**Minutes – Executive Policy Committee – March 10, 2010**

## REPORTS

**Minute No. 189 Pothole Patching in the City of Winnipeg**
**eFile SC**

EXECUTIVE POLICY COMMITTEE DECISION:

The Executive Policy Committee filed the matter.

DECISION MAKING HISTORY:

Moved by Councillor Clement,
That the matter be filed.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 20, 2010, the Executive Policy Committee granted a further extension of time of 60 days for the Winnipeg Public Service to report back as directed on April 22, 2009.

On September 23, 2009, the Executive Policy Committee granted an extension of time of up to 120 days for the Winnipeg Public Service to report back as directed on April 22, 2009.

On April 22, 2009, the Executive Policy Committee passed the following resolution:

WHEREAS infrastructure is a top priority for City Council and the citizens of Winnipeg, as demonstrated by a March 2009 poll where 33% of Winnipeggers surveyed ranked infrastructure as the most important issue facing our City today;

AND WHEREAS due to our climate and freeze-thaw cycles, potholes pose an annual problem;

AND WHEREAS potholes cause significant damage to City of Winnipeg road infrastructure, as well as vehicles using such road infrastructure;

AND WHEREAS the City of Winnipeg spends $1.5 million dollars a year to repair potholes;

AND WHEREAS existing pothole mitigation and repair techniques do not offer significant long term solutions;

AND WHEREAS other North American jurisdictions have sought innovative new ways and creative manners of conducting and financing pothole patching programs;

DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED THAT the City of Winnipeg Public Service be directed to report back to the Executive Policy Committee in 120 days on:

(i) the current City of Winnipeg pothole patching program including: (a) human and financial resources allocated to the program; (b) types of pothole patching technology used by the City;

(ii) a range of options for increasing pothole patching capacity as demonstrated by best practices in other jurisdictions, including Canadian and Manitoban municipalities; and

(iii) potential sponsorship opportunities for the City of Winnipeg pothole patching program.