Minutes – Executive Policy Committee – November 14, 2023

Report – Standing Policy Committee on Public Works – November 9, 2023

Item No. 2 Contribution Agreement with The City of Winnipeg and Manitoba Recreational Trails Association Inc. for the Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport

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 receipt of grant funding from Manitoba Recreational Trails Association Inc. for the Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport Project of up to $65,000 be approved.

2. That the City enter into, execute and deliver a contribution agreement with Manitoba Recreational Trails Association Inc. (the "Agreement") and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

3. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of the Agreement with Manitoba Recreational Trails Association Inc. 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 2023 Capital Budget – Pedestrian and Cycling Program budget be increased by up to $65,000 with the additional expenditures being funded by the grant from Manitoba Recreational Trails Association Inc. The final budget increase will be equivalent to the grant funding earned under the terms of the agreement.

5. 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 – November 9, 2023

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

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 November 9, 2023, 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.

David Grant submitted a communication with respect to the matter.

ADMINISTRATIVE REPORT

Title: Contribution Agreement with The City of Winnipeg and Manitoba Recreational Trails Association Inc. for the Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	J. Berezowsky	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

The Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport ("Project") is an existing project within Council-approved capital budgets. The Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport Project will extend a multi-use path that was constructed along Wellington Avenue within the Airport boundary by the Airport in 2023. The new path will connect the airport with the existing bike lanes on Berry Street.

The Public Service requests approval to enter into a contribution agreement with the Manitoba Recreational Trails Association Inc. (MRTA), which would provide approximately $65,000 for this project based on current cost estimates. Approval of the contribution agreement would also require the capital budget to be increased by the funding amount available under the terms of the agreement.

Incremental external funding of this Project would result in surplus active transportation funding becoming available to fund other initiatives or needs within the program. In accordance with Council direction on the Pedestrian and Cycling Program, any surplus funds are to remain within the program.

All matters in the draft contribution agreement have been agreed to in principle. The Public Service intends to apply for additional funding through the MRTA for future Pedestrian and Cycling Projects and expects that funding not earned though this agreement may be accessed through future applications.

RECOMMENDATIONS

1. That receipt of grant funding from Manitoba Recreational Trails Association Inc. for the Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport Project of up to $65,000 be approved.

2. That the City enter into, execute and deliver a contribution agreement with Manitoba Recreational Trails Association Inc. (the “Agreement”) and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing (the “Ancillary Agreements”).

3. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of the Agreement with Manitoba Recreational Trails Association Inc. 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 2023 Capital Budget – Pedestrian and Cycling Program budget be increased by up to $65,000 with the additional expenditures being funded by the grant from Manitoba Recreational Trails Association Inc. The final budget increase will be equivalent to the grant funding earned under the terms of the agreement.

5. 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 agreements with the MRTA.

Council approval is also required to increase adopted capital budgets by the amounts received.

IMPLICATIONS OF THE RECOMMENDATIONS

The 2023 Capital Budget – Pedestrian and Cycling Program budget will be increased by up to $65,000. The final budget increase will be equivalent to the grant funding earned under the terms of the agreement. The Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport Project is intended to be delivered within the existing and forecast budgets regardless of the additional funding being received.

HISTORY/DISCUSSION

The Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport Project (“Project”) is an existing project within Council-approved capital budgets. The Wellington Avenue Multi-Use Path - Berry Street to the Winnipeg Richardson International Airport Project will extend a multi-use path that was constructed along Wellington Avenue within the Airport boundary by the Airport in 2023. The new path will connect the airport with the existing bike lanes on Berry Street.

The Public Service requests approval to enter into a contribution agreement with the Manitoba Recreational Trails Association Inc., which has made available up to $65,000 for municipal pedestrian and cycling projects. The Public Service anticipates funding of approximately $65,000 for this project based on current cost estimates; approval of the contribution agreement would also require the capital budget to be increased by the funding amount available under the terms of the agreement.

Incremental external funding of this Project would result in surplus active transportation funding becoming available to fund other initiatives or needs within the program. In accordance with Council direction on the Pedestrian and Cycling Program, any surplus funds are to remain within the program.

All matters in the draft contribution agreement have been agreed to in principle. It should be noted that the contribution agreement is conditional upon the Winnipeg Foundation duly appropriating the funds payable by the Manitoba Recreational Trails Association Inc. (MRTA). The MRTA advised that “it is the manager of the Grant Program. The funds reside with the Winnipeg Foundation. Upon completion of the Agreement, only then are funds requested.”

If approved, this will be the fourth Public Works Transportation Division project to receive funding from the MRTA. On December 16, 2021, Council approved a total of $600,000 in grant funding for the Northwest Hydro Corridor Construction Project and North Winnipeg Parkway Active Transportation Project, and on February 23, 2023, Council approved up to a total of $275,000 in grant funding for the extension of the Transcona Trail – Reenders. To date, the Public Service has received a total of $410,230 and the remainder is anticipated to be received upon both the completion of construction and the submission of final reports to the MRTA.

The Public Service intends to apply for additional funding through the MRTA for future Pedestrian and Cycling Projects and expects that funding not earned though this agreement may be accessed through future applications.

FINANCIAL IMPACT

Financial Impact Statement **Date:** September 8, 2023

Project Name: **First Year of Program** **2023**

Contribution Agreement with The City of Winnipeg and Manitoba Recreational Trails Association Inc. for the Wellington Avenue Multi-use Path - Berry Street to the Winnipeg Richardson International Airport

	2023	2024	2025	2026	2027
Capital					
Capital Expenditures Required	$ 265,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	200,000	-	-	-	-
Additional Capital Budget Required	$ 65,000	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (MRTA)	65,000	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other -	-	-	-	-	-
Total Funding	$ 65,000	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 65,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	15,263	-	-	-	-
Net Cost/(Benefit)	$ (15,263)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(15,263)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The total estimated capital costs are representative of the adopted 2023 Active Transportation capital budget approved for the Wellington Avenue Multi-use Path - Berry Street to the Winnipeg Richardson International Airport project ($200,000). The Manitoba Recreational Trails Association contribution agreement will contribute up to $65,000 towards the funding eligible costs incurred to deliver this project. Actual budget increases will be equivalent to the funding received in accordance with the contribution agreement. Incremental Revenue/Recovery represents the estimated departmental overheads charged on incremental project expenditures.

J. Ruby, 2023-09-08

J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

Goal: Environmental Resilience
2.1 Climate Action Targets - Meet and exceed greenhouse gas emissions reduction targets of 20 percent by 2030, relative to 2011, and net zero by 2050, by working towards partnerships with the community, businesses, and government bodies including Indigenous, Federal and Provincial governments.

Goal: Economic Prosperity
3.17 Sustainable Transportation Connectivity - Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

Goal: Good Health and Well-Being
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.

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
3.5 Reduce Traffic Congestion

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Action #1 Adopt a poverty reduction approach to service delivery

Action #2 Use poverty data to inform decision making

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Chris Baker, MCIP, RPP, Senior Active Transportation Planner
Date: September 11, 2023