Council talking about the real benefits, for those who are opposed to, you know, building a new bridge, Madam Speaker. There is some really important, very important...I know, and one of the problems with cost-benefit and the public service coming to this...there's a political perspective and a number of us ran on various projects to be funded. We want them to be in a certain priority. We want them to see that way. But, Madam Speaker, that's a political view. What we have to do is, because of our fiscal issues, and Councillor Wyatt was referring to debt strategy, but you know, in the world today I think every city is dealing with Standard and Poor's and so on, and I have to realize that but...and we do. But, Madam Speaker, the...and...and I don't know what this new debt strategy is...What's...what's going to happen. So, Madam Speaker, I'm not exactly overly confident. But what I do know, Madam Speaker, is the previous governance over the City, for a long time, have been using a certain modus operandi that actually brings us to the point where we won't consider what people might call soft benefits. No Hiroshi, people are, you know, that kind of stuff. I understand that. But we have to actually realize that a lot of our infrastructure is very important. And we need to give her a heavier weight. Otherwise the suburbs will get everything, Madam Speaker, and the inner city will get, what? Nothing. And everything will disappear. So, I'll just leave it at that. But...and I just, again...finally...I just want to make it clear. They did, the public servants, the City work part. They did present something to us. And...but we never got to really vote on it or anything like that. And so, our...our...be able to move Motions to change how that cost-benefit looks and anyway, I'll leave it at that. Thank you, Madam Speaker.

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

Councillor Allard: Thank you. I...I'll be voting against this report. I'm reviewing the projects that are...Madam Speaker, through you to my colleagues...reading through the...the projects that are...I just read this report. In particular, my attention was drawn to the asterisks. I know that asterisks...asteriskses? Somebody can help me with the Latin for all asterisks. Is it Latin or Greek? I...I think that is valuable information. So, if you look at the asterisk in the appendix, if you do a...if you do a Control+f search for...was it required for growth? We only have one road project that says it's going to be beneficial for growth and we all know we don't need it for many, many years to come. And so it comes at great surprise, Madam Speaker, to me, to see that Chief Peguis Trail Extension West Main to Brookside identified by the public service as a growth priority in this document. Three stars. If you continue your search through...through the three stars we have the North End Sewage Treatment Plant. Well, that makes sense given that this Council just voted to make an application to federal government for up to \$192 million to support new housing in Winnipeg. That one makes sense to me because, as my learned colleague Councillor Mayes will say, we are nearing capacity in terms of the number of units we can build in this city. So, that makes sense. Three stars for...three stars for water treatment. West End Treatment Plant, it's a ditto. Southwest Interceptor river crossing. I, like you, need more information on that. But it is identified as a...as a growth requirement. So just...these are growth enabling infrastructure investments, the three stars. The stars are really, really handy if you want to see, well, where some emphasis is clearly being put on some projects. And so, what are the two-star projects? Well, to Councillor Eadie's point, you can see a...a preponderance of the two-star projects going to certain areas of the city and not in other areas of the city. So, two-star projects supporting growth or as...or encouraging it, but not necessary for it. We have Route 90 improvements. So that's...I know some...some around the table have campaigned on that. We know it's...well, (inaudible) it was half a billion...it looks like it's more than half of a billion now...in the projected report. So that's not enabling growth. That's helping a little bit. It's in the two-star category. So, do we even need a cost-benefit analysis to pit Chief Peguis Trail extension versus the Kenaston widening? This document would seem to say that one's required for growth, the other one, not so much. So, on the two stars and the skip the road projects...I've got to get through the three stars when you're doing the Control +f. Okay. So, we see investment for South Winnipeg Facility Optimization Waverley West Station. We see Southwest Winnipeg Recreation Campus, Aquatic. South Winnipeg Recreation Centre, Campus, Library in site. Southwest Winnipeg Regional Recreation. Southeast Neighborhood Recreation and Leisure. Well, that might be somewhat close to St. Boniface Ward...St. Vital Ward. So, to Councillor Eadie's point, the Arlington Bridge is falling down. I...I believe that a better way of moving forward would be to compare and contrast potentially new investments with replacing investments that are falling to the ground. But what I find particularly tragic in this report is that if you look up transit and you look for stars, stars being special emphasis on projects in some fashion...I've...I've asked the public service where the stars came from. So, I'm waiting for...for that information.

I've...I understand it may be based on an Asset Management framework that has a matrix that is, perhaps, a bit more complex than growth or not growth. I think we should probably focus on things that are...that are going to enable growth. And what enables growth? Well, if we're going to upzone the entire city applying for 90...90...\$192 million...the federal government...presumably that means we can expand our growth in...in mature and existing neighborhoods. Presumably, if we're going to be doing that, we're going to need to give Winnipeggers options in order to...to get around the city because the roads aren't getting any...any bigger in those mature and existing neighborhoods where we've applied with the condition of upzoning the entire city to get \$192 million in...in federal funds, if we're...if we're nimble and quick enough. So, this Asset Management plan I could have seen written in the 1970s with its obvious focus on car infrastructure. But how is not one capital project have an...have an asterisk for transit? How does not one active transportation project have an asterisk? I can...if this is in the infrastructure plan of Council, I think it's pretty clear that this Council is repeating the same mistakes of the past, building infrastructure that we can't maintain and not even maintaining, well, not even maintaining the infrastructure as was the case with Arlington Bridge. So, at the very least, if we're going to use the 1970s suburban-focused, car-focused lens on our investments after voting to upzone the entire city to grab the \$192 million from the federal government, I hope that we can update this document to reflect those new realities and those new votes that we had on Council. But what a tragedy. Not one transit project having an asterisk. Not one active transportation project had asterisk. This is not my infrastructure plan. And I'd like to see the matrice, the matrices, if that's how these...these asterisks were...were produced. I'd like to change them. I'd also like to see new projects pitted against existing infrastructure like the Arlington Bridge that's falling down. And I think if we want a cost-benefit on Kenaston versus Chief Peguis Trail extension which, I should be clear, I don't think we should be building the Chief Peguis Trail extension for many years to come. I think we have our cost-benefit analysis right here. One enables growth. One's sort of good for...for it. So, anyway, I'll...I'll be voting against and I'm disappointed in this direction.

Madam Speaker: Thank you. Mr. Mayor, your opportunity to close.

Mayor Gillingham: Thank you, Madam Speaker. I appreciate the conversation. I'd like to call the question.

Madam Speaker: All in favour? Contrary? Okay, there's more than four. We'll call a recorded vote. All in favour, please rise.

A RECORDED VOTE was taken the result being as follows:

Yeas

His Worship Mayor Gillingham, Councillors Browaty, Chambers, Dobson, Duncan, Lukes, Rollins, Santos, Schreyer, Wyatt, and Madam Speaker Councillor Sharma

Nays

Councillors Allard, Eadie, Gilroy and Mayes

Clerk: The vote Madam Speaker, Yeas 11, Nays 4

Madam Speaker: Item 14 passes. We'll now move on to the Notice of Motion moved by Councillor Chambers, and seconded by Councillor Wyatt. It's from the last Council meeting. It is regarding Transit Funding. The Motion is published on your agendas on the computer. Councillor Wyatt to introduce the Notice of Motion.

EXECUTIVE POLICY COMMITTEE NOTICE OF MOTIONS

**Moved by Councillor Chambers,
Seconded by Councillor Wyatt,**

WHEREAS an equitable and sustainable public transit system is crucial for the well-being and economic vitality of the City of Winnipeg;

AND WHEREAS the current funding model for transit, established via the leadership and vision of a previous New Democratic Provincial government, was unfortunately abandoned by the last provincial government, and has therefore shifted the burden disproportionately onto the City of Winnipeg, adversely affecting the quality and accessibility of our public transit services;

AND WHEREAS a return to a 50-50 funding model, as established by a previous New Democratic government would distribute the operating costs equally between the Province of Manitoba and the City of Winnipeg;

AND WHEREAS this would foster a collaborative approach to enhancing public transit in the City of Winnipeg and directly assist the City of Winnipeg in addressing its responsibilities pertaining to Climate Change;

AND WHEREAS the 50/50 funding model provides the City of Winnipeg with a long-term, predictable funding source, so as to ensure stable, efficient and frequent public transit services to the citizens of Winnipeg;

AND WHEREAS the Amalgamated Transit Union plays an important role in developing and supporting our transit operators who are the backbone of our public transit system;

AND WHEREAS with the newly elected provincial government, the timing of a request to restore the historic and vital 50/50 funding model for Winnipeg Transit, would reverse the unfortunate decision by the previous provincial government, in 2017, whereby the previous provincial government informed the City of Winnipeg, via a new policy directive, that they were immediately discontinuing the historic and vital 50/50 model;

AND WHEREAS the 2017 decision by the previous provincial government has directly affected the City of Winnipeg's ability to deliver public transit, both in terms of maintaining the existing core service, and its ability to plan for the future to address the needs of a growing city;

THEREFORE BE IT RESOLVED that the City of Winnipeg request the Province of Manitoba to restore the historic and vital 50/50 transit operating budget funding model.

BE IT FURTHER RESOLVED that in light of the financial challenges faced by the Province of Manitoba, the City of Winnipeg indicate as well to the province, that we will entertain a phased-in approach, to assist the Province of Manitoba with the restoration of the said historic and vital 50/50 funding model.

BE IT FURTHER RESOLVED that the City of Winnipeg will work with the Province of Manitoba to preserve and enhance the Province of Manitoba's 'branding' on all of our transit infrastructure, including buses, so as to ensure the Province of Manitoba is rightfully and properly recognized for said 50/50 funding.

Councillor Wyatt: No. Councillor Chambers will introduce.

Madam Speaker: Councillor Chambers, pardon me. Councillor Chambers.

Councillor Chambers: Thank you, Madam Speaker. I'll wait to hear from Council colleagues.

Councillor Allard: I'll get it.

Madam Speaker: Thank you. Speakers on this Motion. Councillor Wyatt followed by Councillor Allard.

Councillor Wyatt: I'd like to move the matter be referred.

Madam Speaker: Referred to?

Councillor Wyatt: Executive Committee, I believe is the route.

Madam Speaker: Okay, so referred to the Executive Policy Committee. Okay, we can vote on that. Concurrence of the...the mover. No, he's moved referral and so we can have a vote on that. All in favour? Contrary? Carried.

EXECUTIVE POLICY COMMITTEE MOTIONS

Madam Speaker: Okay. We have a Notice of Motion that's been circulated today. Moved by Councillor Wyatt and second by Councillor Chambers. It's regarding symbols for religious...religious holidays. And this is a Notice of Motion that will appear on our January Council agenda. Moving to by-laws...There's Motion 2 as well. Thank you. Motion 2, as well, moved by Councillor Gilroy, seconded by Councillor Allard. And this is regarding...I am just getting a copy of it here right

now. Mr. Clerk, the topic.

City Clerk: It's regarding the establishment of a living wage for City of Winnipeg employees and contractors.

Madam Speaker: Thank you. That'll be on the agenda for the future Executive Policy Committee. Automatic referral. Now, move into by-laws, Mr. Mayor.

Motion No. 2

**Moved by Councillor Gilroy,
 Seconded by Councillor Allard,**

WHEREAS policy 3.13 of the economic prosperity section of the OurWinnipeg 2045 development plan states the following policy goal with respect to poverty reduction: "Develop criteria to achieve a living wage minimum standard for employees of the City, for those awarded contracts and subcontracts to provide City services, and for organizations who receive City funding, to enable economic self-sufficiency, and community participation.";

AND WHEREAS the Public Service has indicated that through the OurWinnipeg public engagement process there was overwhelming public support for the concept of a living wage;

AND WHEREAS a living wage is the hourly wage a worker needs to earn to cover their basic expenses and participate in their community, and generally exceeds the legal minimum wage;

AND WHEREAS Living Wage Canada, a federally incorporated non-profit organization, has established a national methodology for calculating a community's living wage;

AND WHEREAS becoming a Living Wage Employer requires ensuring both direct employees and contracted/subcontracted employees earn a living wage.

AND WHEREAS on October 29, 2020, Council directed the Public Service to take the necessary steps to implement a living wage of fifteen (\$15) dollars per hour, beginning January 1, 2023.

AND WHEREAS on October 1, 2023, the Manitoba legal minimum wage became \$15.30 per hour, exceeding the City of Winnipeg's adopted living wage;

AND WHEREAS the Canadian Centre For Policy Alternatives (CCPA-Manitoba) has calculated the 2023 living wage for a two-parent, two-child family in Winnipeg as \$19.21/hr;

THEREFORE BE IT RESOLVED THAT:

1. *That the Public Service be directed to review the Canadian Living Wage Framework and report back to Council annually with an updated living wage figure beginning in September 2024.*
2. *That the Winnipeg Public Service be directed to take the necessary steps to implement: a living wage requirement for:*
 - A. *City of Winnipeg employees effective January 1, 2025.*
 - B. *Contractors and subcontractors providing city services in all new and renewed contracts effective January 1, 2025.*
 - C. *Organizations receiving City funding effective January 1, 2025.*
3. *That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.*

Motion No. 3

**Moved by Councillor Wyatt,
 Seconded by Councillor Chambers,**

WHEREAS the Menorah is an important symbol for a significant religious holiday;

AND WHEREAS the Menorah's location at City Hall, in front of the building on Main Street, ensures its significance;

AND WHEREAS the Menorah is directly related to an Old Testament story;

AND WHEREAS Christmas is a season that has a reason, namely the birth of our Lord, the Christ, Jesus;

AND WHEREAS the Manger scene is directly related to a story from the New Testament;

THEREFORE BE IT RESOLVED that Council establish it as policy that the Menorah shall always be installed, at its season, at the front of City Hall, outside, facing Main Street.

BE IT FURTHER RESOLVED that the Christmas Manger scene shall be installed outside at City Hall, at its season, and that this shall be Council policy.

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS – THREE READINGS

Mayor Gillingham: Move that the following by-laws be read a first time, please. By-law No. 100/2023, and By-law No. 106/2023.

Councillor Allard: (Inaudible)

Madam Speaker: Okay. All in favour? Contrary? Carried. We've noted your...your request, Councillor Allard. Thank you.

Clerk: By-law No. 100/2023, By-law No. 106/2023.

Mayor Gillingham: I'll move, Madam Speaker, the By-laws No. 100/2023 and 106/2023 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 100/2023, and 106/2023.

Madam Speaker: Mr. Mayor.

Mayor Gillingham: I move that the rule be suspended By-laws No. 100/2023 and 106/2023 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried

EXECUTIVE POLICY COMMITTEE
QUESTION PERIOD

Madam Speaker: We'll have Question Period for the Mayor. Councillor Wyatt.

Councillor Wyatt: Thank you, Madam Speaker. Madam Speaker, through you to the Mayor, we're constantly hearing of the challenge still that affects many...many individuals in the private sector who are attempting to pull permits, file development applications, file development permits, building permits, and that...what I'm hearing back from the private sector and from individuals in the private sector is the fact that...get your employees back to the office, away from the home. That if we got our employees back to the office, we could actually have some turnaround on these applications instead of the needless, endless delays that are occurring. I don't like having to pick up the phone and call the Director about minor development permits that should be pulled.

Madam Speaker: Your question, Councillor Wyatt.

Councillor Wyatt: My question is, Madam Speaker, is the Mayor going to let the public service know that it's Council's will, and not the public service's will, and that time has come for employees to return back to the office. The pandemic is over. Thank you.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Gillingham: Thank you, Madam Speaker. Through you, I want to thank the Councillor for the question, specific to permit staff. This...this summer, in fact, that matter was addressed. There was some permit staff that were brought back to the office to deal with those matters. Councillor Rollins was on top of that file and made sure that...so that we can get the customer service that developers, and not just developers, but even individuals that say they need a deck permit and needed to see our staff...They did...they did bring several employees back to the office to provide that face-to-face service for members of the public. Executive Policy Committee has had several discussions with the CAO about the need to bring more individuals back to the office, especially those who are customer facing and providing direct service to the customer. I've been on record, and I want to thank the Councillor for the opportunity for...for me to re-iterate this, I've been on record that we have to make sure that customer service is not in any way reduced or diminished. So, if any Councillor around this chamber has direct knowledge of customer service being impacted and has cases in point and situations where customer service has been diminished because City staff are not available in the office, then please forward that to the CAO. Let the CAO know...CAO know of those specific incidences where...where that has been the case so there can be follow ups. But many staff have been brought back to the office. It's the...the hope and wish that every staff member, City staff member and employee that is dealing with customers directly where it is to the benefit of customer service delivery, which is the priority in all of this from my mind, where that customer service delivery can be enhanced by staff being back in the office, that that should...that should occur. Thank you.

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

Councillor Wyatt: Thank you. I'll take the Mayor up on that. I'll take him up on it now. The...the example I can give is the fact that if you try to get a hold of a planner...And my question is this, Madam Speaker...In light of the fact that if you attempt to get a hold of a planner, the planner emails you back saying, well, send me an email, or if you try to phone the planner it says, well, you have to email me. The reason for that is because the planner is not in the office. Rather than having phone calls forwarded to their cell, which we pay for but they don't pick up the phone because they're not in the office, can we put an end to that, Mr. Mayor? I know you're on the record of that, and I appreciate that, but it's gone. They've got to come back to the office. Enough is enough.

Madam Speaker: Thank you. Mr. Mayor.

Mayor Gillingham: I want to thank the Councillor for his question and the specificity of his question. I think given, Madam Speaker, that here in...in the Council Chamber we do have our CAO here and, specific to permit matters, we have the Chair of our...our Planning and Development Committee here as well, I think collectively we can follow up on this matter. Thank you.

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

Councillor Wyatt: Finally, it has been said, for the retention of employees, that we have to let them work from home. We could just let...let...if you... if you're not happy about coming back to the office, quit and we'll find somebody who is happy about coming back to the office.

Councillor Rollins: (Inaudible). There is a fine line, Madam Speaker, between calling into question the professionalism of our staff and the issue at hand. I think that line has been crossed, Madam Speaker.

Madam Speaker: Councillor...Councillor Rollins. Thank you. Noted. Thank you. Mr. Mayor.

Mayor Gillingham: I think one of the things that I...that I would, you know, re-iterate to all Council colleagues, and certainly Councillor Wyatt has brought this forward, is that there have been cases and there is situations where it's actually to...to the advantage of customer service delivery to have some of our employees be able to work from home. And I didn't understand that before, but 311 is a great example. Felicia Wiltshire, the Director who oversees (inaudible) 311, explained that if there is a surge in 311 volumes our staff or she, as Director, can immediately contact her staff member, 311 operators and say basically, my paraphrase, can you get on the line and start taking some calls, we've got a situation. And right from their homes, without having to travel to the office or to a 311 location, within moments they can be on the line taking calls and providing customer service. So, I think there are certain situations and circumstances where, frankly, again, to me it's about customer service and providing optimum customer service for the people of Winnipeg. There are circumstances and...and job allocations that, in fact, working from home can be advantageous to provide maximum benefit to the people of Winnipeg in customer service delivery.

Madam Speaker: Thank you, Mr. Mayor. Next speaker. Any further questions for the Mayor? Councillor Eadie.

Councillor Eadie: Madam Speaker, not to take up too much time, but I didn't have a public announcement today, Madam Speaker. So, Madam Speaker, the Mayor wished us all a great holiday season and good in the new year, Madam Speaker,

and I'd like to be able to...I don't know if the Mayor knows, we politically don't always agree, however, I'm of the mind that the Mayor should be wished good health and a great season for the Christmas coming up and into the future year, Madam Speaker. And while I'm here, I think...I think the Mayor would acknowledge...having the work that I've done this year, I would like to actually personally...and I know the Mayor does this, but our officers under the Charter and the very senior management in...in this City, the public servants, senior public servants...I'd just like to acknowledge the hard work that they've done and I hope that they get some part of a restful holiday season and wishing them all the best in the...in the new year. I think the Mayor probably feels that way as well.

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

Mayor Gillingham: I...I want to thank, through you, Madam Speaker, I want to thank Councillor Eadie for those comments and certainly echo what he has just said. Thank you.

Madam Speaker: Thank you. Councillor Browaty.

Councillor Browaty: Thank you, Madam Speaker. My question, through you to the Mayor, is the Mayor aware that the City is currently retiring its CISCO IP (inaudible) platform of physical phones and migrating to a software phone where City employees will be able to access their phones wherever they happen to be, i.e., their 986 phone numbers will be with them through their PC's going forward?

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

Mayor Gillingham: I want to, through you Madam Speaker, I want to thank Councillor Browaty for reminding all of us of...of this as well. Again, I think it's in...in the focus of trying to make sure we're providing excellent customer service to the people of Winnipeg, so I want to thank Councillor Browaty for making us aware of this again.

Madam Speaker: Thank you. Seeing no further questions, we'll move on. Seeing the hour, perhaps we can recess now and reconvene at 1:30. Thank you.

**Reconvened meeting of
Winnipeg City Council of
December 14, 2023, at 1:38 p.m.**

Madam Speaker: Good afternoon. I'd like to reconvene our Council meeting of December 14th, 2023. We're on the Standing Policy Committee of Public Works. The report dated November 21st, 2023. Councillor Lukes to introduce the report.

**REPORT OF THE
STANDING POLICY COMMITTEE ON PUBLIC WORKS
DATED NOVEMBER 21, 2023**

Councillor Lukes: Thank you very much. I'd like to pull Item 1 and 2, and Consent Agenda for...from 3 to 7, please.

Madam Speaker: All in favour? Contrary? Carried. Madam Clerk.

Item 1 – Enhancing the Recruitment and Retention of Transit Operators

Councillor Lukes: Okay. I just wanted to speak to this. I want to thank the Transit Department and their recruitment team. We've got big challenges, as everyone knows, in relation to Transit. We...we've seen a...a really good surge in ridership, but we're really challenged with hiring. So, this is a really good report. I encourage you all to read it and to note that...that Transit is...is being very aggressive. They sent to me papers and advertisements that they've been advertising in Panjabi, Tagalog, and doing massive outreach. This report covers it. I know people are frustrated by Transit, but I really encourage them to read the report. If there are other organizations that you see that aren't on this report, by all means, either send them to me or to the director. So, again, I just want to thank Transit for their work that they're doing. It's a...it's a big challenge for sure.

Madam Speaker: Thank you. Any other speakers, or Councillor Lukes, do...do you wish to close?

Councillor Lukes: No.

Madam Speaker: All in favour? Contrary? Carried. Item 2, Madam Clerk.

Item 2 – Accelerating the Implementation of the Winnipeg Transit Master Plan

Madam Speaker: Chair Councillor Lukes, introduce the item.

Councillor Lukes: Sure. This is here just more for information. The initiative ended at the Public Works Committee but Councillor Wyatt made a Motion, and I appreciate it, that it came forward to Council. So, this is the acceleration of the new Transit Master Plan. I just want Council members to note that by 2025, June of 2025, all the new updated high frequency routes will be in place. So, I went through this process back, just before the pandemic in 2019, on changing all the routes in my ward. And I worked with the Transit Department doing outreach, public communication. I can assure you there were many lessons learned. I also have a report that I put together on the lessons that I learned. So, I would encourage all council members...and I...I believe and Councillor Wyatt may want to speak to this. The reason that he wanted to bring it forward, I, too, is that I encourage you all to reach out to Transit to speak to them to look with a fine microscope at the routes that they're proposing. There will be public engagement offered in, I believe, January or February for the public to come forward and comment. There will be a few tweaks and changes. But I just wanted to bring it here where everyone is in the room together and we can, you know, we...we all want this to happen. It's happening a year earlier than planned. The high frequency model, spine and feeder model, from my experiences since 2020 have been incredible. So I encourage you to take a look at the routes, talk to the public service, talk to Transit. This is a massive change that we will be undergoing. People...we will do a huge communication campaign on this. One of the things that...one of the biggest challenges I found was the transfer. People will have to transfer. That was a bit of challenge. So, I encourage you to go through this. We'll make sure everyone is armed with good communication material. But when you flip an entire system that's been in place forever and eternity there'll be some challenges, but great opportunities. So, thank you.

Madam Speaker: Thank you. Councillor Wyatt.

Councillor Wyatt: Yeah, thank you Madam Speaker. I'll just follow up on the Chair's comments. And I did have an opportunity, I'd say three weeks ago, to meet with staff at Fort Rouge. I encourage all members of Council to do the same. This is a major change to the transportation plan, transit plan, of our city. It will have impacts on every ward. It's crucial to know that...that the idea is to create major corridors and feeder systems. I think there's an opportunity to improve our transit system. It may take an increased investment in transit to do that...make that possible. Frequency is what's driving this...the idea of increasing frequency along major routes. And I would encourage, by way of my speaking to the item today, if Transit officials are listening, they are hiring an outside consultant to assist with the writing of this report. I would also encourage them to think about hiring an outside consultant to critique the other, the outside consultant writing the report, to look at the risks and to assess what risks are, what benefits are, to confirm them or to also outline steps that can be taken to mitigate risks in the change over plan. Only when you...sometimes when one consultant looks at a...a report they don't necessarily have the objective lens that you want. Coming from another consultant who would actually come in and say, well hold on. What about this? What about that? Challenging the report, so to speak, internally, I think, is crucial. Not only from staff challenging the consultant they hired, but another one coming in to give an extra set of eyes on a major change like this would probably be something good. I would encourage them to think about that and consider that. The other part which is exciting about this is that it is contemplating future rapid transit. And I really...and I do need to follow up with staff again. I think there is some initiatives that they are considering left over from the previous regime, as Councillor Lukes likes to put it, that I think is somewhat problematic. The example I can give is what I know on my end of the city. They want to run a dedicated corridor along Nairn Avenue and then, when they get to Regent and Lagimodiere, they're going to build a brand-new grade separation for buses. And I pointed out to them, only because I've been around for a little while and have a little bit of institutional knowledge, that we already have a grade separation that exists at Lagimodiere about 100 and 200 meters to the south. It's called the existing overpass over the C.N.R. Redditt Subdivision (Mainline) where two lanes or more exist under that bridge and was built that way to accommodate a road corridor. And we've known about that for years, which is why we were going to run the dedicated corridor along that rail line, not along Nairn. But to save ourselves tens of millions, possibly 100 or plus million of building a new grade separation we divide...oh yeah, I think it's something to be considered. So, these are examples. I think it's crucial that...the other thing I really stress to the staff was, when I met with them, is they have to think out of the box when it comes to how we engage the public because so often we...it's the same groups that come forward and we hear from and then they have input into it and that...those groups are important. But the general public who, day-in and day-out use our transit system, who don't necessarily have the time to always get engaged...We have to figure out a way to engage them and to let them know. And that may be direct mail pieces. It may be information handouts at transit routes, buses in the morning. It may be through a...a direct-mailer to households, you know, highlighting. It might be something tied to the water bill. Everyone who gets a water bill, letting them know this is crucial to participate because we really need to have their feedback on this change. The greatest

shortfall that I see in the plan, just from a lay person's point of view, is not necessarily the routes that we're creating, though there are some issues there because we're making certain corridors and certain places, but not necessarily in others. But the biggest concern or the biggest area that I see as an issue is going to be the feeder route system and how frequent that will work. And...and I know that there's...this on-demand system is going to be relied upon. And I can see challenges there. Namely, it's easy to get on the demand system to go downtown. But then to rely on...how do you on-demand to go back is...is challenging. And so, there are a number of issues at stake or on the table here that we have to address that are still outstanding. But frequency would have to drive us to acknowledge the need (inaudible) for increased...increasing the fleet. That is something which they are working...and they were given direction to work within the existing framework of the existing budgets to develop this plan. And maybe that's something we should be considering in light of the demand that we're seeing now. Constituents have reached me to say that in the mornings coming out of Transcona, my ward, there's standing room only on the buses. And...and that tells you the extent of demand and the need for us to consider the fleet. For the longest time our fleet was limited. But we started about a decade ago to increase the size of the fleet...first time in literally 20 years. And in light of the growth...we want growth. We embrace it. We approve subdivisions. New applications. Population is rising. In light of that, it's hard to not recognize that the need to invest in a...in a greater system...So those are my comments. But again, I really hope management does take the necessary steps to, number one, engage the public. That is the actual transit user...users. And, number two, to get outside help to assess both risk and benefit and ways to mitigate risk with regards to the plan before they publish it and roll it out to the citizens of Winnipeg. Do the homework and the heavy lifting ahead of time to try to reduce the amount of issues that will no doubt arise when you're bringing a whole new system. Thank you.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: Thank you. Some good comments by all. Three things. I do think, as we go forward, my own view is that we need to revisit it based on possibility of light rail. But that's not the debate for today. But we will come back to that as there continues to be federal money available for that. I know Councillor Wyatt has championed that. I think I was about a decade behind him on that, but I think I've caught up. Number two, some good points by Councillor Lukes about needing to consult. I'm amazed that the South St. Vital, south of my ward, south of Nova Vista and St. Vital, there's no frequent transit along...deemed along St. Mary's and Dunkirk...and Dakota. Though there is along St. Anne's. When I asked them...there's some very good people like Sturgeon working on this. They said, there's nowhere...Well, we don't have a turn-around. How can that be the...how can that be the problem? Luckily, we have...we have the answer right in front of us on Dakota, which is you can do a turnaround loop at the foot of Dakota. So, we'll be coming to that early in the new year and hopefully we can get that frequent transit because, I mean, if you want people to ride the bus you can't really say to them we'll get you to the St. Vital Centre and you can walk all the way home or wait 40 minutes for the next feeder bus. So, I do think there's some work to be done there. The...sorry to be the fly in the ointment, though. In terms of the routing of public consultation on the routes. You've got, at the same time, the half money if we get it, and I assume we'll get some of it, the half money that we debated. The federal requirement was within 800 meters of transit, period. Our counter proposal was within 800 meters of frequent transit routes. Walking, running, skipping...didn't say walking so then is it walking? Is it as the crow flies? The walking on the streets? Councillor Allard's example of Niakwa Park where you might be 50 meters from Fermor, but to...to actually walk there in the street takes you a whole lot longer. So that's...number of issues with that. And you can see people saying, well I...I just want that route. I just...I, you know, if we could just get it that much further over then no fourplexes on my street because the height limit wouldn't apply. So, can we not have to...could we have a turn here in Sage Creek? Could we have a turn there as we plan the routes? So, this will certainly complicate any discussions for...Councillor Lukes has referenced about having public input on the routing. We've already got people talking about...hey, can we close the walkway between these two streets. But then I'm more than 800 meters of walking because now I'm going to have...I'd have to go around here. So, there. Then our street wouldn't have the 47, 48-foot height limit. So it's seemingly two separate issues. It isn't because of the way we voted...way the majority of Council voted last time. So, we'll see. Doesn't say walking from 800 meters. We'll see that the federal requirements are if they deem our application appropriate, but the routing of the frequent transit network is going to be very much, I would submit, interrelated with people's desire or not desire to have as of right 47-foot fourplexes on their street. So, we'll see how that plays out.

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

Councillor Allard: Thank you Madam Speaker. I note that this report is very different than the report we just considered on the new infrastructure plan for the City of Winnipeg, which...which I voted against. And thank you to my colleagues who supported that...that vote. So, I just want to...I would like to highlight a few parts of the report. By launching the PTN in mid-2025 rather than 2026 some infrastructure upgrades will not be complete. Contingency plans are in place for other elements not complete by the launched date. My question there being why not...why not build the infrastructure required for the Transit Master Plan while all this other infrastructure is being built or highlighted or put in asterisks in the City of Winnipeg transit plan? When launching the PTN several infrastructure upgrades will not yet be complete. The implication for this acceleration is that some infrastructure will not be complete before service begins. For example, where transit

loops are not complete, some feeder route buses may travel a few extra blocks to find a suitable place to turn around. This will lead to slightly long...longer trips and slightly lower frequencies until the loop is built. Where permanent operator comfort stations are not yet constructed, portable toilets can be used in their place. I don't see why these things cannot be expedited and shouldn't be done in the next four-year budget. Which makes me wonder, why is this report for information and not a budget referral since, I understand, we are to embark on a four-year budget process very soon? Included in the report is, quote, there are, however, insufficient resources to undertake any new permanent initiatives, and there may be insufficient resources to handle the quantity of customer questions that are likely to arise in the immediate lead-up to the transition and the follow up period afterwards. Transit plans to identify these issues in more detail in the implementation plan to report and future budget submissions. There will likely be a need for more customer service staff. So, back to my point on the budget referral. I do think the Transit Master Plan is the way to go. I do think frequent service networks on mainlines is the way to go. I do think the line and feeder network is much superior to our hub and spoke system, Madam Speaker. However, I would love to see this Council put their money where...where their mouth is. I see all sorts of duct tape with...with transit trying to call together budgets to work with other departments. Why is this not the priority? Why did this not have an asterisk in the infrastructure report that we just voted on as a Council? Why...why is it roads first and transit as an after thought? Or where it happens to fit with some roads here and there that may or may not have anything to do with future growth, with the exception of Chief Peguis Trail, which we shouldn't build right away. We should wait for that. So, anyhow, I will be voting for this report with those caveats. I really think that this is good. I really think that there are missed opportunities. We're going to be, unlike in southwest Winnipeg which, as per my comments...previous report, it seems to be getting the lion's share of asterisks in terms of new...new investments. Southwest Winnipeg, that had that rapid transit line. We're going to implement the Transit Master Plan line and feeder system everywhere else in the city without the required infrastructure, without the staff required for the transition. Unless there's a future budget referral that may be coming up. I don't see why this is not a budget referral since, clearly, we know...we know from prior budget documents, prior in the Transit Master Plan...there are some class 5 estimates. We know it's missing and we're saying do it, but don't. We'll...we'll figure out maybe afterwards how to do it. And we'll give you Transit Master Plan light. The kind where we can shift where the buses go without building the necessary capital to...to accompany it. And first impressions are worth a lot. Winnipeggers will have their first impression of the Transit Master Plan as not what it could have been if we don't build the necessary capital resources for this system. And so, I think it's a missed opportunity if the budgets are not identified to build the capital in the report that says that is lacking in order for this to be more of a success. Likely on a balance this is still going to be better than what we have. But it could have been so much better for such a relatively smaller investment compared to all of the investments that were just passed by this Council in the infrastructure report for future spending. So, I would've loved to see this report with the last report...last report having three stars beside a number of the transit capital infrastructure upgrades that are required for growing city where we are about to up-zone the City. Where we need wastewater. We need transit. We need active transportation. We don't need road widenings that make things a little bit better for growth. We need things that allow for more growth, because we don't have the money to spend on things that are nice to have. So, generally, this is going in the right direction, but we're doing it halfway where we could've done it right, the way that it was identified in the Transit Master Plan. The way that the administrators clearly know it can and should be done with those paragraphs that I read out. So, money required. Is money going to be allocated? Seems unlikely at this point since there isn't the budget referral. So, it seems we'll...we'll, voting for this report, get a Transit Master Plan light while we build all sorts of other things that are not required to grow this city. So, I will be supporting this report with those...with those comments in terms of what I would've wished it could've been. Thank you.

Madam Speaker: Thank you, Councillor Allard. And Councillor Eadie. And then the Chair, Councillor Lukes, to close.

Councillor Eadie: Thanks, Madam Speaker. I didn't really intend to speak to this, but I...I think there is a relevancy to what Monsieur Allard was talking about and...and our roads because for the frequent transit system, the road...regional road infrastructure is of utmost importance. But then there's also the roads that are collector...feeder routes that will cross frequent routes so you can transfer and move quickly and confidently and will attract more riders, I'm sure, because really, what a transit system...transit systems that are convenient and make a person's day work are the ones that people who have options will ride. So, I think that's great. But I'm going to point out some issues that will make implementation kind of interesting in that...Well, first of all, I...I think I said, I am voting for this report. I think we all...this is in our strategic plan and everything that we worked on. We...we wanted to expediate getting to this better transit system because we want people...more people to ride. But I will go into a couple of things. So, number one, Madam Speaker, Transit and Public Works road programs need to coincide and be very...they have to work together. And if they don't, then we have issues that people will be quite upset about. So, for example, Madam Speaker, a wonderful new feeder bus will serve your ward, Councillor Santos' ward and my ward called the Inkster bus. That Inkster bus, for example, will...goes all the way from...I think it's in Meadows West, Inkster Gardens, and then they'll come down Inkster. It'll serve the industrial area that's partially in, well, mostly in Councillor Santos' ward. And then it makes it all the way...all the way down to Scotia and comes around. Now the problem is there is no bus right now that runs from Arlington to Main Street on Inkster. And we took away the once feeder bus called 88 Cathedral which used to, when I was young, just go right past my house on Inkster between Scotia and Saint Cross. So, the thing is, we're going to run heavier buses with people on them and these might not be the

bigger buses. We don't know what kind of, you know, eventually how many people are going to be riding this Inkster feeder. But what I can tell you is any bus that goes down there with the street condition that it is...I know that McGregor and Inkster, when the McGregor 17 bus goes down there and there's pot holes, and if the road is in bad shape, people's houses shake. And that's going to happen. We're going to run a bus down Inkster so we need to coordinate actually road renewal so that those roads aren't so bad that it's shaking everybody's house and wrecking their foundations. And it's the same down on Inkster between Saint Cross and Scotia, although it's in pretty good condition. There never used to be a problem when that bus ran by when I was a kid. Our house never shook. However, if it's in bad shape and there were potholes, yeah, and they're hitting them. Your houses are shaking. And when we were installing speed bumps under the pedestrian and cycling plan, you know, it's a real problem. So, we have to make sure that when this moves forward, that we're coordinating that stuff. And I will just end on...there is a Arlington bus proposed in the frequent transit system. It needs to go over the underpass at McPhillips all the way down, down Logan. We need to be looking at the future. So, when you're looking at your infrastructure these are the things that nobody is looking at, which makes a city work better. That's why we need a new Arlington Bridge that will support 5-tonne trucks. Support a bus. And so, it's part of the whole transportation system. I heard the Chairperson talk about the, you know, smooth movement of traffic through our city. So, and that's includes buses. So, I'll leave it at that. I could say a lot, oh, and I will mention...we have another problem where we're doing curb extensions on regional roads like Salter and McGregor. And it is slowing the buses down already now. And there are frequent buses proposed for Salter and McGregor. And what's happening now is we put in these curb extensions. There's only two lanes of traffic. We've got Arlington Bridge former traffic running down these streets, but now it's even worse...measuring traffic. So, when we're making decisions about running things, we have to take into consideration what is the Transit Master Plan. What is that frequent system? We have to consider all these things. And you need to, all of us need to, do that, Madam Speaker. So, I'll leave it at that. I think this is great. We're moving forward. But we have to consider all these factors that are very important because people will be very angry if you run a bus down Inkster again and there's big potholes and people's houses are shaking. And it would be the same for Jefferson, Madam Speaker. There is a Jefferson feeder as well being proposed. So, although Jefferson is in pretty good shape...but they're looking at expending it a certain amount. And I'm concerned. I'd like it to extend all the way to the Red River and it'll go all the way up into your ward, Madam Speaker. I think it's a very good collector. It's a very important part of the system. But again, we have to bring in all the factors...all the factors about what the repercussions are or how is this frequent system going to work better? Thank you.

Madam Speaker: Thank you. And now, Councillor Lukes to close.

Councillor Lukes: Sure. I've asked Transit to put together a summary, a one-page brief, that I'll send around to Council when I have it to highlight the hundreds and hundreds and hundreds of millions that we are investing in Transit. In security and electrification, and hydrogen plants and so much. So, it's not like we're invest...not investing in Transit. In relation to the specifics about the accelerated transit plan, the...in speaking with the department, there are pieces of infrastructure that they wait to put in till after the route is developed. And I've seen that in southwest Winnipeg. They develop the route, they take the public feedback, they make adjustments, and then they put in some of the permanent infrastructure. So, I encourage you again. Reach out to the departments. Talk about your routes. Know that we're going to do everything we can to do an aggressive education campaign on this big switchover, probably one of the biggest education campaigns we'll...we'll have seen since, probably the garbage can switch over. Anyways, I'm looking forward to this. Thank you.

Madam Speaker: With that, I'll call the question on Item 2. All in favour? Contrary? Carried. We have Motion 1 that's been circulated. It's moved by Councillor Chambers, seconded by Councillor Lukes. It's an automatic referral to the Standing Committee and it's on Image Capturing Enforcement Regulations.

STANDING POLICY COMMITTEE ON PUBLIC WORKS **MOTIONS**

Motion No. 1
Moved by Councillor Chambers
Seconded by Councillor Lukes

WHEREAS the safety and well-being of the residents of Winnipeg are of paramount importance. Traffic safety is a fundamental concern for any community, and Winnipeg is no exception;

AND WHEREAS according to 2022 data, there was a significant increase in road traffic fatalities in Winnipeg, posing a severe threat to public safety and trust on our roadways. The alarming increase in traffic fatalities not only brings immense

grief to the affected families but also poses a significant threat to the overall public safety and trust in our transportation system;

AND WHEREAS Image Capturing Enforcement Regulations were implemented in our city in December 2002 as a mechanism to deter and prevent traffic violations and accidents. They act as a force multiplier for law enforcement agencies, effectively monitoring and deterring violations such as speeding, red-light running, and other hazardous driving behaviors;

AND WHEREAS the province of Manitoba has not reviewed Image Capturing Enforcement Regulations since its inception, in an effort to determine efficacy or to address road safety concerns in areas where density has increased since December 2002. It is crucial to evaluate its efficacy and determine whether the current regulations adequately address the evolving challenges associated with traffic safety;

AND WHEREAS by initiating a thorough review of photo enforcement legislation, it creates an opportunity to enhance road safety, reduce traffic fatalities, and foster a culture of responsible driving within our community. Its firmly acknowledged that such an evaluation will provide valuable insights into the strengths and weaknesses of the current system, allowing for informed decisions and implementation of necessary improvements;

AND WHEREAS the Province of Alberta adopted Image Capturing Enforcement Regulations in 1987 and conducted a comprehensive review of their program in 2019, implementing changes to optimize and improve safety outcomes on roads and highways.

THEREFORE BE IT RESOLVED:

1. *That the Province of Manitoba be requested to:*

- A. *Conduct a thorough review of the Image Capturing Enforcement Regulations considering the rising traffic fatalities in the City of Winnipeg. The review should encompass the following key areas:*
 - i. *Effectiveness: Evaluate the impact of photo enforcement systems on reducing traffic violations and enhancing compliance with traffic laws.*
 - ii. *Coverage and Placement: Determine whether the current placement of photo enforcement cameras adequately covers high-risk areas, intersections, school zones, and other designated locations with a history of traffic incidents.*
 - iii. *Technology and Infrastructure: Assess the technological capabilities and infrastructure supporting photo enforcement systems, including equipment maintenance, accuracy, and data management.*
 - iv. *Transparency and Accountability: Ensure that appropriate guidelines are in place to protect citizens' rights, prevent misuse, and provide transparent reporting on the implementation and outcomes of photo enforcement measures.*
 - v. *Public Awareness and Education: Review the existing public outreach programs to raise awareness about photo enforcement systems, their purpose, and the importance of responsible driving.*
- B. *Collaborate with relevant stakeholders, including law enforcement agencies, transportation experts, road safety organizations, and community representatives.*
- C. *Present the findings and recommendations resulting from the review to the legislative body for consideration and action.*
- D. *That upon completion of the review, implement the appropriate legislative amendments, policy enhancements, and targeted initiatives to address the rising traffic fatalities in Winnipeg and promote a safer transportation environment.*
- E. *Actively engage with the City of Winnipeg and other relevant stakeholders to facilitate data sharing and cooperation in addressing the traffic safety challenges.*

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- F. *Provide regular progress reports on the review process, including key findings and proposed actions, be provided to the legislative body to ensure transparency and accountability.*
 - G. *Establish public consultation and feedback mechanisms to solicit input from residents and affected communities regarding the photo enforcement legislation.*
 - H. *Allocate adequate resources and funding to support the review process, ensuring a comprehensive and robust assessment of the legislation.*
2. *That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.*

Madam Speaker: Now onto By-laws, Councillor Lukes.

**STANDING POLICY COMMITTEE ON PUBLIC WORKS
CONSIDERATION OF BY-LAWS**

Councillor Lukes: I'd like to move that the following by-laws be read a first time. By-law No. 92/2023, By-law No. 104/2023.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 92/2023, By-law No. 104/2023.

Councillor Lukes: I'd like to move the By-laws No. 92/2023 and 104/2023 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 92/2023, By-law No. 104/2023.

Councillor Lukes: Okay. I'd like to move that the rule be suspended and By-laws No. 92/2023 and 104/2023 be read a third time and that same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. Now, have question period under this committee. Questions for the Chair. Councillor Chambers followed by Councillor Eadie.

**STANDING POLICY COMMITTEE ON PUBLIC WORKS
QUESTION PERIOD**

Councillor Chambers: Thank you, Madam Speaker. Through you to the Chair of Public Works, last month I went on a ride-along with somebody from the CNIB who is visually impaired. During the ride-along, he was able to point out some of the challenges he faces while riding public transit as a person that has a visual impairment. Some of the challenges include buses that do not have audio announcement of upcoming stops. I believe he referred to one in four buses do not provide announcements. And the second challenge around construction season and the temporary relocation of stops that are not communicated in advance through the media or through the transit app. This is problematic for individuals with mobility challenges, but more...but more...even more potential dangerous for visually impaired persons who could be walking into an active construction site. Madam Speaker, through you to the Chair, Chair Lukes, are there plans to increase efficiencies around these issues that experience...that those in our disability community face while riding public transit?

Councillor Lukes: Through you, Madam Speaker, thank you for the question, Councillor Chambers. I, too, had the opportunity to do a...a ride-around with the CNIB. Four out of five of the items failed when we did the ride-around, so it wasn't very, very optimistic, but there's a new investment that we've made in public transit, and I...I encouraged her to come to the last Public Works meeting. We have a new accessibility coordinator dedicated solely in transit with a wealth of experience. She will be guiding and advising and working on exactly the issues you're speaking of. So, this...this is another great step forward in investing in our transit to make sure it's accessible for all. So, I'm optimistic. A lot of positive accessibility changes will be occurring.

Madam Speaker: Thank you. Next speaker, Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. I'm going to ask this question regarding things that might have arisen from Report No. 3, Madam Speaker. My question is, there are problems happening within the personal Vehicle for Hire Uberland, if you want to call it that. Whatever you want to call it, Madam Speaker, it is a personal Vehicle for Hire and it gets treated differently. But, Madam Speaker, there is and there are problems for customers. Disputes that don't get settled. For example, they have this, like, no-show. So, person shows up...I kind of explained it...So you show up. You call them to a mall, for example, and they sit in front way over on the other side of the mall saying this is where you told me to pick you up. And they keep saying, well, I'm just on the other side of the mall. Come and pick me up. I don't want to walk through a parking lot, Madam Speaker. And then what did they do? They say, well, it's a no-show, and then they charge him almost \$7, Madam Speaker. Happened to one person I know twice. They use it fairly often, but it does happen, and how often do some of these things in that by-law that showed up, how often do they happen that we have to have fines and stuff that's there. So my question, Madam Speaker, is simply will the Chairperson endeavour to look at and have the administration of the Vehicles for Hire division or whatever it is...I don't (inaudible) necessarily anyway, Madam Speaker. What are they going to do about the problems that are happening on the personal Vehicle for Hire side? How are we going to start enforcing proper service for customers?

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you very much, Madam Speaker. Through you to Councillor Eadie, yes, we are working with Grant Heather. He's...he's the gentleman that is overseeing a lot of the situations that are arising and that are involved with Vehicles for Hire, so I will say I...I'm really pleased...I'm impressed with the amount of work and the changes that have occurred to date in consideration of this just sort of having to be absorbed quite quickly by the city. So, I will bring this up with him. I encourage the Councillor also to bring it up with him. There's, you know, there's a lot of great work that's been done in the Vehicles for Hire, but I think there's a lot of good work that still needs to be done and we're going to focus on that. Thank you.

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

Councillor Eadie: Yes, Madam Speaker, did you know that...did you know that sometimes, and maybe more often than the failed audio stop calling, that it's just the volume's turned down too low? There needs to be a steady volume. Did you know that often drivers are asked...some people will ask to turn it down or whatever and that they are working...I don't know about the incidents Councillor Chambers was talking about. It might have been broken but ultimately, it's about setting the right volume level on these buses, and sometimes during rush hour it's very loud, so you have to turn it up so people can hear where they're going to get off.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Yes, through you Madam Speaker, that actually was exactly one of the scenarios that I encountered when I was doing the drive-around with CNIB and I went up to the bus driver and I asked him and sure enough, the volume wasn't turned up, so that's something that we mentioned to the access advisory coordinator for Transit, and that will be addressed.

Madam Speaker: Thank you. Next question, Councillor Schreyer. Followed by Councillor Wyatt.

Councillor Schreyer: Thank you, Madam Speaker. In regards to Report Item 3, Vehicles for Hire Industry Annual Report, and those aspects of the by-laws, a number of issues have been raised very recently, as Councillor Lukes said. This information was absorbed quite quickly, as she said, and there's more work that needs to be done, as she just said just a couple of minutes ago. There was consideration because of the quick absorption of this and because the work that still needs to be done, as Janice Lukes herself just said. There was consideration to consider referring this to the next meeting, but, sensibly, it's fair because there are other aspects to this including, as was mentioned this morning to me, issues of accessibility and Handi...Handi-Transit issues. That were...this would be referred as well. So, in order not to delay that, I guess, we came to some sort of consensus to let this go.

Councillor Wyatt: Question.

Councillor Schreyer: That was less than 60 seconds, I believe. Around 60 seconds.

Madam Speaker: Thank you. Question, Councillor Schreyer.

Councillor Schreyer: Thank you very much. After that justified pre-ambles, Madam Speaker, I ask the question to...to Janice Lukes. Given all this information, what...what does she suggest to us, and what would she suggest to the industry in terms of talking about how we go forward, in terms of that work that needs...still needs to be done, as she said, in terms of why we shouldn't delay today, and therefore what more we need to do another day? Could she give to Council and to the industry and some very brief suggestions off the top in terms of where we re-start?

Councillor Lukes: Sure. Thank you very much, Councillor Schreyer, through you, Madam Chair. So, yes, I think it was very important that we move this report forward to ensure that the WAV Accessibility On-Demand program is in place. The absolute best way to continue moving forward is to continue dialogue, and Grant Heather is setting up meetings and we'll continue dialogue working through...there's a multitude of changes. I agree. Like...like Mr. Buck had said, there's really good things in the report. There's some challenging things that we need to overcome but, like we've all said and like the majority of us here feel, we do need to level the playing field. And the only way that that will get done is through dialogue and conversation, and we need to continue that. We had a great dialogue, also, with the Indigenous community on some other issues. So, dialogue is the answer, and I feel that the Vehicles for Hire Department, the branch, is doing good work on that. I encourage Unicity, again, to reach out to...to me, Councillor Sharma, to speak to Grant Heather and continue the dialogue because we all want the same thing. We all want sustainability of the industry.

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

Councillor Schreyer: Absolutely. In terms of sustainability, that includes making sure that the front, professional, full-time industry is sustainable as well. This is their living. They dedicate their lives to it and, in terms of maintaining that level playing field, I know there is a few things that transpired very quickly recently...and I don't exactly mean to put Janice...Councillor Lukes on the spot. If I meant to do that, I would do it more often. But, having said that, I don't ask that many questions in question period. But, in terms of level playing field, does she have any recommendations, specifically in terms of process, keeping the dialogue going? But there's a number of issues that were dealt with...that mentioned specifically this morning that really have to be resolved, that were not resolved today in Council. We have to keep going on and does she have any specific ideas for any of these specific ideas regarding level playing field, the difference in between point to point, fines and accountability versus the...the taxi industry regarding their obligations to...to accountability and fines which are much larger and much higher...higher...much more highly regulated? Does she give any...any ideas in terms of any of these issues? Any advice in...in terms of where we would be going in the next few months?

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Sure, Thank you very much. Always love your questions, Councillor Schreyer. So, as you know, I'm not an expert in the Vehicles for Hire realm. But what I...I do feel a lot of us councillors are very good at is opening the doors to the public, to the specialized groups, to industry, opening the doors, creating the contacts to the professionals. So, the four points that Mr. Buck brought forward in his presentation are clearly concerns of the industry and I would say not only Unicity, but other taxi firms. So, my response to your question is, again, facilitating and making sure those conversations are happening is what I can do. I'm not going to get into the specifics of how we're going to address each one. We have professionals to do that.

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

Councillor Schreyer: So, just to confirm, I...I did hear Chair...Chair Lukes say that what she can do is help in terms of encouraging these...this...this further dialogue.

Madam Speaker: Thank you. Next speaker, Councillor Wyatt.

Councillor Wyatt: Yes, Madam Speaker, through you to the Chair. On the weekend we were hit with some weather where the regional streets, collector streets, were hard...hard hit with ice. I was running around doing Christmas errands coming back on Mission Avenue and right in front of me a...a family in a minivan did a 360. Thank god there was no oncoming vehicle traffic. However, what was interesting was...because you're an elected official, we observe these things...half of Mission was done, and I saw where the trucks had gone off the road to the next street and then it was like the other half was missing. And...and I do recall a time when, a number of years ago, a couple of mayors ago, when...when Public Works had literally half their snow plowing equipment for sidewalks broken down which we found out after the fact that therefore, we had no snow plow...plowing on sidewalks the way it should've been. Is there a possibility that we were caught short in terms of this storm and the need to be able to...And we all understand that residential can't be done before the collectors and the regionals in terms of ice to be addressed immediately, and this was already halfway through the day on Saturday and it should've been something that could've been looked after, but anyway, pass it on to the Chair. The question is, are we...was the department caught short with the storm? Yeah.

Madam Speaker: Thank you. Councillor Lukes.

Councillor Lukes: Thank you very much. Through you, Madam Chair, I'm not aware that the department was cut short staffing wise. I do think that what we are seeing with the type of weather that we're having...today we're outside it's all melting. Tonight it'll be cold, it'll be icy. Certain streets have sunshine on them at some times, certain streets have shade on them at some times. It's very challenging in this transitional season, I guess I'll call it, even though we should really be full of snow and cold right now...I guess it's with climate change. It is challenging for the Public Works Department to address...I...I'm going to speak to residential streets because I've had calls on residential streets. But there should be no reason why our main corridors, our P1's, our P2's, our major collectors, shouldn't be sanded. Now, that being said, throughout the day, throughout overnight, conditions change. So, I really encourage people to drive to the condition of the road. I think that we all have a responsibility. I mean, sure, we can add more people, more staff, more sanding, more cleanup, but I think we all have a responsibility, all the residents have a responsibility, and councillors have that opportunity to tell residents that, too. Drive to the conditions of the road. That might mean you may have to slow down a bit. You know, for sure, the P1's, P2's and collectors should be addressed. Do we have some challenges with the inspections or the frequency of inspections? That's a big conversation I like having with the department. But please know that they've been made aware of concerns because I've heard it from other people. But also, we all have to realize we're in a transitional season. Climate change...there's...there's a multitude of factors that are causing the conditions. So slow down, drive to the conditions, and then send in a request to have it salted or sanded.

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

Councillor Wyatt: Second question, totally different subject.

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

Councillor Wyatt: Thank you. We have, under the Water and Waste agenda, a first charge against the 2024 Capital Budget for Water and Waste Department Capital. Do the public service come forward with a proposed first charge against the 2024 Capital Budget to ensure that we get out in front of our procurement rather than waiting till March and then we're behind the scenes in terms of (inaudible). Did the administration come forward yet and propose such a first charge?

Councillor Lukes: Councillor Wyatt, you sit on the Public Works Committee. I've not seen that on the agenda yet myself. Maybe you have and I missed it, but not that I'm aware of. Not yet.

Madam Speaker: Thank you. Second question.

Councillor Wyatt: Thank you. In light of the fact that, well, you may be dealing with some catch-ups on some other projects on your agenda, is it something that you're prepared to take to the Director and ask him why we don't have a first charge against the Capital Budget in 2024 to make sure we stay on top of the road procurement?

Madam Speaker: Councillor Lukes.

Councillor Lukes: I can absolutely address it with him. I know there is a bit of a challenge in the industry with the consulting availability. I know that for sure, but I will address that with him.

Madam Speaker: Thank you. Councillor Eadie. Fifty seconds left.

Councillor Eadie: Yeah, I'll just pass. Thanks.

Madam Speaker: Okay. That concludes our question period under this committee. Next is the Standing Policy Committee on Finance and Economic Development. Councillor Browaty.

**REPORT OF THE
STANDING POLICY COMMITTEE ON FINANCE AND ECONOMIC DEVELOPMENT
DATED DECEMBER 1, 2023**

Councillor Browaty: Thank you, Madam Speaker. I'd like to introduce the report of November 30th and move Item 1 as Consent.

Madam Speaker: All in favour? Contrary? Carried. There's no by-laws, no motions. We'll get right into question period. Any questions for our Chair? Seeing none. Next is Standing Policy Committee on Property and Development. Councillor Rollins, our Chair.

**REPORT OF THE
STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT
DATED NOVEMBER 22, 2023**

Councillor Rollins: Madam Speaker, I'd like to move consent agenda for the November 22 meeting, and...

Madam Speaker: November 22nd, that's correct.

Councillor Rollins: It was my birthday, Councillor Lukes, so I remember through the Chair. It...it...I (inaudible) what I'm saying. So moved, Madam Speaker.

Madam Speaker: Councillor Mayes, 4. No. 8, Secondary Plan. No. 1, Wayfinding Signage. Okay, call the question on 2, 3, 5 through 7. All in favour? Contrary? Carried. Madam Clerk.

Item 1 – Wayfinding Signage at City Hall

Madam Speaker: Thank you. Councillor Rollins, the Chair to introduce the item.

Councillor Rollins: Madam Speaker, I want to thank the Committee and also the...the movers of the Motion of Wayfinding Signage at City Hall. The Standing Policy Committee on Property and Development instructed the public service to come back with the sign. So, post haste, we want to see a sign under the terms of the Motion. And so, soon at the Standing Policy Committee on Property and Development we will see a model sign and hopefully get going. I hope that meets the pleasure of the mover because certainly it was a well received Motion, Madam Speaker.

Madam Speaker: Thank you. Councillor Wyatt.

Councillor Wyatt: Yes. I stood this down, Madam Speaker, to thank the Chair for taking this matter up and for bringing this forward. And thank you very much for long-standing item. I don't mind standing outside and having a cigarette, giving people direction. It's...It is quick. But...but I know the signage would go a long ways, especially when I'm not there. But anyway, so I want to thank the Chair for making this happen. Thank you very much.

Madam Speaker: Thank you. Councillor Eadie.

Councillor Eadie: Thank you, Madam Speaker. Just wanted to mention I'm voting for this as the seconder of the Motion. I just wanted to, Madam Speaker, reassure. Also, the Chairperson has pointed out that this is going to be addressed through certain means and I shepherded it, Councillor Wyatt, to make sure.

Madam Speaker: Thank you. Next Speaker. Councillor Chambers.

Councillor Chambers: Thank you, Madam Chair. Just as a friendly amendment I would ask that the signage that be added also include braille for those that are in our visually impaired community.

Madam Speaker: Thank you. Any further speakers? Seeing none. Councillor...

Councillor Schreyer: Amendment Motion?

Madam Speaker: No. Councillor Rollins to close.

Councillor Rollins: We'll call the question, Madam Speaker.

Madam Speaker: All in favour of Item 1? Contrary? Carried. Madam Clerk, Item 4.

Item 4 - Subdivision and Rezoning of 73 Inman Avenue - Amendment to Council Decision
File DASZ 51/2022, By-law No. 20/2023

Madam Speaker: Thank you. Councillor Rollins to introduce the item.

Councillor Rollins: Yes, Madam Speaker. I have been a bit outspoken, Madam Speaker, with respect to Municipal Board matters and in this case, no different. This is the case where a local Councillor, who has multiple gravel back lanes that are often times in need of something called a pulvimixer that comes at a cost, put in a condition. And the Municipal Board, which I have said is just added bureaucracy that we do not need, took it out, Madam Speaker. And so, I shall open this way.

Madam Speaker: Thank you. Any further speakers? First is Councillor Mayes.

Councillor Mayes: Thank you, Madam Speaker. I don't know if we have seen a lot of these yet but I assume we will see a number of these over the years. Well, some might disagree. A, if I sat on the Municipal Board and got the evidence presented that you see here I would've ordered exactly what the Municipal Board did, so I'm in no condition here to say vote against this. So, I'll vote for it. I think we're almost obligated to vote for it. But that...it does bear discussing this item. A, I...I can't criticize the Province if we're going to let the federal government dictate heights of our buildings and fourplexes. You just...you can't...you can't do that. You can't say the federal government is our pal and the interventionist Provincial government is treading on our jurisdiction. You just can't. But let's not go...that's not today's debate. Today's debate is about this condition. We...we have to come up with a better process. This is a very pale echo...a very faint echo of what Councillor Orlikow went through with Parker lands judicial decision where he is saying, look, I'm...I'm getting blamed for all this stuff. I didn't say any of that. But I wasn't a party and nobody told me from the City that this evidence was going in. So, here we have a hearing. I find out it's going on by seeing a poster downstairs. No one on the staff has let me know. I've talked to the planners. The planners are adamant that the legal staff will be in touch with me. The Legal staff have said they're the ones who will be in touch with me. No one ever gets in touch with me. The hearing goes ahead. We lose based on the evidence that the Board was given. Board made the right decision based on the evidence they are given. I...I tried to make clear to Mike Jack, who's here...I've tried to make clear to Mike Jack and to the head of Legal and to the planners...I've tried to get some answers as to what...what the hell's going on. What happened here? What is our process? So, I would very much encourage the civil service to come up with a process because no one every got in touch with me. The planners are still adamant that Legal said they would. Legal can't really get a firm answer, but Legal is adamant that they presented the best case they could. Had somebody talked to me the evidence that went in would have been quite different. And I won't get into details and it's after the fact anyway. But among other things, the evidence that went in, and the decision says the evidence went in through City staff, and our...the City staff, some of them I quite like, are adamant that it wasn't them who said certain things. But let's leave that aside. There's a...there's a point where saying, well, it's inequitable that Mayes put this condition on and we (inaudible) favour it...and I think the lawyer does the best she can with the evidence she's got to work with but some of the evidence that goes in...just to give you an example. So, A, my request here is to Mike Jack, Doug Brown and...and others to...to sit down and try to figure out some way of actually talking to the area Councillor whose decisions are being appealed...are...are being appealed. B, to give an example, there...there's a passage here where it's pointed out that Mayes hasn't put a similar pulvimixer condition in on five other developments. That is true. Why would that be? Well, 10 Oakleigh there's no back lane. So, unsurprisingly, no back-lane condition was imposed on that one. Had anyone asked me about this, I could have said something. 166 Sadler there's no back-lane. No condition put on there. 29 Ellesmere, 124 Stranmillis. Why didn't I, during the rezoning, put on a condition? There was no re-zoning hearing. There are the classic Glenwood variances and we've been told over and over again, well, you can't put on a paving condition. It's a variance hearing. Could somebody on the staff not have jumped and said, well, wait a minute, wait a minute, it's not fair to put that evidence in. Why? But no, we agreed to put in the evidence ourselves. Why didn't he impose a paving condition there, at...at...on Ellesmere and Stranmillis? Well, that's a variance hearing. It's not a rezoning. Oh, and by the way, the lane's already paved on Ellesmere, so, I'm surprising I didn't put in a lane paving or a pulvimixer condition because the lanes are already paved. That leaves one, and Councillor Wyatt will know this property and he isn't in conflict, though he isn't actually here. Maybe he thought he was in conflict. 11 Moore. Moore is a street where, yes, I didn't put in a pulvimixer requirement on that development which was rezoning. However, if you actually listen to the proceedings, there was a great deal of discussion about the pulvimixer and the staff, that they go ahead and do it, and then notices went out, and then Mr. Canter...he's doing a not bad job on this thing. Mr. Canter figures out there's a gas pipe under the lane. So maybe you don't want to do the pulvimixer Roto-Rooter thing because there's a gas pipe there. So, we don't do it. So, we don't put the condition on it. So yes, how inequitable that I didn't put these conditions on all these sites that already have paved lanes or other conditions. But if it's such a problem that the Councillors are doing that, when we sold the property down the same street on the same side in the same block...37 more

owned by the City of Winnipeg...When we sold that what condition did we, the City, put on it? Paved lane, not in asphalt but in concrete. That's the condition we put on. So, can we just try and get the staff on the same page as the Councillor when it comes to...if our view is gravel roads are very different than paved roads...Development put gravel lanes. Go for it. Well, that's just defying common-sense, defying infrastructure, defying what we, you'd think, have learned from experience. But if that's our decision, let's...let's be blunt about it instead of having this kind of evidence. So anyway, you'll...I'll vote for it. If I...I...as I say it's not a bad decision based on the evidence that went in...the evidence that went in...Someone should be talking to the area Councillor to get the facts straight, quite frankly, because it's a disservice to all of us. So, finally, I do hope...one thing I liked in Mayor Gillingham's platform was the idea of the 10-day task force. I very much like that idea. We seem to have hackathons to figure out how to densify in some wards. Maybe we could have a 10-day task force to talk about our ongoing problems with these gravel lanes. If Councillors are going to be unable to put conditions on through development procedures, I...I really don't know what it is we're to do. So, I think I suggested to the Mayor my timing was objectively bad as we were in the midst of the...debating the...the HAF procedure, but perhaps I'll get back to the Mayor. I very much liked his idea of the 10-day task force, and maybe this isn't the subject matter, but hopefully we can get going on that. So, for today let us vote for this. But in the future I would hope the CAO can get the act together with the City staff and say, look, when these decisions are being appealed to the Municipal Board you have to at least figure out what the Councillor is doing. I don't know if we...if we would've won if the correct facts had been put forward but at least we could've avoided some of the problems that this seems to have created. Thank you.

Madam Speaker: Thank you, Councillor Mayes. Any further speakers? Seeing none. Councillor Rollins, our Chair, to close.

Councillor Rollins: So, Madam Speaker, the story is the Board ordered that the public lane condition of the local Councillor was removed. And here we are, and Councillor Mayes is absolutely right. Here we are. Our Hands are tied through our Charter. We must have this on the agenda. We're compelled to vote for it given our legislations. The decisions of the Municipal Board are not subject to further appeal. So moved, Madam Speaker.

Madam Speaker: All in favour Item 4? Contrary? That is carried. And that's noted, Councillor Allard, you're in opposition. Thank you.

**Item 8 – Secondary Plan - Proposed Naawi-Oodena Secondary Plan for
Canada Lands Company portion of Major Redevelopment Site “K”
File SP 1/2023**

Madam Speaker: Thank you. Councillor Rollins to introduce the item.

Councillor Rollins: Yes, Madam Speaker. So, it was a bit of a theme month, Madam Speaker, with a few affordable housing news. We had the Residential Density Bonus Pilot Program. We had opportunities for fast tracking affordable housing. And then Canada Lands, the federal government component of the Naawi-Oodena Secondary Plan, announced their affordable housing target. So, really exciting to continue the Naawi-Oodena Secondary Plan. There's many City builders to thank from our own staff and including the applicant, Madam Speaker, who is an enduring voice for all things in the city. Happy to move this, especially with the government of Canada's affordable housing targets. But the City builders, Scatliff+Miller+Murray, in particular, Tom Jansen, who's worked on these components...very hard worker for Scatliff+Miller+Murray. It's a...It's an excellent thing to look forward today.

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

Councillor Eadie: Yes, Madam Speaker. I just ask to have it stood down and I think the Chairperson has almost answered what my concern was, Madam Speaker. So Federal Land, Naawi-Oodena, this Secondary Plan, Madam Speaker, I just was trying to make sure...Is this Secondary Plan going to be subject to the 800-meter from transit situation? As I believe this land is right around Kenaston which will have a frequent route, and Grant, which will have a frequent route. So, I was just concerned with that. And so, just...just to clarify again, it sounds like the federal through our HAF, our Housing Accelerator Fund consideration, was given to the federal portion of this thing. So, I just want to confirm that, Madam Speaker. I am curious if it...if it is being made subject to the 800-meter that they want to impose on the rest of the City.

Madam Speaker: Thank you. Councillor Rollins.

Councillor Rollins: Madam Speaker, that...I mean, that...that's a good question. It...it

Madam Speaker: Councillor Rollins, first we'll go to any other speakers before we do the close. Any further speakers on this item? Seeing none. Your opportunity to close.

Councillor Rollins: Yeah. That...That's a good question, Madam Speaker, and I'll endeavour to get the answer to Councillor Eadie. I mean, the quick...the quick answer that I was referring to was separate or apart from the National Housing Strategy. And the federal government's own targets, 20% across the projects in its pipeline for new...it...it's a new affordability requirement on the Canada Lands company that is... is set. So, I'll endeavor...I mean the answer is they...given that it is the Canada Lands Company they, in fact, want to do more. So, I'll...I'll endeavor to send an e-mail to all of Council, Madam Speaker. So moved.

Madam Speaker: Thank you. I'll call the question on Item 8. All in favour? Contrary? Carried. Next, we'll have by-laws under this committee for first reading. Councillor Rollins.

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT
CONSIDERATION OF BY-LAWS – 1ST READING ONLY

Councillor Rollins: Madam Speaker, I move the By-law No. 26/2023 be read a first time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 26/2023.

Madam Speaker: Councillor Rollins.

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT
CONSIDERATION OF BY-LAWS – 2ND AND 3RD READINGS

Councillor Rollins: Thank you. I move that By-law 64/2023 be read a second time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 64/2023.

Madam Speaker: Councillor Rollins.

Councillor Rollins: Madam Speaker, I move that By-law No. 64/2023 be read a third time and that same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. Next section.

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT
CONSIDERATION OF BY-LAWS – THREE READINGS

Councillor Rollins: Madam Speaker, I move that By-law No. 105/2023 be read a first time.

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 105/2023.

Councillor Rollins: Madam Speaker, I move that By-law No. 105/2023 be read a second time

Madam Speaker: All in favour? Contrary? Carried.

Clerk: By-law No. 105/2023.

Councillor Rollins: And finally, Madam Speaker, I move that the rule be suspended and By-law No. 105/2023 be read a third time and that the same be passed and ordered to be signed and sealed.

Madam Speaker: All in favour? Contrary? Carried. Question period under this committee. Any questions for our Chair? Seeing none. Next is the Standing Policy Committee on Water and Waste and the Environment. Councillor Mayes.

**REPORT OF THE
STANDING POLICY COMMITTEE ON WATER, WASTE AND ENVIRONMENT
DATED NOVEMBER 24, 2023**

Councillor Mayes: Thank you. I want to introduce the report and move adoption of consent agenda Items 2 through 5. (Inaudible) pulling No. 1.

Madam Speaker: No. 4, do you wish to...? Okay, Councillor Schreyer, you wish to pull 4? Okay, I'll call the question. Okay, I'll call the question on 2 and 3 and 5. All in favour? Contrary? Carried. Madam Clerk, Item 1.

Item 1 – Public and Private Overview for Garbage and Recycling Collection

Madam Speaker: Thank you. Councillor Mayes, your opportunity to introduce the report.

Councillor Mayes: Thank you. The...It's a bit unusual in that the recommendation of the report was amended at Standing Policy Committee unanimously and then amended again at EPC, though the main Item coming out of the Standing Policy Committee survives. So, you'll see that as Item No...paragraph 1 in the EPC is in the paragraph that came out of Standing Policy Committee, and then 2.A. through D. are coming out of EPC. The...which is, I think, promising in that there wasn't a...I mean, we could have a vote on this...Showdown that would probably go 9-7, 7-9, 8-8, one way or the other...Hard to know. So, appreciate the Mayor trying to...trying to work with the Motion and...and see what we can come up with. So, I expect this will pass today and sort of go into the next round of discussions on what to do with this item. The costing exercise certainly should take into consideration what's been done in Calgary and Ottawa. The reason this is in front of us is a report that I requested because I could see coming again exactly what happened in 2012 and 2018, which was we get an RFP done, we get a recommended winner, then CUPE shows up and says don't do that, bring some of it in-house. And we have this angry debate about, well, I don't know what it would cost and he blessed it too late. I mean, as I said, Lee Mcleod stood right there in November of 2012. I didn't ask questions. Councillor Vandal and...and Councillor Gerbasi asked questions saying, well, we just signed this long-term contract and Enterra, you can't ask us to break it. So, this time, we're going to do it right. This time we're going to...in...in advance of going out to tender, we're going to figure out what we want to do. So, this is the first step toward that. So, vote for this today and we will have made a decision. We'll be saying yes, we want to bring in-house collection roughly around the three wards that are referenced here plus part of West Broadway. So Mynarski, Point Douglas, Daniel Mac wards would all be in and a section of Councillor Rollins' ward. I think that's the right thing to do in terms of recognizing the different need in the downtown neighborhoods. I'll have more to say when I close, but this is the moment to do this because we are going to have to extend the garbage and recycling collection contracts that are expiring in the not too distant future. We're going to have to extend that until we decide what we want to do on compost. So, the...the critique, the changes made at EPC did...did have some validity...were somewhat fair. We don't know for sure if we will be doing recycling in-house because that's a provincial decision. We don't know for sure what we will be doing on compost. It is hard to get a comparative number on garbage collection costs if you don't know if you're doing it once a week or once every two weeks. So, all of those variables need to be worked through. When I close, I'll talk a bit about the costing exercise and how the Calgary example here is pretty instructive, and the cost...there were higher costs for bringing it in-house, but not much. You would...by my math, be about \$200,000 for the City of Winnipeg. That's \$1 per household where we have the household fees. So just keep that in mind, but I'll come back to that. Moreover, that difference shrinks even more if you look at the living wage momentum that we already have, and there's a Motion on the floor today from Councillors Allard and Gilroy that would...that would accelerate on a living wage. So, the private and public cost differential starts to narrow more and more once you start to...to factor in the living wage. So, I...I am proud that we're moving forward on this now, and...and maybe when the dust clears in five or six months with the compost vote it'll be 9-7 and I'll be on the losing end. I don't know, but...but at least we're going to have this debate very publicly. Mr. Delbridge is right. Certainly other cities, the vast majority of other cities in this country, have at least some public garbage and recycling collection. We've talked in this room before, many times, about the Ottawa example where they have one zone that's delivered in-house. So, we will come back to that. The other thing to note here is the temptation might be to say, let's do a private project, let's do a study. That's exactly what we said in 2017. We never did it. It got...it meshed in changes. Eadie, to his credit, got a motion through. Councillor Eadie, to his credit, got a motion through to do bulky waste in-housed. And that was created off, no we'll do some of the multi-family pick-up, we'll bring in-house instead. The years rolled by. The contracts went out. The litigation ensued. It was finally all said...well, we did nothing. We never did do a pilot project. So, let's not pretend we will. Let's just call the question here. For today, let's get this approved and then there'll be a costing exercise and we'll have a grand debate sometime in the spring about compost

and recycling and garbage collection. So those are my opening comments. So, I will have more to say upon closing.

Madam Speaker: Thank you. Councillor...Councillor Gilroy followed by Councillor Schreyer, and then Councillor Eadie.

Councillor Gilroy: Thank you, Madam Speaker. I rise in support of this. As...as an inner-city Councillor, I really have a lot of unique challenges that are in my ward. And as somebody that has been here when we had another contract, another contractor that was contracting other garbage, that was major issues around that. Having an ability to have some in-house equipment would've been tremendously...tremendously helpful in the inner city in terms of picking up where they weren't able to...to do it. So I think that that in turn of, you know...We know that many other cities already have some component of this in-house. I understand that we...we use garbage kind of...of multiple different departments, which I think is an issue in...in a lot of the cases. In the inner city it's well-known just, you know, if you push the stuff out in the middle then it becomes Public Works. And a lot of the times Public Works doesn't always have the equipment that is needed to do the work. So, making sure that we have equipment in-house to handle some of the garbage issues is really critical. And then, you know, if there's a decision amongst council because we're having issues in certain areas, we can even opt-in to having more pickup than needed for certain areas. We would have the ability to do that internally. So, I think when we took...look at cleanliness of our inner city within our downtown, it is critical that we look at...at a way of we having, as a city, having control over that ability to maintain and keep the area clean. But we do need the equipment and we do need the staff, and that's what it comes down to, Madam Speaker. So, making sure that we have some of the service in-house will allow us to make sure that we have the equipment and have the staff in order to do the adequate work that is needed to keep our downtown clean. We know that that is a priority for our...our city. We know that...I want to take something from (inaudible) Nelson who talks often about, you know, coming from the...the airport, coming through the downtown, usually it's Sargent and Ellice, and, you know, the cleanliness of that neighborhood should be a high priority. It is a highlight when people come into our city. And I think we could be doing a better job. So, having a portion of it in-house while we have a little bit more control and have the ability to have the equipment ready and able, I think, is critical, Madam Speaker. So, I want to thank Councillor Mayes for all his work on the Motion and I know my Councillor colleagues at EPC who...who helped shuffle this along, too. I know there was probably some...some debate on this there as well. But I do think that it is...this is critical for the inner-city neighborhoods. So, thank you, Madam Speaker.

Madam Speaker: Thank you. Councillor Schreyer followed by Councillor Eadie.

Councillor Schreyer: Thank you, Madam Speaker. This is a few years coming. I'm a little early in my first term. We had it out on this issue because of interpretation of the by-law, which was explained to me stating in the by-law that...that the union must be consulted and, of course, I guess the question in terms of how the administration applied and advised to...to Council and the Standing Committee ended up putting this in question. The answer I got on the record, if not in this chamber in one of the committee rooms, was that the reason the consultation did not take place even though it was written perfectly in the by-law, as I quoted a few times in delegation at EPC, was that even though it was in the by-law it had to be activated by Council. So, I'd never heard of that before or since. You don't have to take my word for it. It's on record on video from one of our previous meetings from, we're talking seven years ago or so. That even though it was written in the by-law and, like you could quote the by-law that we must consult the...the in-house union...that that wasn't done because it had to be activated. I...now, I mean, the question is, therefore, how often do we have to activate our by-laws by another motion of Council? I've never been given that answer. And I'm going to go out on a limb and say my colleagues have never been given that answer. Neither did they have...Or they've never discussed it with me. No offence to them. It's never come up. It's never arisen. We have to reactivate a by-law that's already there. In this case, I didn't get it because of that. Well, there's the by-law, therefore, you just do it. Because at the end of every by-law, unless this by-law was missing it, sometimes that happens and we go back, we add it, is that at the very end of all by-laws that...that the administration should do all...all the things necessary to make that...to make that by-law. So, no one ever said that that quote...that that quote at the end of the by-law was missing. Therefore, I'm assuming that it said at the end of that by-law, the administration would do all things necessary to...to make it so. That didn't happen. In that special case we were told, well, it didn't happen because we had to activate it. I thought they're activated once it says, at the very last line of every by-law, that the administration is instructed to do all things necessary to make it so. So, I don't understand what happened there. It's truly unfortunate. I think we have unfortunate conflict within this Council and including that EPC meeting. Maybe some people got a kick out of it. I don't think Councillor Mayes and I got a kick out of it. I think we're dealing with a...a serious flaw in the system here. We're both trying to do our part. I find it so befitting that it is Councillor Mayes that is bringing forth this Motion to, what seems to me, activate the by-law from seven years ago in a sense. So, congratulations to Councillor Mayes, who realized the problem then. But that's the way it was apparently at that time, and very little time to work on it. But I was...I...I brought it forward because that was the reality. We're...we should've dealt with it already. So, Councillor Mayes is being proactive in pro-activating, if you will, the...the intent of by-laws, or at least the major by-law moved years ago. And so, are we doing something new? Well, I think we're doing something consistent within the spirit of...not just the spirit...with what was literally written years ago. So...so congratulations to...to Councillor Mayes. I'm very pleased with this. Well, there's some nuances involved here. There always is. Councillor Gilroy made the point that, you know, she's glad that this is being done in the inner city because there's special...special challenges in her ward, as

an example. And it seems to imply, I don't want to put words in her mouth, the idea that in-house could be better at dealing with unique circumstances. That might be the case. I think sometimes the private sector is good at dealing with unique circumstances. It really depends on the circumstances, but in this...in this case, it may well be the case. So we're going to find out about that. It's not exactly a pilot project, but don't we learn from everything we do? So the issue though of doing it specifically in the downtown. We have to make the point that, well, it'll be difficult to compare to the rest of the city after all. We've just mentioned Councillor Gilroy and I think others have made a point, we're specifying downtown. But why? Because it is distinct circumstances. Otherwise, we would've...would not have designated it geographically. I'm not...I don't...I don't think it was designated geographically just to choose the centre point. But because there are distinct...distinctions with...with the...the downtown, the challenges of...of providing the service downtown. But since that is the case, if one is going to be negative, one's going to say that back in the future, they're going to say, well, they're going to compare between the downtown district and service regarding...relative to...to the other suburban districts. And all I can say is we're already admitting now, it's a different circumstance. So making that comparison would kind of be false. Having said that, if we really want to make comparisons about when we privatize or when it's in-house. Let's face it. Back 20 years ago, we sold off the City's gravel quarry. And I've always been asking, can we make a comparison between the costs before and after we sold off for gravel quarry when it comes (inaudible)...comes to construction costs, and the...and that factor within construction costs. That's never been given to me. That's a simple comparison. That's an easy comparison. That...that comparison could've simply been made in terms of the rate of increase, made or some sort of estimates. That was never done. So I would find it rather suspicious if we decide to make comparisons a few years down the road in terms of the so-called efficiencies between a specifically chosen geographic area for its specific distinct circumstances and try to make a comparison and say there's inefficiencies. I would be very suspicious of that. I...I hope that doesn't happen. It wouldn't be very logical. (Inaudible) if we want to be, having said that, we could be consistent and apply to other things which we have not done. And by the way, when it comes to other...other cities in the country, again I've mentioned it has been at least for years, many years I still...still suspect it's the case now that Winnipeg is the only major...major, the only city in Canada where there isn't at least one quadrant that's done by in-house. It doesn't occur to me that where it is in-house that it's a specific downtown quadrant in which they make comparisons. To me, my understanding is they do this for the benefit of the taxpayers, for the benefit of an...a sustainable economy within the industry whereby it helps analyze costs. It helps analyze cost increases. It helps analyze capital inflation. And When I talk numerous about capital and construction inflation. Why construction? Because it's a high capital-intensive industry just like recycling and garbage.

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

Councillor Eadie: Thank you, Madam Speaker. I rise in support. It's been amended. Madam Speaker, sadly I wasn't...I just wasn't able to attend this Water and Waste meeting, or it didn't show up on the meeting after I decided not to sit on it. But...but it's a very good...it's a very good Motion. The Chairperson and Councillor Gilroy and others are...are behind it, but...So let me just first reflect on bringing in-house and so on. So, Mr. Jones pointed out the problem that happened when we went to the cart system and, in the inner city, we got this dumping of bulk waste. The inner city and all around, people are not phoning in to pay their \$15 to have bulk waste removed. They're dumping it in the back lanes or dumping it on the front streets or...or a landlord's taking it and dumping it by a bridge or dumping it by a homeless encampment so on and so forth. So, Madam Speaker, the reason I originally brought forward...And I knew that the Garbage Master Plan, at the time that it was passed in 2011 and then they implemented in '12, wasn't going to work because it had an unrealistic perspective of the inner city. I provided the understanding even before we voted on that Master Plan. I even suggested the idea that we could do some of this collection ourselves. But when I brought forth the bulky waste collection, what you heard, a benefit that you get from the public service providing it...You can talk efficiencies all you want because efficiency is talking about paying the lowest wages they can get. When you start talking about efficiency, you want to talk about business. I am a top graduate of business administration. I understand how business operates. Now, Mr. Jones explained how they go out of their scope and they just pick everything up that they see rather than just going to pick up that one bulk waste. And so, my attempt to bring in-house bulk waste was all about that. It was all about that effective public service to clean up the garbage. Even the recycling becomes garbage if it's laying around in your back lane, okay? And anyway, so it progressed. Well, we want multi-family. It looks...looks better. The bulky waste is a small contract. Yeah, it's a small contract because they're not dealing with it. But today...today our solid waste system under, I think, pretty good management, Mr. Gordichuk, I think he's doing, you know, what they had to do is they're paying extra money. They had to find money in their budget to go there and clean up that bulk waste that is not under the bulky waste contract. Everybody sees the point now, eh? Now we can realize. We look back and we say, wow, why didn't we follow that idea, Ross Eadie? And you know where I got the idea, Madam Speaker? I got it from Mr. Terry Halischuk, a former garbage employee just like Mr. Jones. I talked to the people on the street. Anyway, Madam Speaker, I digress. So, bringing in-house is an important thing because we bring in an effectiveness that is worth some bulk rather than, oh, we're going to have a, you know, a different contract, whatever. We have the public service doing it. They can do more. And...and talking about bringing in the inner city...So let's not get things confused with our...the litter pickup. Right now, the city employees pick up all the litter that gets put into the litter bins. All the garbage that goes into the litter bins, although there's not enough litter bins, all that garbage is picked up by public service working for Solid Waste. So that's already there. What you need to

talk about to make, you know, that litter coming from the airport...If you really want to...And all of our regional streets that Councillor Wyatt pointed out to be because he can see it coming back in from Calgary. It's just...it's...you come into the city and you just say, wow man, garbage city. So anyway, we need to expand that publicly delivered program. That's what we need to do. That's what has to happen. That's what I've been talking about so long. So, bringing this in-house. So, now we know that we have a private monopoly. Now, if the private business doesn't like a public monopoly...And they complained against it and that's how they got a whole bunch of garbage away from the City of Winnipeg. They under bid so they could get it. Now, they've got a monopoly because GFL owns Miller. Holy cow. Remember that debate, Mr. Chairperson. We were trying to make sure like, oh, it's going to be competitive, we're dividing it up, and it will be competitive, and you only get one side, and no monopoly from the private sector. Well, we got a monopoly. So, this is another very, very good reason for this city to move to publicly collected in the areas that Councillor Gilroy and others have eloquently expressed because we have more than just litter garbage. We have real garbage just laying around. And we need to deal with that. So...And the public service could be more effective. So it...if it ends up costing more but it's more effective, isn't that what we're all trying to achieve, Mayor? I thought we were all trying to achieve a good service for the citizens of Winnipeg. A clean, safe city that works for everybody. Is that not what we're trying to do? Well then, if you want outside of a private contract, you know...Because I don't know what they're going to bid to do it. But anyway, alls I'm saying is let's prevent private monopoly collecting garbage, whether it's bulk waste, whatever it is, let's try to prevent it from having a private monopoly and holding us in a strangle hold. Because I've been working on this budget I'm not going to say much about it. Alls I'm going to say is, why does the public part of the City of Winnipeg get hit and the private sector, Madam Speaker, doesn't get hit? Why aren't they taking some losses? Why aren't they taking part of this problem we have? COVID legacy, whatever you want...Anyway, alls I'm saying, Madam Speaker, is I'm glad that this Motion is moving forward. I think I wouldn't say my whole ward would be experiencing the same thing. So, I think as this moves forward, I think the inner city needs to be a little more better defined, Madam Speaker. And because I don't see this as a problem in Margaret Park...Although there is the odd thing that gets dumped. But there are parts of my ward that are the old suburbs or whatever, and...and the system that we have does work pretty good. So, I'll leave it at that but, you know, this is going to be the next year or two. We'll...we'll have these dialogues. But I hope everybody keeps in mind what I'm talking about here because, like, really this is the time to change it and if we prevent a private monopoly, that's a very good case.

Madam Speaker: Thank you, Councillor Eadie. Thank you. We'll go back to Councillor Mayes for close now.

Councillor Mayes: Thank you, Madam Speaker. And thank you. I sure thank the members of the Committee. We voted 4-0 to move forward on this, so my thanks to the...the three other members of Water and Waste Committee. At least one of them has spoken. And thanks to Councillor Schreyer for some generous comments. And he is right. There was a debate here, I forgot about that, about...about the provisions. I think it was...I think it was an RFP maybe, not the by-law. The RFP of B, Clause B something or other. You can look at it. October 2016 Council. Lots of delegations. Lots of debate. That had...it...it was what Councillor Schreyer is saying. The wording to the effect of you...first you're...there is an obligation to the City to consult to see if they can do it at the same or lesser cost with in-house employees. That clearly wasn't done. Back and forth. It was a grievance that led to the whole string that...that I thought earlier was a pilot project that never took place. So, yes, this is our chance. This is our chance to do it right this time and not get into that exact debate. I know Councillor Allard talked about it. I think Councillor Gilroy. I think Councillor Schreyer back in 2016. These things come up very infrequently. Councillor Nason, Councillor Klein would never have had the chance to have this debate. These are seven-year contracts. So, this is the moment. It's good that we're having this discussion at this stage before any RFP would go out about garbage collection. Two things. It was accurately said by Gord Delbridge that the award back in 2016 was for \$25 million. My cost estimate for the increased cost of bringing in-house, one-fifth of the city would be about \$200,000 on a \$25 million base so, dollar a house, not really a big percentage increase. Councillor Eadie is right and I had hoped he would say something like that, that maybe you don't need all of Mynarski Ward in. Maybe you can change that boundary of a bid. It does say approximate boundaries. So that's...that's what I'd...I would hope to get that sort of input. And Councillor Schreyer is right. If you look the...the contracts that we approved, it's in...it's on DMIS from 2016. The contracts that we approved had a designated collection zone. There...there are the two zones. But within that, roughly the downtown area but some of Councillor Schreyer's ward. There's the designated collection zone, which was the homes you want to do Thursdays and Fridays because of fear about leaving garbage out over the weekend for arson issues so you can't only have those areas in a contract. You can't say the City will pick up but at only two days a week. So, we have to work around that, but...but I...I for one would say yes, there's...there's a...there's a map that you can come up with with roughly the downtown and the North End and maybe part of Elmwood that would fit into these...these areas that the City should be picking up because the...frankly, the issues are somewhat different there. We heard that again and again from Councillor Eadie and Councillor Gilroy and from others. So, exact boundaries to be determined. Exact cost to be determined. My thanks to councillors who've been supporting this and speaking in favour. One final thing. There...there's a terrific whereas clause, and I wrote it so...with the Clerk's, so I'm...I'm very pleased with the whereas clause. The talks about the vote that occurred just a few weeks ago at Public Works Committee on Transit Plus...I lost a war on that one on the Transit Plus coming in-house. But there's always a silver lining, and...and what was voted on was we aren't going down to 3 Transit Plus contracts or 4 or 5 or 6 or 7. We're going to 8. We're going from 13 to 8. And the gist of that whereas clause is quoting what was approved at Public Works which was, well, there might be some efficiencies

if you don't have the big contracts, smaller players could bid. So, come forward in the spring and say to me, well, we have to buy in bulk. It's cheaper. Of course it's cheaper. We should only have the two contracts. It's cheaper. Come to me then and I will quote to you exactly what the City administration has been saying about Transit Plus, which is it's actually better to have more contracts. Why would we want to consolidate down to four? It's so much better. There's more efficiencies. Smaller players can bid. So that would be my response if we have that debate come the spring. So, I think three zones...I wasn't even aware of what Councillor Eadie's talking about, and that...that's even more troubling. If Miller and GFL are actually one entity then there's even less potential competition for private sector bidding. So, I do think that's an even further argument in favour of what's in paragraph 1 here. Let's bring some of it in-house. Details to be worked out. Geographic boundary to be worked out. But I think it's a good principle to approve today. Thank you.

Madam Speaker: Thank you. With that, I'll call the question on Item 1. All in favour? Contrary? That's carried. Madam Clerk.

Item 4 – Commercial and Industrial Food Waste Collection

Madam Speaker: Thank you. Councillor Mayes to introduce the item. Thank you. Councillor Mayes to introduce the item. Item No. 4.

Councillor Mayes: Looking at the recently acquired Motion four here. Is that...Is that amending this today? This isn't...

City Clerk: That would be an auto referral...Potentially an auto referral.

Councillor Mayes: Okay, it's not an amendment. Very good. All right. I can forward then I will wait to here what...what my colleagues have to say.

Madam Speaker: Thank you. Any speakers on this item? Councillor Schreyer followed by Councillor Eadie.

Councillor Schreyer: Councillor...Councillor Eadie's speech actually could have been his previous speech on public and private overview for garbage and recycling collection. A good portion of that speech actually could have applied here to report Item 4 Commercial Industrial Food Waste Collection. I won't speak too long on this one. There's a couple of other people to speak on this one, but if...Yes. Happens to be, I think by coincidence, by Motion No. 4 for Public Works, I've been provided by Councillors Wyatt and Allard to do again with food waste collection program to include the commercial industrial businesses. So, I just want to...this is a point of order, Councillor Wyatt. Okay. Because it looks like there might be a question of relevance between Report Item 4, which is on today's agenda to which we are speaking right now, and this Motion No. 4 for Public Works, just provided now for future reference for the next Council meeting from Councillors Wyatt and Allard. They both have to do with...with commercial and industrial businesses. So, I'm assuming that the one we just received from Wyatt and Allard have to do with the assumption or that...or in the case that this item here gets received as information as is EPC's recommendation. So, I have to admit I don't know which one is better, but since Wyatt and Allard do have a new by-law which I think can usurp the Report Item 4 which is the...the Motion right now., then on that basis I will vote with EPC's recommendation only because I see that Councillors Wyatt and Allard are bringing forth a new one which keeps the issue on the agenda. It's not often we see that...see an issue fall and then come right back up. But I don't see anything from the Clerks saying that we cannot bring this forth, which in fact, it has. It's landed on our tables here. So, I look forward to the one being presented by Councillors Wyatt and Allard, which looks to me from what I see on the same issue...I won't go into quoting this one, but it does have to do with including commercial industrial businesses and reporting back...report back within 90 days to the Standing Committee on Water and Waste and Environment. I think we need to do something like this. Councillor Eadie just spoke about this on the last...we've been talking about this for years. You know, if we're going to have a proper infrastructure and if we're going to make use of economies of scale to make something worthwhile economically, sometimes you've got to have everybody in on it. The more people you have in on it, not only is it cheaper per person because you're...you're in on it or you get economies of scale. That's all. And I don't need to explain that here, but the fact is if you consider the idea of certain industries and certain commercial enterprises when there are separated from this thing...The increased costs on the individual, on the taxpayer, on the resident is unfortunate. Not just unfortunate for everybody. One can say unfair as well. So, when you look at the...the amount of waste produced by commercial industrials such as hospitals, malls, restaurants, and then Councillor Eadie and...and others here can go on in terms of the...the quantities involved when they are not included in this, we lose out on the intent of why we do this in the first place. We also lose out in cost and we lose out in...in the equitability of sharing the costs on this stuff. And so you get...you get ineffectiveness and inefficiency. Now, I guess there's certain motivations for keeping the commercial and...and industrial sectors out of this. But I just don't see it in a long run of being beneficial. In fact, it's...it's bad. It's...it's unfortunate. And some have said, well, you bring them in later. Okay. That's what I was told years ago when we brought in our first garbage and recycling is...food waste collection program is that we'll bring them in later. So, I understood they never said to get a timeline in. They say okay, we're going to bring it in two, three years from now. But the question is if that's the argument, because I know that has been the argument in the past for people not

voting in favour of including industrial and commercial businesses, some of them anyway, into paying for and...and making a greater economic benefit and environmental benefit of...of the food waste program, when is that time that they get included? Because we deserve an answer to that. Because I wasn't the only one told once you build a framework based on private residences then you bring in the commercial industrial...Not always the right way to go about that. Plus, we also have the efficiency...efficiencies of commercial organizations who are...by definition are already organized to deal with the garbage waste. So, in...in that respect, you're already dealing with certain efficiencies of the commercial sector for which we...we give them merit because there are certain efficiencies in the private sector and these things that we're not even fully taking advantage of when it comes to our global...when it comes to our societal challenges, such as garbage, such as the environment, such as the greenhouse gases. So, you know, it all goes together. And we don't need to contradict ourselves or waste our time and resources. Saying we're doing something in the name of the economy, in the name of the environment, and then not. And that's kind of scary. When you...we...I think we do that all too often. We're doing this in the name of the economy but it's actually, in the long term, not good for the economy. We say we're doing this for the sake of the environment but in the end, really, are we really doing our best and taking advantage of sensible efficiencies in order to really do our best for the economy as we say? Or are we just spending more people's money and not (inaudible) or getting our bang for our buck when it comes to the environment? Because, make no mistake, when it comes to the environment it will be an economic issue. People can say, yeah, but you know some things aren't. We have to save our environment no matter what the economic cost. But that's never the way it happens. So, let's just bear that in mind. The more efficient we are with obtaining our mental objectives, the better we will be with our environmental objectives. That's just...that's just reality, not...not some sort of, I don't know, not an ideology. Here is one as an example, highly related. When it comes to our tree infrastructure it's the country's billion-dollar challenge, the City's million-dollar tree challenge. It we're really serious about these environmental challenges as it relates to...to the point of this Motion here...If we're paying three times more for a tree, than we have to that means, by definition, we're only doing 30% of...of what we could do for what...why we have a tree environmental project. Bear that in mind if we're inefficient, if we're inefficient with our programs like our tree program, we will not do what we say we're doing. We will not attain what we can for the reason we're taxing people. And that matters. It's about the environment. It's about social justice, environmental justice, economic justice. And they all go together. Bear that in mind. Thank you. Miigwetch.

Madam Speaker: Thank you, Councillor Schreyer. Councillor Eadie followed by Councillor Wyatt.

Councillor Eadie: Thank you, Madam Speaker. I thank the movers of this motion that did go to Water and Waste. But I did have the opportunity, Madam Speaker, while I was sitting on Water and Waste Environment Committee. I did have the opportunity to try to bring into the report coming back about the residential composting program. And I tried to introduce it there moving forward and looking at the commercial industrial institutional composting material being put under a City of Winnipeg by-law because that's what we're doing to the residential where we're actually...The Province doesn't say we have to do this. We have decided that residential properties, they can, you know, if you say they're hurting today and they can't afford it, and no, no, no, I can't afford it. And I hear oh businesses can't afford...cannot afford this. And you know, it's tough times and it's hard so...But what we did as a city, Madam Speaker, is we said we are going to enforce and put a by-law that makes it basically mandatory, depending on how you design, but still mandatory for some kind of composting program being delivered by the City on residential and the residency...residents who are going to have to pay. Now, we know in the past actually working with Councillor Wyatt during the term of 2014 to 18, Councillor Wyatt and I were working and looking over the so-called Garbage Master Plan and there is a clause in there, Madam Speaker, that talks about looking at the commercial industrial institutional composting material in the future. But it's got wishy washy words, Madam Speaker, so, nobody is actually asking our public service and, this report, I'm voting against it because it's to say, well, we'll just accept it as information. Well, listen. The...the reports have shown, from back in around the time that Councillor Wyatt and I were moving motions to try to straighten out the Garbage Master Plan, there was a report that came out that proved that the vast majority, like, it's huge amounts, I can't remember the tonnage, but in the commercial industrial institutional type, you know, and these are large operations, whatever, but the point is...is it far exceeds what the residential properties are producing in composting materials that ends up in the landfills, Madam Speaker. It far surpasses. So, my...my real issue, just I...I'll make it really quick and simple. Why are we not...we have the ability in the City of Winnipeg Charter to implement the mandatory composting program for commercial, industrial, and institutional. When I ask the question I just get a hmm. And then they say in the report for the residential, oh, the new private company whose going to run and who's going to do the composting plant and run the compost which will probably be a business from outside of Manitoba so the general money that they make will...profits will go somewhere else...would be spent somewhere else just like GFL and Miller being alone to...You know, the profits and everything get spent elsewhere. Implementing a program under here, I don't know if it would be privately delivered or publicly delivered. I'm not going to get into that. What I'm getting at is if we want to help the environment, and we're trying to do this and force residents to help deal with climate change, methane gas leaking into...you know, getting into our environment and heating up the planet, we should be not receiving this as information. I don't care who delivers, well maybe (inaudible). Anyway, the point is whether it's privately delivered program or publicly delivered program, Madam Speaker, we need to do this. This is where the vast majority...And they say it in the report, oh, the new business that comes in, they'll make deals to get more compostable material to make their profits better, Madam Speaker. So that is how we're going to do it? Laissez-faire? That is how it's

going. I don't know. But I'll tell you, if we're going to do mandatory on...on our councillors' houses, why are we not making it mandatory on everybody's commercial businesses?

Madam Speaker: Thank you, Councillor Eadie. Next is Councillor Wyatt followed by Councillor Gilroy.

Councillor Wyatt: Thanks, Madam Speaker. I just want to clarify a number of things. Number one, I want to thank the Chair for his feedback pertaining to their initial resolution for myself and Councillor Allard. He gave some suggestions which...I hope it will...it can be reflected. He suggested looking at it at a future date which is now what the resolution before us says. Another material fact I want to point out in the resolution that's now being suggested that will be referred to the Standing Committee is, and I'll read it for the sake of Councillor Eadie, therefore be it resolved that by 2027, Council consider a plan to expand recycling and garbage collection services for all commercial, industrial, construction and retail waste. Major material change here. We're not talking...not referring to the food waste collection. In other words, let's follow the same pattern or the same method, if you like, that we put into place in terms of public policy rollout on residential garbage. First, we had a residential garbage collection and then in the 1990s, we made the decision to go into recycling. Councillor Orlikow can talk about how his business tried recycling throughout business at that time. However, he has talked about it. However, we made that decision in the 1990s to get into the recycling program. Now, we are looking at the organics in terms of residential. What has been missing in terms of commercial, industrial, construction, and retail waste is, number one, not just recycling but garbage collection. Councillor Gilroy eloquently speaks about challenges in the inner city. What's interesting to note is that a lot of the challenges in the inner city is because of the fact that the garbage collection for multiple family units and commercial is done only, only, Madam Speaker, by the private sector. The City is not in that business. So, what do you see? We often see you don't have to drive far from here to see bins up against old apartment buildings overflowing with garbage. Ideal fire hazard. And we see the need, ultimately, to roll that into our recycling. If we're going to go into the garbage why wouldn't you do recycling at the same time? It only makes perfect sense. So, this gives us time to do that. This council, it's got its hands full in my opinion, with regards to the organic issue. If that could be dealt with this term, and then we can consider this going forward in the next term in 2027. I think it was good advice from the Chair and I want to thank him. And I would also like to say that the big debate that we had earlier on the previous item on this agenda, i.e. in-house garbage collection versus out-house...Sorry, it's a joke. In-house garbage collection, it is an issue. I know Mr. Delbridge said, well, the private sector pays for the equipment somehow. But nevertheless, having been at the IPC...EPC table in the past, it is going to be an issue on how do we afford to pay for the equipment upfront to finance that? We could finance it against the future costs of the contract. But often we need to have cash upfront just to go get equipment in the first place. Well, here, potentially ladies and gentlemen, is a way for us to pay. Because I can guarantee you that we could ensure that the cost is not only in terms of commercial, industrial. Right now, we are giving them a gift. And that gift is called the Brady Landfill. Look, right now commercial, industrial, construction waste, which has been estimated behind is 25% of the waste going into Brady Landfill, is going in discounted in a sense because of the fact that it could be thrown into a waste versus being recycled and diverted from the landfill. This could be a source of revenue going forward that could actually fund and diversify garbage collection system to the very item that was being spoke to before in Item No. 1 on the agenda previously. So...but it gives us time to consider. I'm hoping that when this matter goes to the Standing Committee, it could be referred to the public service to reply back to you to confirm that they could work towards the plan by 2027. I don't see that as being impossible. As a matter of fact, I think it's quite generous in terms of time. But it allows the public service to also ensure that they do the proper due diligence when it comes to the organic program, program that...organics residential program that is being considered to be rolled out, hopefully in this term. Anyway, those are my thoughts. I just want to thank the seconder Councillor Allard because I think this allows us to make the necessary steps. In the future once we establish, if we decide to establish, and that's the other thing about the Motion, if you read it carefully it says that by 2027 Council consider...consider a plan. It doesn't say Council shall...Council shall adopt the plan. But rather consider a plan to expand recycling and garbage collection services for all commercial, industrial, construction and (inaudible) waste. And by the way, I think the emphasis or the need for this will only grow because I think it's only a matter of time before there is a tragedy and a fire because of the garbage that's been allowed to be piled up all against a lot of these buildings in the inner city. So...and I hope I'm wrong on that one, Madam Speaker. So those are my thoughts and I want to thank you again to the Chair for his feedback on this to allow this to come forward. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Wyatt. Next is Councillor Gilroy.

Councillor Gilroy: Thank you, Madam Speaker. I do support the Committee's Motion to receive it as information. I...I do encourage everybody to listen to the comments that were at the Committee. I...and I want to also thank Councillor Allard and Councillor Wyatt for bringing this motion forward with the needed changes. I really appreciate that. As somebody who's been pushing for compost, I think this is perfect because we do need to move on commercial. I do want to make sure that we have, you know, we are going to be contracting service out to the building of the building. And we do need to make sure that the cart doesn't go before the horse and make sure that we have our ducks in a row to make sure we have a clean transition with every new system. We know that there's going to be hiccups. And I want to make sure we get through that...that process. But I do think that the commercial waste is something that the City needs to be prioritizing as

soon as we can. There could be things like, you know, larger tipping fees that will make sure that...that whether you're privately...privately doing...private contracting for your services or City contracting that, you know, we're...we're getting people to look at doing the compost instead of just dumping in the landfill. So, there's going to be lots of things the City will be able to do to control this moving forward. I also wanted to...to note that, in this, if anyone is interested...And I hear that lots of businesses, actually, if they don't sell products they go and they destroy stuff and it just goes and lands into our landfill, too. That might be something where we may want to look at, too. But I do want to make sure that we get a composting program. I just don't...I want to make sure that we do it the right way. So, Councillor Allard and Councillor Wyatt, I think this is some way that we can get...get our ball going, but also make sure that we're going to be holding accountable those that really produce the highest level of...of compost. So, thank you, Madam Speaker.

Madam Speaker: Thank you and back to you, Councillor Mayes for close.

Councillor Mayes: Thank you, Madam Speaker. I think I will repeat what I said at the Standing Committee which was, I'm going to follow the lead of Councillor Gilroy who has had a much...who has consistently supported compost efforts unlike my own somewhat checkered history on this file I would say, but I'm...I'm with her now. I think the...your approach on this is correct, which is this and the new Motion actually looks very promising I have to say that we'll get it at committee, but for the most that's on the floor in front of us today I think what we said at the committee still stand which is let's not...let's just blazer get going on the household collection. That would be a huge achievement for this Council to do, but let's focus on that and let's receive this as information.

Madam Speaker: Thank you. I'll call the question Item 4. All in favour? Contrary? That's carried. And we've noted your opposition, Councillor Eadie. Next, we'll go to Motion 4 which was circulated today. It's moved by Councillor Wyatt, seconded by Councillor Allard. It's regarding recycling and garbage collection. It's an automatic referral to the Standing Committee.

STANDING POLICY COMMITTEE ON WATER, WASTE AND ENVIRONMENT MOTIONS

Motion No. 4

**Moved by Councillor Wyatt,
 Seconded by Councillor Allard,**

WHEREAS on December 5, 2023, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Water, Waste and the Environment, which recommended to Council that the following Motion be received as information:

- "1. That Council request the Public Service to begin the process to expand the Food Waste Collection program to include commercial and industrial businesses, and report back on said process terms of reference within 90 days to the Standing Policy Committee on Water, Waste and Environment.*
- 2. That the Public Service begin the process to expand recycling to include a recycling collection program for all Winnipeg business, both retail and industrial for all other waste materials, and to report back with a terms of reference for said program within 90 days to the Standing Policy Committee on Water, Waste and Environment."*

THEREFORE BE IT RESOLVED:

- 1. That by 2027 Council consider a plan to expand recycling and garbage collection services for all commercial, industrial, construction and retail waste.*
- 2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.*

STANDING POLICY COMMITTEE ON WATER, WASTE AND ENVIRONMENT
QUESTION PERIOD

Madam Speaker: No motions and no by-laws. We'll get right into question period. Questions for Councillors Mayes, the Chair? Councillor Eadie, first up.

Councillor Eadie: Thank you, Madam Speaker. Madam Speaker, just in the last discussion, wouldn't call it a heated debate Madam Speaker necessarily, although I was pretty passionate about it, the...I just want to make something clear as to why...And...and I...I'm going to ask the Chairperson. I...I think he knows the whole...has read through the whole Garbage Master Plan that was updated after they finally reviewed it, Madam Speaker. And before they reviewed it, Madam Speaker, can you please...I could point out that this as information, this may...you know, it says we might have a look is really what it's saying. In '27, Madam Speaker. But if you read the Garbage Master Plan and knew it inside out and by detail, you would know that there's a clause actually in that, you know, refers to the by-law but also refers to the policy and the plan. And in that policy and plan, Madam Speaker, I think the Chairperson has read it, I believe he can note that they never did follow through on the section regarding commercial and industrial garbage collection. So, I just want to know if he's read that through and understands that that exists as well.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: I'm...I'm not sure exactly what document is being referred to, so for today I can't answer that question. I'll talk to Councillor Eadie and try and make sure I've read whatever he's referring to, and yeah, certainly dating back to...Council voted just before I got elected actually, in October 2011, on the new...new recycling / garbage plan. I'm not sure if that's being referenced but yeah, I can certainly talk off-line with Councillor Eadie to try and sort out what...what's being asked.

Madam Speaker: Thank you. Any further questions?

Councillor Eadie: Madam Speaker, I only...I only pointed that out because it was updated in 20 whatever after they reviewed the old one.

Madam Speaker: Second question, Councillor Eadie.

Councillor Eadie: So, my second...my second question is simply do you think that the commercial, institutional, private, totally private system of garbage, recycling and composting...do you think that...that those private businesses are going to want the City...You think they're going to work against trying to do anything with their section, especially outside of things for the climate and environment?

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: I'm not sure...I'm not sure what's being asked here. If...if the question is about the collection, no, obviously I don't favour an entirely private collection. We just had a vote on that. The...yeah, I...I would hope we can pick up our efforts at collecting from commercial and industrial users, compost, recycle, garbage albeit cost to all of that. Certainly, we're going to be debating the compost issue come spring.

Councillor Eadie: Final question, Madam Speaker. Do you understand that commercial institutional is almost all totally private system except for the one small businesses who use our garbage service? Do you think that they're going to want the public to be involved in their garbage system?

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: I don't know.

Madam Speaker: That concludes question period under this committee. Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. Even with minimal research I've never seen anyone like Councillor Mayes give a serious speeches offering either a smooth chronology of events or enumeration of factors that lead to his thinking or decisions or council's thinking. It's really quite kind of something. In this case, and maybe I missed it, maybe Councillor Mayes could...could explain why is it now...not that I'm arguing, but why is it now that he brought forward the Motion for in-house...in-house collection, (inaudible) an area of the downtown area.

Madam Speaker: Thank you. Councillor Mayes.

Councillor Mayes: Thank you for the question. Yeah, I think, if you'll remember from 2016 the current two contracts...And prior to that we had one, right? We had Emterra city-wide. Then we went to two in 2016 vote. Those contracts are to expire January of '25, but you need to do the RP way in advance, and then you have to award the winner way in advance as well as all the issues of hiring and getting the garbage trucks etc. So, we will probably extend those once it expires in '25, probably into '27 I'm going to think, so this is...now is the time to have this debate rather than waiting until we've done the RFP, which is what we did last time and then all hell broke loose as Councillor Schreyer remembers and summarized. This was the time to have that debate. Why did I move this now? I think now is the time to take a look at that public option. Frankly, we missed the rotation last time. I wasn't going to make that mistake again. So, I wasn't here when the decision was made in 2011. So, we had speakers in 2012 saying you should breach the contract and people like then Councillor Gerbasi and Vandal were saying, well, we just awarded this. So, now's the time for the debate. Maybe...maybe I'll win, maybe I'll lose. We'll see what happens. But if we're going to bring anything in-house, now's the time to do it before we go out to tender.

Councillor Schreyer: Emterra had the contract before. It was just Emterra. Was that because there was one zone or they had the contract for all the zones, if one could recall?

Councillor Mayes: I wish I'd set that question up but I didn't. But it's a great question because it leads into the...another point about...about the award that took place in 2016. So Emterra, we had one zone. Emterra won for the whole City. The decision then was made to go to two zones, but the decision was also made we won't necessarily...we'll have two different winners. So, if we'd just been focused on cost one of the bidders would've won both zones. The low bid, actually, on both zones came from the same company. So, we're not that concerned, it appears, about a few hundred thousand here and there on garbage and recycle collection because we didn't take the two lowest bids in 2016. We took the lowest on one...well, one zone and then the second lowest on the other to make sure we had some alternatives in case it didn't work out with one player or the other. So, excellent question. Thank you for that. I meant to make that point earlier. So yeah. Emterra, it was one zone. We had moved to two. Obviously, that vote (inaudible) saying, like Ottawa, let's go to three.

Madam Speaker: Thank you. Next speaker. Any other questions? No? Okay. That concludes our question period under this committee then. Following that, we have the Standing Policy Committee on Community Services. Councillor Duncan.

REPORT OF THE STANDING POLICY COMMITTEE ON COMMUNITY SERVICES DATED NOVEMBER 20, 2023

Councillor Duncan: Thank you, Madam Speaker. I'd like to advise Council that Item 1 of the Standing Policy Committee on Community Services Report has been laid over by the Executive Policy Committee for 30 days. And with that, I'd like to introduce the report for November 20 Standing Policy Committee on Community Services and move adoption of consent agenda Items 2 through 5.

Madam Speaker: All in favour? All in favour of 2 through 4? All in favour? Contrary? Carried. Five's been pulled. Madam Clerk.

Item 5 – Winnipeg Comprehensive Urban Forest Strategy

Madam Speaker: Thank you. Councillor Duncan to introduce the report.

Councillor Duncan: Yes, thank you very much. This is an expansive report here by the public service. I'd like to commend for their work done on this. A lot of time and effort put into it to ensure that our tree canopy and our pruning cycles amongst many other factors are taken into consideration moving forward for our city to ensure that we are in fact a green growing city moving forward. I support this report and I look forward to hearing from my council colleagues on it.

Madam Speaker: Thank you. Councillor Schreyer. Or, pardon me, Councillor Chambers followed by Councillor Schreyer.

Councillor Chambers: Thank you, Madam Chair. The Forestry Branch of the City of Winnipeg plays a pivotal role in maintaining the urban ecosystem and enhancing the quality of life for its residents. One of the critical aspects of increasing...one of the critical aspects includes increasing resources as an imperative to diversifying our tree species within the city. Diversification is essential for resilience against pests, disease and environmental change. A broader array of tree species can mitigate the impact of specific threats ensuring a long-term health and sustainability of the urban forest. By investing in this resource for the Forestry Branch, the City demonstrates the...its commitment to increasing a resilient and vibrant urban environment that can adapt to evolving challenges. Preserving the existing public and private lands,

and I stress that, is another compelling reason to bolster support for the Forestry Branch. Rapid urban development poses a significant threat to green spaces which are crucial for biodiversity, air quality and the overall well-being of the community. Allocating resources to the Forestry Branch enables the City to actively manage and protect these valuable lands throughout the years. By doing so, Winnipeg ensures that its citizens continue to enjoy the numerous benefits associated with an urban greenery including improved mental health, enhance recreational opportunities, and a sense of pride in the community. Proper tree pruning cycles are integral to the health and aesthetics of our urban forest. Regular and systematic pruning promotes optimal tree growth, reduces the risk of storm damage that we experienced in October of 2019, and enhances the public safety by mitigating potential hazards that cover our roads. However, maintaining an effective tree pruning cycle requires dedicated resources including skilled arborists and specialized equipment. By resourcing the Forestry Branch adequately, the City of Winnipeg can ensure that the Urban Forest is well maintained and that the benefits of proper tree pruning extend to all residents. Removal of diseased trees is crucial...is a crucial component of the Urban Forestry Management Strategy. Affected trees do not only pose immediate threat to the environment, but can also spread diseases to neighboring trees comprising the overall health of the urban forest. Adequate resourcing allows the Forestry Branch to identify and...and address diseased trees, properly preventing the escalation of these issues and safeguarding the well-being of the entire forest or...Sorry...safeguarding the well-being of the entire urban ecosystem. Investing in the removal of diseased trees is a proactive measure that contributes to the overall health, safety and aesthetics of Winnipeg's urban landscape. In conclusion, by supporting in resource in the Forestry Branch, the City of Winnipeg is...is vital...is...is vital for the well-being and sustainability of the urban environment. By diversifying our tree species, preserving green spaces, implementing proper pruning cycles and addressing the removal of diseased trees, the City can proactively imagine...manage its urban forest, ensuring that it remains a valuable asset for current and future generations. Allocating sufficient resources to the Forestry Branch is an investment in health, resilience and beauty of Winnipeg's urban landscape. Thank you, Madam Speaker.

Madam Speaker: Thank you, Councillor Chambers. Any further speakers on this item? Councillor Schreyer.

Councillor Schreyer: Thank you, Madam Speaker. We've arrived at this era's greatest challenge to...to Winnipeegers, to the taxpayers, on our urban forest or urban canopy and tree planting as it helps to mitigate certain things. Especially, on...on the larger level, greenhouse gases. And we're doing this in the era where the city no longer has a tree nursery. When's the last time Winnipeg didn't have a tree nursery? So, we're going to try and be efficient, I assume, to try and be efficient, to try and...to try and...and reach these...these important environmental goals. But if we're going to try and do this effectively and efficiently, well, I'm still waiting for all of Council to be able to talk with each other about...about the costs. Not being told, well, the cost, the...the list is over there or it's in...it's in previous budgets if you look back then 20 years ago. It's important to us if we care about our tree canopy. It's important to us if we care about what we call the million-dollar tree challenge. It's important to us if we are worried about greenhouse gases, if we are worried about the effect of lack of trees in our society, if we care about Canada's tree program. One has to also accept the reality. That in the greater perspective, in terms of why we need trees, the most important reason? It...it has to be done nationwide because if you do it urbanly it's not that effective. It's actually economically inefficient. If we're going to care about our urban canopy, that's more for urban reasons. It's not going because we are helping Canada or we're helping the world's environment. If Canada is going to do our...do our...do our part, it's not going to be by cities. It's going to be by provinces and countries. It's going to be by mass...a mass plan for reforestation. Not to say that reforestation isn't important on the city level. It is. For reasons that many of us talk about over the years. But bear in mind, an urban tree canopy is more expensive than a rural tree...than rural reforestation. It's much more expensive. And therefore, the economics of...of urban reforestation is really important. And bear that in mind, as I said before, if we're spending three times more for a tree than we have to that means, by definition because our budget is finite, that means we're only achieving one-third of our environmental goals when it comes to trees. That's not my opinion. That's just simple math. And it happens all the time. So, we need to bear that in mind. Do we care about our urban canopy? Do we care about our One Million Tree challenge? We have to bear in mind that in order for this to be meaningful we have to do this efficiently, and Council and City Hall have to be able to offer the citizens, the taxpayers of Winnipeg, how they want to go about doing this. To what extent is this part of our budget consultation? To what extent is this part of our environmental consultation with taxpayers? Do we tell the taxpayers of Winnipeg, taxpayers, we got rid of your...your tree nursery? Winnipeg no longer has a tree nursery. We're going to go about the business of the loftiest goals of...of tree urban reforestation in our lifetime, but now we're going to do it for the first time without your own city's tree nursery. So how do we compare costs? How are we in a position to tell the taxpayers when it comes to budget consultation, when it comes to an environmental consultation, that we're doing this without some semblance of logical, sensible cost comparison? Isn't that kind of the case with the reason why we have in-house and not out-house as Councillor Wyatt has said, but...but private contracts in certain sectors? So you can actually have a sensible weighing of cost for the taxpayer? Isn't that what it's all about? Am I missing the point? Am I naive? Kick me off Council. I hope someone kicks me off Council. Hope...I hope someone runs against me and beats me if I'm wrong. But they have to prove why I'm wrong. Prove how the economics isn't...isn't an important part of...of our environmental goals. Prove...prove that to me. Of course, it is. Especially when it comes to...to urban tree projects because they're so much more expensive. So, the costs matter. So how are we going to go about these issues, as Councillor Chambers says, for the benefit of health, resilience and aesthetic and the environment and economics? They

all go together on this. Trees aren't merely just an aesthetic thing. They're really important. And regardless of that, if we're putting money into this, you might as well do the best job we can for the taxpayers. I don't think we are. Having said that, yeah, I do think I'm not the naive one. I think City Hall, I guess...I guess we are naive. And I guess I'll leave...put it that way. We're part of that. I don't think...and I'm part of that. I haven't had that proper consult...consultation with the taxpayers of Winnipeg or with my ward. I haven't talked about how we're trying to achieve these goals in an era when we've gotten rid of our tree nursery. I haven't talked with...with the people of Winnipeg in terms of making those cost comparisons, how we can keep...how we can do a better job for their taxpayers to attain these goals we say, we tell them, are important. But I'm not the only one. That's us. I think we're naive. I think we've got to do a better job. I'll vote for this, but bear in mind what I just said. I'm not making it up. And if you think I am, just say so publicly. And if you can show me how I'm wrong, once again, I'll thank you. But in the end, we need to let people know what they're getting for their dollar and if we can do a better job and if we...and if we don't choose to do that, what are we saying about our care for the environment? And we need, to answer that question, what are we saying about our care for the environment if we won't tell the taxpayers whether or not we're doing the most efficient job we can? Well, I think we have to do that. I think we have to tell the taxpayers of Winnipeg whether we're doing the best job we can economically and efficiently to attain those environmental goals. How much are we paying for a tree? How much did we pay for a tree 10 years ago? How much did we pay for a tree 20 years ago? What's the difference? If we can't answer that question, pardon me, some sort of inflation is in there. Tree inflation...well, money doesn't grow on it, you know. So, or does it? Well, the reality is some...maybe some things are more important than money. Or you don't have an economy if you don't have an environment. But it's still...they're part of each other. So, when it comes to urban environmental goals, especially when it comes to trees in this city, that's an inefficient way of growing trees. It's not wrong, but bear that in mind. It's a lot more expensive to...to plant trees in the city. Therefore, the economics matter all the more. So, when we can't be account on that, well, I don't think we should be saying to the people of Winnipeg, you know, trust us on our environmental, on our...on our tree program. Even though we can't give you a cost comparison over the generation.

Madam Speaker: Thank you, Councillor Schreyer. Thank you. Next is Mayor Gillingham, followed by Councillor Eadie.

Mayor Gillingham: Madam Speaker...Thank you, Madam Speaker. I just rise to speak briefly to, first of all, thank our public service for the work they have done in preparing this comprehensive strategy. I want to thank Martha Barwinsky and David Domke and Jim Berezowsky and their entire team that has looked at our tree...the service delivery of...of our Forestry Branch, and also our Naturalist Services as well. There's some really good information here. It's unfortunate, I think, several councillors including Councillor Schreyer were not able to be at yesterday's Council seminar where you're able to get really good information from our staff that talks about, kind of, what...what is behind some of the numbers we hear...we see here in this report and some of the targets we have. The strategic priorities action plan that we work on together as a council and...and adopted together as a council contains priorities related to trees and our urban forestry and protecting our urban canopy. We want to reduce our pruning cycle from what it is to something much, much more frequent so that we can keep more trees healthier. And if we can keep trees healthier, there's less likelihood that they succumb to disease and die and have to be removed. We want to invest in planting more trees and increase our...our replacement ratio. We have heard before that when it comes to City trees on City property right now, our replacement ratio is not quite at a 1:1. But the good news is, is that when you add in the Naturalist Services Branch under Mr. Rodney Penner and his great team that works really along our rivers and creeks and streams, we're actually, overall, we're actually at a...a replacement ratio of over 2:1. So several trees are being added. That's important. And I...and I want to also commend the work of Councillors around this chamber who are working with community groups. I know that in the last term of Council in...in now Councillor Dobson's ward that he represents in St. James, in that area we were able to work together with the boys and...and girl scouts, community members, families in...in the community and also gentlemen who are getting treatment at Bruce Oake Recovery Centre all came together, all worked side by side by side, and planted well over 100 trees in one afternoon. That's happening all across our city is community organizations in wards that everyone around this chamber represents are working to do their part as volunteers to add more trees. We have school students and...and school administrators planting trees on school property. We have the private sector planting trees on their property. I know just recently Boeing celebrated a big anniversary here in the City of Winnipeg. To celebrate their anniversary, they planted a...a bunch of trees on their property. And so, when we look at how the public cares about our urban canopy, we know that with the public as partners and private sectors as partners, we can go a long ways as a city working collectively to reach some of the goals that we have in this community to protect our urban forest. Enhance our urban forest, as well. And so, what we have before us is a good report. The recommendations really are to adopt it and move this to budget discussion. And so, I will be supporting it. I think that's what we need to do. Whether we can...it's frankly unlikely that we can, you know, fully fund all that's being asked for here. But it's important that we have that discussion as a Council through the entire budget process as to what level that we can provide funding on pruning and on replacement and on getting more people to participate in planting trees together. And I think all of us came through a campaign process over the last 14 to 16 months where we heard that trees and our urban canopy is a priority for the people of Winnipeg. And so, we have before us here as a comprehensive...comprehensive strategy that points us in a direction. We can tackle this very important need in our community, and invest in this feature of our community that's...that's critical not only to today, but to our future as well. Thank you.

Madam Speaker: Thank you, Mr. Mayor. Next, Councillor Eadie following by Councillor Wyatt.

Councillor Eadie: Thank you, Madam Speaker. I'll try to be brief and (inaudible). Anyway, I just...the mayor covered off some stuff. Okay, Madam Speaker, this is the best comprehensive plan this city, I think, has ever had unless, you know, you go back a century when buying up green space was one of the most important things for this city and all that kind of stuff, Madam Speaker. So...so looking at the, you know, having our wonderful tree canopy that's going away, this is, I think, a really good comprehensive plan. And like the mayor, I ditto the mayor on our public servants who put so much time into this and...and actually have great passion for our tree canopy. I...in knowing this is coming down, I didn't have to attend the seminar. I'm on the committee, gone through this comprehensive master plan. I think we're presenting issues that, well, really it's going to be like a whole bunch of our other master plans. The public...the mayor covered this off. The mayor is right. We got a four-year budget cycle and then on the capital we can continue. Trees are a capital investment as well, Madam Speaker. As we all know, the pruning, the operational part of things is so important, and how we fund it and get that done. The feds have thrown us a bunch of money. That's going to help. And I support the plan. I mean there's no such a thing as perfection. And, you know, it's comprehensive though, Madam Speaker. So, I just wanted to also acknowledge that the forestry plan is just as important as solid waste and doing it the right way and doing our tree canopy the right way because these are, in my neighbourhoods we're losing all these elms and you can see more of the garbage because the trees are gone. Anyway, I shouldn't be...it's a sardonic consideration of what's happening, but...And I just wanted to let the public know that there are some neighbourhoods that are moving ahead, volunteering, as the mayor said. In my ward, we have people from other sides of the ward concerned about trees on this side of the river, which is really important. I think...I think that's good, but the Mynarski Ward office has hired a neighbourhood liaison worker, part time mind you, but still an expert. And we will be moving towards looking at the neighbourhoods and talking to them about...the mayor talked about safety plans and who is taking care of that. Well, I think that the community itself, and consulting and talking to them, will come up with the best ideas. And we will be introducing the tree canopy issue to neighbourhoods like William Whyte, work with the resident association and others, hopefully, to try to see us leverage some of that federal money, which is really what's been given out in terms of our community groups planting trees or even, you know, information...we got open data. We can find out about all those tree canopies, but who has the skill and tools to pull that out and overlay and look at your whole neighbourhood and say, you know, here's where we need to do a tree effort, here's where we need to do solid waste effort, here's where we need to safety effort, here's...So that's what the Mynarski office is moving towards for 24, regardless of whatever the budget policy comes down the pipe, we're going to do our best to try to ensure that we have a good tree canopy in the North End and in the West Kildonan. And I guess some people, Madam Speaker, don't understand that West Kildonan and the North End are somewhat different. Although some will say living in West Kildonan and they live in the North End. But the reality is there are differences once you get north of Inkster. So, thanks very much for my time. And of course I'll be voting for this comprehensive plan.

Madam Speaker: Thank you. Next is Councillor Wyatt.

Councillor Wyatt: Yeah, Madam Speaker, I just want to rise. I want to thank the public service. I, too, attended by our standing committee...Asked a lot of questions of the administration at the time. Just as more of a matter of...of technical, not to contradict my colleague (inaudible), but a tree nursery does exist. It's cited in the report to plant that...that we should attempt to...Species that are difficult to grow or obtain through private nurseries, that we be the ones growing them. It's identified in the strategy. I'm excited by it because there's a park or there's a site in Transcona that was set aside by developers because it was a compromise with heavy industry, being brick and steel and border chemical on one side, residential going up on the other, where they had to set aside about 25 acres of land as a buffer. It's basically an empty farm field. Community Committee has moved a Motion requesting a name change for the...call it Mother Earth Nature Park. I'm excited by it. I hope the mayor can be involved and other members of Council is to plant trees there, getting schools involved. It's going to be something amazing to see that site grow and to plant the trees there. It's a large site, and it's ideal site for this. And so that's really exciting. I know as somebody who's, in the past, often had to use my land dedication reserve to fund tree planting and parks because it's just something that I believe is important for replacement, as well as, cited in the report, tree vaults. Tree vaults which we've used now in downtown Transcona, Transcona Centennial Square. Something, again, I funded through LDR to make sure that the trees grow on the boulevard because quite often they do not, and that's something that, hopefully, we can address through our capital budget versus the kind of off, one offs where we...we can find the funding. If anything, in terms of sponsorship and the private sector involvement and other levels of government and funding, this is one area where they're excited to fund. And there's private sector investors who I think corporately want to step up, be seen as stepping up in terms of this. And maybe, as Councillor Schreyer puts it rightly, maybe there is an opportunity to expand our tree nursery. Maybe it can be a revenue source in the future. Because one thing about tree nursery is you put the money in today, but you don't necessarily see it for another 15, 20 years when trees are growing. But could you imagine if we became the tree supplier for most municipalities in Canada? I mean, that would be a huge source of revenue, but that's just a thought. It's not identified in the report. I'm just kind of talking about it. But these are thoughts and these are things that can come out of this, out of a very well-done report, but we...we really have a great opportunity here. A lot of work, I know, was done by the previous council on this. I

know Mayor Bowman was very committed to it. And I just want that noted because a lot of times I don't speak favorably of the last mayor, so I'm not saying that. Anyway, and so, you know, I just want to say that you've done a lot of good work thus far. I am excited about this. It's being referred in the budget, but I'm assuming that, from the mayor's comment, it's something that's important to him as well. So, I just want to thank him for that and thank members of Council and the Chair for this comprehensive report and the public service. Look forward to working with them on it and seeing projects like Mother Earth Nature Park coming to fruition. Getting the schools involved, the kids involved. And it's something that everybody loves to do is plant trees. Last year, I...this year, I planted about 300 on...around my house. And of course, I made my 16-year-old son...son dig most of the holes, but I did too. Anyway, it was fun to do, and enjoyed it and he enjoyed it, ultimately, as well as a father and son bonding, so. It's for the future. And we need to do these sorts of things. Thank you, Madam Speaker.

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

Councillor Allard: Thank you, Madam Speaker. So apparently drones are planting trees now. They just spray seeds, you know, areas that are appropriate, but that sure won't be part of our strategy here in Winnipeg.

Councillor Allard (Speaking French)

Madam Speaker: Thank you. Councillor Duncan to close on this item.

Councillor Duncan: Thank you very much, Madam Speaker. As I sit back and listen to all the comments here today, I want to remind all of my council colleagues that there is one thing that we can take action today, and moving forward until any of this is implemented, is tree protection. Every time a development comes forward, every time there's a proposal, let's keep in mind that we can't replant 40, 50, 60, 100-year-old trees. So, let's keep that in mind as we move forward if we're seriously committed to protection. I'd like to thank the members of my Community Committee, Councillor Wyatt, Councillor Santos, Councillor Eadie. We will be moving forward to further embrace tree protection from the Committee and I look forward to seeing in the coming months and years of how this strategy can be implemented across Winnipeg. Thank you.

Madam Speaker: Thank you. We'll now have question period under this committee. Pardon me? Oh yes, of course. Voting on this item first. All in favour? Contrary? Carried. Now, onto question period. Councillor Schreyer followed by Councillor Wyatt.

STANDING POLICY COMMITTEE ON COMMUNITY SERVICES QUESTION PERIOD

Councillor Schreyer: Sure, Thank you Madam Speaker. I haven't ask...asked any questions of Councillor Duncan as Chair of the Committee. Cannot ask too many questions here during question period and, of course as...I'm told...you know I've said when I'm corrected here I'll...I'll thank you. And I said we no longer have a...a tree nursery. And excuse me, what I meant is...I was corrected by semantics. We've hollowed out our tree nursery. My understanding, because of its contribution to...to proportion of tree...tree projects in the city over the decades has been notably diminished so it's been...our...our tree farm, our tree nursery has...has been...it's been gutted, to my understanding. But it's my understanding this...this was happening years ago. I was aware of this. People were asking for this years ago, before I even ran for City Council, and so I mean, I don't want to make too much of it. I understand that we...we have, you know, our...our presentation yesterday from the administration, for which I thank them, and I couldn't make it yesterday regarding the...the comprehensive urban forest strategy, but, I mean, just as an example of what I mean is when it comes to the...the placement and the prioritization and the promotion of our...of our tree...of our own tree nursery...

Madam Speaker: Your question, Councillor Wyatt. Councillor Schreyer, pardon me.

Councillor Schreyer: Well, is...is Councillor Duncan aware of any specific presentation that the administration have offered us regarding our...since we have one, and since I've been corrected on it, regarding our...our tree nursery? How we as a Council learn specifically about the address, the place, the look? How many trees we have at the nursery? Anything like that. I don't remember anything.

Madam Speaker: Thank you. Councillor Duncan.

Councillor Duncan: Thank you, Madam Speaker. And through you, absolutely, tree nursery replenishment and moving forward, how we're going to meet our milestones is important and how we're going to have to devise a plan. I would hope

that we can touch on that in this strategy. It's an important part. You need the trees to get in the ground. So definitely we'll contact the department on this and get a solid answer for you and get back to you, Councillor Schreyer.

Madam Speaker: Thank you. Next question by Councillor Wyatt.

Councillor Wyatt: Yes, Madam Chair. Through yourself to...Madam Speaker, through yourself to the Chair, the hookah matter has been laid over. As someone who...I'm one of three members of council who voted against the smoking by-law when it came forward here many years ago, however, I'm now a smoker and I am...but ironically, I'm reformed on the smoking by-law and in favour. And it's fair to say that there's an argument being put forward on the hookah matter that it's a cultural matter, cultural sensitivity. Having said that, other arguments could be argued such as the tobacco and the pipe would be another cultural sensitive matter for another community. And so therefore where do you draw the line? Is it fair to say that, for us to be able to enforce a by-law on smoking, that really we need to consider an...an outright...as we happen, consistent in terms of indoor smoking, an outright ban on all smoking taking place indoors and on patios consistent with policy from this Council and leadership from this Council and previous Councils?

Madam Speaker: Question, please.

Councillor Wyatt: That's my question.

Madam Speaker: Councillor Duncan.

Councillor Duncan: Yes. Thank you very much for this question. It's...it's a good one that's been raised to me one-on-one. It's been raised through the media and I'd welcome the opportunity to answer today here. My first priority is public health when it comes to smoking indoors. We as a society, 20 years ago plus now, it's my understanding, made a decision that smoking was no longer permitted indoors. And I will advocate that public health comes first and foremost moving forward.

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

Councillor Wyatt: And this Councillor is in agreement with that. And would it be fair to say that any other system, other than that one, would be problematic for enforcement both for the City and probably for the Province ultimately as well?

Madam Speaker: Thank you. Councillor Duncan.

Councillor Duncan: I don't think that this is going to be an easy...an easy fix across the board, but again I'd like to reiterate that public health should be first and foremost. We just went through a pandemic where some pretty excessive, at points, public health measures were taking place. I don't think that this is excessive in any way because society has moved on from smoking indoors, so I...I look forward to this debate.

Madam Speaker: Final question, Councillor Wyatt.

Councillor Wyatt: And to the point of sympathy for the small business who are the hookah establishments, the reality is that any by-law coming forward, is it fair to say, is not going to be happening probably for another year, year and a half by the entire developed policy and by-law itself.

Councillor Duncan: You know, we laid this matter over to gather more information on it, and that would be one of the questions that we would have for the public service is to get all this information to ensure that it's comprehensive and well rounded. Thank you.

Madam Speaker: Thank you. That concludes question period and our agenda for today. I'd like to join the Mayor as he stated in his opening remarks in wishing you all the very best this holiday season. And I hope you take some time to rest and recharge. Merry Christmas, everyone. And Mr. Mayor, will you move adjournment?

Mayor Gillingham: Yes, I will, Madam Speaker.

Madam Speaker: All in favour? Contrary? Carried. Madam Clerk, roll call, please.

COUNCIL OF THE CITY OF WINNIPEG
December 14, 2023

ROLL CALL

Clerk: Madam Speaker Councillor Sharma, His Worship Mayor Gillingham, Councillors Browaty, Chambers, Dobson, Duncan, Eadie, Gilroy, Lukes, Mayes, Rollins, Santos, Schreyer, and Councillor Wyatt.

Council adjourned at 4:20 p.m.