**Minutes – Executive Policy Committee – March 18, 2025**

**Report – Standing Policy Committee on Public Works – March 4, 2025**

**Item No. 4 Goods Movement Advisory Committee Annual Report**

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That City Council request that the Province of Manitoba, through the Premier's Business and Jobs Council, work with the Capital Region municipalities, the City of Winnipeg and business stakeholders, to coordinate the regional planning and investment in highway infrastructure as a key component of Manitoba's economic development strategy, and to strengthen inter-provincial trade.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

**Report – Standing Policy Committee on Public Works – March 4, 2025**

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On March 4, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

On November 7, 2024, the Standing Policy Committee on Public Works provided an extension of time of up to 120 days for the Winnipeg Public Service to report back on the matter.

David Grant submitted a communication in opposition to the matter.

STANDING COMMITTEE DECISION:

On October 10, 2023, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

1. That the following representatives be appointed as the initial members of the GMAC:

    A. Director of Public Works – 1-year term

    B. Public Works Manager of Transportation – 2-year term

    C. Manitoba Trucking Association – 2-year term

    D. Winnipeg Airports Authority – 1-year term

    E. CN Rail & CPKC Rail – 1-year term

    F. Canadian Manufacturers & Exporters Manitoba Chapter – 2-year term

**Report – Standing Policy Committee on Public Works – March 4, 2025**

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE DECISION (continued):

G. Manitoba Heavy Construction Association – 2-year term

2. That the Terms of Reference attached as Appendix A and as adopted by the Goods Movement Advisory Committee be approved, which included the following:

   A. GMAC reports to the Standing Policy Committee on Public Works and shall provide a report arising from its mandate at least annually.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

# ADMINISTRATIVE REPORT

**Title:** Goods Movement Advisory Committee Annual Report

**Critical Path:** Standing Policy Committee on Public Works

**AUTHORIZATION**

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| D. Patman, P.Eng. | M. Cantor on behalf of J. Berezowsky | T. Graham | S. Armbruster, Interim CAO |

**EXECUTIVE SUMMARY**

The Public Service is providing the main points of the Goods Movement Advisory Committee's (GMAC) activities from November 2023 to November 2024.

Highlights from the eight meetings held during this time include:

- The GMAC was consulted on the Transportation Master Plan (Transportation 2050) update. Feedback was provided to consider the significance of goods movement to the Winnipeg Region's economy and industries.
- Discussion of historical transportation decisions and implications to goods movement with other uses of arterial roads, and the evolving demands placed on these roadways, as well as potential solutions to balance these concerns going forward.
- Discussion surrounding the need to align the City's economic development strategy with its land-use and transportation policies.
- The GMAC discussed the importance of aligning various strategic initiatives related to regional planning and investment in highway infrastructure as a key component of Manitoba's economic development strategy, and to strengthen inter-provincial trade.
- The GMAC gave some initial feedback to help update the Transportation Standards Manual.
- The GMAC has also brought forward traffic matters that are of concern to industry. Including a traffic signal warrant analysis on Plessis Road at the CN Symington Yard entrance.
- The Public Service used the GMAC as a place to share information and get feedback from the industry. For example, about the Truck Route map, and inflationary increases to permit fees for overweight and over-dimensional vehicles.

- The GMAC passed a resolution for the Transportation Division to work with Winnipeg Police Service, the Province of Manitoba, and industry groups. Their goal is to harmonize pilot and escort vehicle policies for over-dimensional vehicles.

## RECOMMENDATIONS

1. That City Council request that the Province of Manitoba, through the Premier's Business and Jobs Council, work with the Capital Region municipalities, the City of Winnipeg and business stakeholders, to coordinate the regional planning and investment in highway infrastructure as a key component of Manitoba's economic development strategy, and to strengthen inter-provincial trade.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

## REASON FOR THE REPORT

On October 10, 2023, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

2. That the Terms of Reference attached as Appendix A and as adopted by the Goods Movement Advisory Committee be approved, which included the following:

    A. GMAC reports to the Standing Policy Committee on Public Works and shall provide a report arising from its mandate at least annually.

On November 7, 2024, the Standing Policy Committee on Public Works provided an extension of time of up to 120 days for the Winnipeg Public Service to report back on the matter.

## IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information only, there are no implications.

## HISTORY/DISCUSSION

### BACKGROUND INFORMATION

The Goods Movement Advisory Committee (GMAC) was formally established on October 10, 2023, when the Standing Policy Committee on Public Works approved the *GMAC Membership and Terms of Reference* report of the Winnipeg Public Service.

On September 7, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back on the establishment of a GMAC, whose objectives would include:

1. Providing strategic and responsive advice and recommendations on transportation policies, programs, priorities, facilities, and standards to the Director of Public Works.
2. Informing the public about goods movement and the importance of goods movement to the resilience and sustainability of Winnipeg's economy.
3. Providing a forum in which goods movement issues in Winnipeg can be raised and discussed to better inform City land use planning and transportation infrastructure decisions.

The GMAC operates in an advisory role to the Director of Public Works via support from staff in the Transportation division. In accordance with the Terms of Reference, the GMAC meets quarterly as a minimum. Additional meetings may be scheduled at the request of members of the GMAC or Department staff to discuss urgent matters.

The GMAC is the only forum where representatives from the goods movement industry (including rail, air, and truck) can meet with City staff to discuss issues and concerns. The GMAC is currently comprised of individuals representing the following organizations (including City of Winnipeg staff):

- Director of Public Works (City of Winnipeg staff)
- Manager of Transportation (City of Winnipeg staff)
- Traffic Analyst (City of Winnipeg staff)
- Senior Manager of Economic Development (City of Winnipeg staff)
- Manitoba Trucking Association
- Manitoba Heavy Construction Association
- CentrePort Canada
- Winnipeg Airports Authority
- CN Rail
- CPKC Rail
- Canadian Manufacturers & Exporters Manitoba Chapter

## 2024 Annual Report

The GMAC met eight times from November 2023 to November 2024, inclusive.

The frequency of the meetings in 2024 can in part be attributed to the concurrent Transportation Master Plan (Transportation 2050) update. GMAC members wanted to provide input to ensure that the significance of goods movement to the Winnipeg Region's economy and industries are given due consideration. Additionally, the GMAC is a newly established committee and in the formative stages.

An overview of other key discussion topics, motions and action items are summarized below.

A discussion topic which often appeared on the GMAC agenda was the implications of the decision from the 1970s to not build a freeway network within the City of Winnipeg, which has put goods movement at-odds with other uses of arterial roads, and the evolving demands placed on these roadways. A separate report is planned on this topic in the future.

This 1970s decision can be linked to other discussion topics and concerns raised at the GMAC. Forthcoming changes involving Downtown arterial roads and Truck Routes as a part of the Primary Transit Network Service Implementation Plan and Centreplan2050 will impact current traffic movements, which is a concern for some industry members. Similar concerns about the narrowing of traffic lanes have been expressed with some other recent Regional Capital projects, including Goulet Street, River Avenue, and Pembina Highway. Concerns about the impact to safe truck movement in the Downtown area, and working to protect truck routes throughout the City were discussed, as well as potential solutions to balance these concerns going forward.

Discussion surrounding the need to align the City's economic development strategy with its land-use and transportation policies also took place. Maintaining the Winnipeg Richardson International Airport as a 24/7 operation, the importance of inter-modal facilities for goods movement, and planning on truck routes at the City's jurisdictional limit with neighbouring municipalities were several discussion topics related to this.

The GMAC has provided some initial feedback toward the Transportation Standards Manual, which was also an agenda item at the Standing Policy Committee on Public Works and Council (Updating the Transportation Standards Manual and Design of Streets). Ongoing dialogue is anticipated to occur between now and when the Transportation Standards Manual is finalized.

The GMAC has also brought forward to the attention of the Transportation division traffic matters within the Winnipeg Region that are of concern to industry. An example of this was a request for a traffic signal warrant analysis on Plessis Road at the CN Symington Yard entrance, as there is a high percentage of truck traffic on both approaches to the intersection, a high speed limit (70km/h) on Plessis Road, as well as roadway curvature on Plessis Road, all of which cause difficulty for traffic entering the roadway. This particular review is ongoing.

The Transportation Division has also utilized the GMAC as a forum to communicate information to, and obtain feedback from industry stakeholders. Examples of this include discussions around the Truck Route map, and inflationary increases to permit fees for overweight and over-dimensional vehicles.

A substantial proposal brought forward by the GMAC is for the Transportation Division to work with Winnipeg Police Service, the Province of Manitoba, and industry

stakeholders to harmonize pilot and escort vehicle policies for over-dimensional vehicles (a vehicle that exceeds the dimensions prescribed by regulation). The objective is to create a more efficient permit process while ensuring that potential safety concerns are being addressed.

The initial appointed members of the GMAC had specified term lengths, but it was decided that the respective organization's terms should all be extended in perpetuity. Due to the significance of goods movement to the Winnipeg Region's economy and industries, the City's Senior Manager of Economic Development has also been attending the GMAC meetings.

The first GMAC meeting of 2025 was held on January 21, 2025.

**COORDINATED REGIONAL PLANNING AND INVESTMENT IN HIGHWAY INFRASTRUCTURE**

The GMAC discussed the importance of aligning various strategic initiatives related to regional planning and investment in highway infrastructure as a key component of Manitoba's economic development strategy, and to strengthen inter-provincial trade.

This discussion resulted in a recommendation that the Standing Policy Committee on Public Works support and recommend to Executive Policy Committee and Council a request that the Province of Manitoba, through the Premier's Business and Jobs Council, work with the Capital Region municipalities, the City of Winnipeg and business stakeholders, to coordinate the regional planning and investment in highway infrastructure as a key component of Manitoba's economic development strategy, and to strengthen inter-provincial trade.

In undertaking the refenced coordination request, GMAC recommends specific attention to planning initiatives completed or underway, including but not limited to:

- Regional rural municipality development, including transportation network planning - WMR 'Transportation Driving Growth Report' 2016.
- The principles of the proposed Canada Trade Infrastructure Plan (CTIP), which sets out foundational criteria for establishing a long-term infrastructure investment strategy to prioritize nationally significant trade gateway and corridor projects holding highest return on investment (ROI) to the gross domestic product (GDP) as adopted by the 2023 Premier's' Council of the Federation (COF) and the subsequent and ongoing Premiers' calls for a First Ministers Meeting on the linked priorities of competitiveness and strategic infrastructure.
- Manitoba's recognition of the role trade gateways and corridors play in the economy as illustrated by the government's commitment to CTIP, the federal-provincial joint $60-million investment for the Hudson Bay Railway and Port of Churchill, and its continuing public support for CentrePort Canada, including supporting the installation of services into CentrePort South lands to enable development.
- Steps underway to further develop CentrePort Canada's transportation strategy

- The April 2024 Prairie Provinces Memo of Understanding to advance transportation corridors and support the movement of products domestically and globally
- Chief Peguis Trail extension and Route 90 redevelopment, under active review and consideration.
- The December 2024 Manitoba Transportation and Infrastructure's Multi-year Infrastructure Investment Strategy (five-year Capital Investment Plan).
- City of Winnipeg Transportation Master Plan planning process currently underway; and
- Pending recommendations of the Premier's Blue-Ribbon Panel on Transportation Infrastructure.

## FINANCIAL IMPACT

**Financial Impact Statement Date:** January 17, 2025

**Project Name:**

**Goods Movement Advisory Committee Annual Report**

**COMMENTS:**

As this report is for information purposes, there are no financial impacts.

*J. Ruby, 2025-01-17*
J. Ruby CPA, CA
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with:

Goods Movement Advisory Committee (GMAC)

## OURWINNIPEG POLICY ALIGNMENT

**OurWinnipeg 2045**
This report is in accordance with OurWinnipeg2045 as per:

Goal: Environmental Resilience

- ***Policy 2.6 Integrated Regional Planning:*** Enable a collaborative and integrated solution to sustainable transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions.

Goal: Good Health and Well-Being

- ***Policy 4.10 Transportation Safety:*** Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

## WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

3.5 Reduce Traffic Congestion

3.6 Increase the Use of Zero-Emission Vehicles

## WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

## SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
Date: January 27, 2025