Agenda – Executive Policy Committee – February 16, 2022

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – February 8, 2022

Item No. 3 Contribution Agreement between the City of Winnipeg and Her Majesty the Queen in Right of Canada for the Wolseley to Downtown Protected Bike Lanes Project under the Canada Community Revitalization Fund

STANDING COMMITTEE RECOMMENDATION:

On February 8, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That grant funding be approved from Her Majesty the Queen in Right of Canada under the Canada Community Revitalization Fund for the Wolseley to Downtown Protected Bike Lanes Project (Phase 1).

2. That the City enter into, execute and deliver a contribution agreement with Her Majesty the Queen in Right of Canada and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing ("Ancillary Agreements").

3. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of the contribution agreement with Her Majesty the Queen in Right of Canada and the Ancillary Agreements, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City.

4. That the 2021 and 2020 Adopted Capital Budgets – Pedestrian and Cycling Program (projects #1832000121 and #1832000120) be amended as required to include the funding of up to $500,000 from the grant from Her Majesty the Queen in Right of Canada under the Canada Community Revitalization Fund and allocated to the Wolseley to Downtown Protected Bike Lanes Project (Phase 1).

5. That up to $500,000 in Canada Community-Building Fund budget, previously funding the Wolseley to Downtown Protected Bike Lanes Project (Phase 1) in the adopted Capital Budgets – Pedestrian and Cycling Program, be added to the 2022 Capital Budget – Pedestrian and Cycling Program (project #1832000122).

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

Agenda – Executive Policy Committee – February 16, 2022

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On February 8, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Contribution Agreement between the City of Winnipeg and Her Majesty the Queen in Right of Canada for the Wolseley to Downtown Protected Bike Lanes Project under the Canada Community Revitalization Fund

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
L. Nichols	J. Berezowsky	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

The Wolseley to Downtown Protected Bike Lanes Project is an existing project within Council – approved capital budgets. The first phase of this project was completed in October 2021, which saw the construction of a bidirectional bike path that connects the West Broadway neighbourhood to Downtown.

The project was intended to be delivered within existing budgets regardless of additional external funding being received. However, an opportunity was identified to apply and enter into a third–party funding arrangement with Her Majesty the Queen in Right of Canada under the Canada Community Revitalization Fund ("CCRF") in an amount up to $500,000 to support this project.

The Public Service requests approval to enter into a contribution agreement with Her Majesty the Queen in Right of Canada under the CCRF in order to receive funding for eligible costs related to the Wolseley to Downtown Protected Bike Lanes Project (Phase 1). As the incremental external funding would result in surplus Canada Community-Building Fund ("CCBF") funding of up to $500,000, the report further recommends that these surplus CCBF funds remain in the Pedestrian and Cycling Program.

RECOMMENDATIONS

1. That grant funding be approved from Her Majesty the Queen in Right of Canada under the Canada Community Revitalization Fund for the Wolseley to Downtown Protected Bike Lanes Project (Phase 1).

2. That the City enter into, execute and deliver a contribution agreement with Her Majesty the Queen in Right of Canada and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing ("Ancillary Agreements").

3. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of the contribution agreement with Her Majesty the Queen in Right

of Canada and the Ancillary Agreements, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City.

4. That the 2021 and 2020 Adopted Capital Budgets – Pedestrian and Cycling Program (projects #1832000121 and #1832000120) be amended as required to include the funding of up to $500,000 from the grant from Her Majesty the Queen in Right of Canada under the Canada Community Revitalization Fund and allocated to the Wolseley to Downtown Protected Bike Lanes Project (Phase 1).

5. That up to $500,000 in Canada Community-Building Fund budget, previously funding the Wolseley to Downtown Protected Bike Lanes Project (Phase 1) in the adopted Capital Budgets – Pedestrian and Cycling Program, be added to the 2022 Capital Budget – Pedestrian and Cycling Program (project #1832000122).

6. 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

Council approval is required for the City to receive grants and enter into the contribution agreement with Her Majesty the Queen in Right of Canada and Ancillary Agreements which are addressed with Recommendations #1 to #3.

Council approval is also required to increase adopted capital budgets by the amounts proposed in Recommendation #5.

IMPLICATIONS OF THE RECOMMENDATIONS

Canada Community-Building Fund funding within the adopted Capital Budget – Pedestrian and Cycling Program (projects #1832000121 and 1832000120) in the total amount of up to $500,000 will be replaced with $500,000 in grant funding from Her Majesty the Queen in Right of Canada under the Canada Community Revitalization Fund for the Wolseley to Downtown Protected Bike Lanes Project (Phase 1). Total approved capital budgets for the Pedestrian and Cycling Program will increase by up to $500,000 as a result of the recommendations of this report.

Canada Community-Building Fund funding in the amount of up to $500,000 will be redirected to increase the 2022 Capital Budget – Pedestrian and Cycling Program (project #1832000122) to support other active transportation projects identified within the program.

HISTORY/DISCUSSION

On June 23, 2021, the Public Service received notice of the launch of the Canada Community Revitalization Fund (“CCRF”) which focuses on projects that assist with community vitality, support social and economic cohesion and help reanimate communities so they can rebound from the effects of the COVID-19 pandemic. The program funds up to 75% of eligible

expenditures up to a maximum of $750,000, but requests for funds under $500,000 may be given priority. Applications were to be submitted by July 23, 2021.

Given the tight timeline to apply for funding, on July 14, 2021, the Public Service advised Council that it was submitting an application to the CCRF for three projects that met the criteria, as follows:

- Millennium Library Community Connections Space
- River Access – All Seasons
- Pedestrian and Cycling Program – Wolseley to Downtown Protected Bike Lanes

The Public Service further advised of its intention to reallocate the existing funding for one or more of these three projects if it was successful in obtaining funding under the CCRF.

On November 29, 2021, the Public Service was advised by the federal government that financial assistance was approved for the Pedestrian and Cycling Program – Wolseley to Downtown Protected Bike Lanes Project in an amount of up to $500,000.

The Wolseley to Downtown Projected Bike Lanes Project is an existing project within Council – approved capital budgets. This is a large project with two phases:

- Phase 1 (completed in October 2021): Construction of a bidirectional bike path that connects the West Broadway neighbourhood to Downtown, including the following streets – Westminster Av from Walnut St to Young St, Young St from Westminster Av to Balmoral St, Balmoral St from Young St to Granite Way and Granite Way from Balmoral St to Osborne St.
- Phase 2 (planning underway): Construction of active transportation facilities to connect Westminster Av and Walnut St to Omand's Park or Raglan Rd and Wolseley Av. Further traffic modeling is required to inform further discussions and decisions about this phase of the project. Because traffic modeling data must be based on typical traffic patterns, we are unable to gather the data while the pandemic is affecting traffic volumes. Further public engagement and design work in the West Segment will not proceed until traffic modeling and analysis is complete.

The Public Service requests approval to enter into a contribution agreement with Her Majesty the Queen in Right of Canada and any Ancillary Agreements required in order to receive CCRF funding for eligible costs related to Phase 1 of this project and to amend the Adopted Capital Budget – Pedestrian and Cycling Program budget by up to $500,000 to reflect the new funding source.

The Public Service is further recommending that up to $500,000 in Canada Community-Building Fund ("CCBF") funding remain in the Pedestrian and Cycling Program and be added to the 2022 Capital Budget.

The result of the proposed recommendations is that the Pedestrian and Cycling Program approved capital budget will increase by up to $500,000. See Table A for a summary of the proposed budget amendments.

Table A - Budget Impact of Proposed Recommendations

Project	Project Numbers	Funding Sources	Current Budgets	Proposed Budget Changes	Amended Budgets
Wolseley to Downtown Bike Lanes	1832000120 1832000121	Canada Community Building Fund	$ 1,464,000	$ (500,000)	$ 964,000
		Internal City Budgets - Cash to Capital	$ 186,000		$ 186,000
		Canada Community Revitalization Fund		$ 500,000	$ 500,000
		Total *	$ 1,650,000	$ -	$ 1,650,000
2022 Pedestrian and Cycling Program	1832000122	Canada Community Building Fund	$ 1,117,000	$ 500,000	$ 1,617,000
		Internal City Budgets - Including Debt	$ 1,353,000		$ 1,353,000
			$ 2,470,000	$ 500,000	$ 2,970,000

* Funding Sources identified for the Wolseley to Downtown Bike Lanes represent an allocation of the total adopted 2020 and 2021 Pedestrian and Cycling Progra

There is some risk that eligible project costs will not be sufficient to reach the maximum amount of $500,000. This will not be determinable until the claim is finalized. The intention is to increase the 2022 Pedestrian and Cycling Program by the final amount earned under the agreement.

FINANCIAL IMPACT

Financial Impact Statement

Date: January 28, 2022

Project Name:

First Year of Program **2022**

Contribution Agreement between the City of Winnipeg and Her Majesty the Queen in Right of Canada for the Wolseley to Downtown Protected Bike Lanes Project under the Canada Community Revitalization Fund

	2022	2023	2024	2025	2026
Capital					
Capital Expenditures Required	$ 4,620,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	4,120,000	-	-	-	-
Additional Capital Budget Required	$ 500,000	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Canada Community Revitalization)	500,000	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ 500,000	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 500,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 56,000	$ 140,000	$ 173,000	$ 176,000	$ 176,000
Less: Incremental Revenue/Recovery	227,130	-	-	-	-
Net Cost/(Benefit)	$ (171,130)	$ 140,000	$ 173,000	$ 176,000	$ 176,000
Less: Existing Budget Amounts	(171,130)	140,000	173,000	176,000	176,000
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital expenditures required represent: The adopted 2022 Pedestiran and Cycling Program budget (project# 1832000122)in the amount of $2,470,000, the total adopted budget allocation to the Wolseley to Downtown Protected Bike Lanes project as identified 2020 and 2021 Pedestrian and Cycling Program capital budgets (project # 1832000121 and 1832000120) in the combined amount of $1,650,000.00, and the proposed incremental funding from the Canada Community Revitalization Fund in the amount of $500,000.00. The net result of the recommendations of the report will be a budget increase to the 2022 Pedestrian and Cycling Program of up to $500,000. The total budget in the 2020 and 2021 Pedestrian and Cycling Program capital budgets will not change. Direct costs represent estimated debt and financing charges on external debt financing. Incremental Revenue/Recovery represents estimated Departmental and Corporate Overheads.

"signed by J. Ruby, CPA, CA"

J. Ruby CPA,CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

01-1 City Building – Connect and Expand our Sustainable Transportation and Infrastructure Networks. Ensuring mobility for people of all ages and abilities with active transportation options.

Transportation Master Plan
Section 5.2 Active Transportation
Enabling strategies
n) Seek innovative and new partnerships to support AT programs and facilities.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3 Advancing Sustainable Transportation 3.4 Increase Active Transportation Rates.

Strategic Opportunity #3 Advancing Sustainable Transportation 3.5 Reduce Traffic Congestion.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 5: Transportation System Equity is Enhanced

Goal 6: All City Services are Equitable, Inclusive and Accessible

SUBMITTED BY

Department: Public Works
Division: Director's Division
Prepared by: L. Nichols, Manager, Asset Management Office
Date: January 28, 2022