Minutes – Executive Policy Committee – June 4, 2008

REPORTS

Minute No. 336 Disraeli Bridge and Overpass Rehabilitation Project – Provincial Funding
E-File SB-3

EXECUTIVE POLICY COMMITTEE DECISION:

The Executive Policy Committee received as information the recommendations of the Standing Policy Committee on Infrastructure Renewal and Public Works and the East Kildonan-Transcona Community Committee.

DECISION MAKING HISTORY:

Moved by Councillor Clement,

That the recommendations of the Standing Policy Committee on Infrastructure Renewal and Public Works and the East Kildonan-Transcona Community Committee, be received as information.

Carried

Councillor Wyatt asked to be recorded as having voted against the above motion, in accordance with Rule 47(7) of The Procedure By-law No. 50/2007.

Councillor Browaty, North Kildonan Ward, submitted a communication in support of the East Kildonan-Transcona Community Committee's motion with respect to Disraeli Bridge and Overpass Rehabilitation Project – Provincial Funding.

STANDING COMMITTEE RECOMMENDATION:

On May 26, 2008, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee, with the following amendment:

- after the words "make the Rehabilitation of the Disraeli Bridge and Overpass a priority and contribute" delete the words "the necessary",

and submitted the matter to the Executive Policy Committee.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 12, 2008, the East Kildonan-Transcona Community Committee recommended that the following motion be forwarded to the Standing Policy Committee on Infrastructure Renewal and Public Works for consideration, namely:

> WHEREAS the proposed Disraeli Bridge and Overpass Rehabilitation Project is costing the City of Winnipeg and its taxpayers $125 million to $160 million depending on the option chosen by Council;
>
> AND WHEREAS none of the options present the opportunity for a twin 6-lane bridge system;

DECISION MAKING HISTORY: (continued)

COMMUNITY COMMITTEE RECOMMENDATION: (continued)

AND WHEREAS it is estimated that the cost of a twin 6-lane bridge option could be constructed for $250 million to $350 million;

AND WHEREAS the advantage of a twin 6-lane bridge would allow for future growth in the City and surrounding Capital Region;

AND WHEREAS a twin 6-lane bridge option could also accommodate two dedicated lanes for bus rapid transit;

AND WHEREAS thus far the entire cost of this proposed Disraeli Bridge and Overpass Rehabilitation Project is being borne by the taxpayers of Winnipeg and more specifically without any substantial contribution from the Doer Government;

AND WHEREAS Winnipeg continues to receive less than its per capita portion of gas tax revenues and has very little support for major regional roads, as other Manitoba jurisdictions receive;

AND WHEREAS the Province shares in the responsibility for managing the growth and development of the Capital Region, as well as having declared Rapid Transit a priority in the recently published climate change document - the Province should pay an equal if not greater role in the rehabilitation of the Disraeli Bridge and Overpass;

THEREFORE BE IT RESOLVED that the East Kildonan-Transcona Community Committee calls on Premier Doer to immediately make the Rehabilitation of the Disraeli Bridge and Overpass a priority and contribute the necessary funding to facilitate a twin 6-lane bridge system.

From: Councillor Jeff Browaty, North Kildonan Ward

To: Executive Policy Committee

Re: Disraeli Bridge and Overpass Rehabilitation Project – Provincial Funding – File SB-3, June 4, 2008 – EPC Agenda Item # 2

I urge the members of the Executive Policy Committee to concur in the motion of the East Kildonan-Transcona Community Committee and supported by the Standing Policy Committee on Infrastructure Renewal and Public Works to call on Premier Doer to provide funding for the widening of the Disraeli Bridge and Overpass to 6-lanes.

The most basic of the many important services provided by civic governments are the 3-P's – Pipes, Pavement and Policing. The Disraeli Bridge and Overpass today sees approximately 40,000 crossings, but northeast Winnipeg and the surrounding communities continue to grow. Today back-ups are common and they will only grow. Adding capacity to the Louise Bridge and Redwood Bridges, which service primarily residential communities, makes less sense then adding capacity at Henderson Highway, already a 6-lane roadway.

It has been argued that the additional capacity of 6-lanes won't be needed for 20 years—but as it would take 3 years to rehabilitate the Disraeli and likely at least 2 years more to add an additional span, the time to act is now. Building a new span before rehabilitating the existing structure will mitigate the effects of the closure and build capacity for the future traffic—whether traditional, transit or active transportation.

While we aren't accountable to the residents of East or West St. Paul, and other communities north of the city, their traffic adds to the case that the province should be providing support. When the southbound Disraeli was closed due to a truck hitting the underside of the bridge in 2006, a large jump in traffic was on the North Perimeter Highway Bridge—proof that significant traffic comes from outside the city.

According to the city's economist, approximately $130 million is raised by the province from the fuel and diesel tax in the City of Winnipeg, yet if you take all of the provincial grants for roads and transit; only $76.8 million comes back. This is completely unacceptable.

One of the most frustrating elements of the closure is that the province stands to benefit because millions of liters of additional gasoline will be burnt by detouring and idling residents while the province skims over 40% of the windfall and ships it outside the city.

It is also alarming that to this point no consultation has been made with the Winnipeg Fire and Paramedic Service regarding the potential adverse effects of lengthening the response time for getting children from northeast Winnipeg to the Children's Hospital. This is also very concerning.

The residents of Northeast Winnipeg pay high taxes and deserve their fair share of services. But the province isn't paying its' share.

The province has been involved in many projects in south Winnipeg including the Kenaston Underpass, the Charleswood Parkway and has committed to support costs related to Waverly West. It is time that the Doer government supports northeast Winnipeg, too.

The elected civic officials that represent northeast Winnipeg, the ones that understand best the need for this expansion and to keep the structure open, have unanimously asked the Doer government to financially support a 6-lane Disraeli. I ask that the Mayor and the Executive Policy Committee concur in this request.

Thank you.