Agenda – Executive Policy Committee – May 22, 2024

Report – Standing Policy Committee on Public Works – May 7, 2024

Item No. 4 Contribution Agreement with the City of Winnipeg and Trans Canada Trail – North Winnipeg Parkway Riverbank Stability and Routing Study

STANDING COMMITTEE RECOMMENDATION:

On May 7, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That grant funding in the amount of $30,000 be approved from Trans Canada Trail for the North Winnipeg Parkway Riverbank Stability and Routing Study.

2. That the City enter into, execute and deliver a contribution agreement with Trans Canada Trail, 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 contribution agreement with Trans Canada Trail 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 a $30,000 increase be made to the Capital Budget – 2019 Pedestrian and Cycling Program (project #1832000119) to include the contribution funding from Trans Canada Trail be approved.

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 – May 7, 2024

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 7, 2024, 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.

ADMINISTRATIVE REPORT

Title: Contribution Agreement with the City of Winnipeg and Trans Canada Trail – North Winnipeg Parkway Riverbank Stability and Routing Study

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 Winnipeg Public Service is requesting approval to enter into a Contribution Agreement with Trans Canada Trail to receive up to $30,000 towards the North Winnipeg Parkway Riverbank Stability and Routing Study project.

The ongoing, existing project is funded through the Pedestrian and Cycling Program. It will result in a preliminary design for improvements to the North Winnipeg Parkway between St. John's Park and Rover Avenue.

The riverbank is slumping in some sections of the route while other sections are subject to seasonal flooding. The study will identify needed riverbank stability work as well as pathway routing including either an at-grade road crossing of Redwood Avenue, or an under-bridge crossing of the Harry Lazarenko (formerly Redwood) Bridge.

The study has an internal budget of $485,000 that is held within the 2019 Pedestrian and Cycling program. Trans Canada Trail will fund eligible expenditures up to the maximum amount of $30,000. However, as this project was already funded, the additional funding from Trans Canada Trail association will create a $30,000 surplus within the 2019 Pedestrian and Cycling program.

Per the original Council approval of this program, any surplus funds are to remain within the Pedestrian and Cycling program. Therefore, the $30,000 surplus created by this contribution will remain within the Pedestrian and Cycling program and used to fund other activities within the program.

RECOMMENDATIONS

1. That grant funding in the amount of $30,000 be approved from Trans Canada Trail for the North Winnipeg Parkway Riverbank Stability and Routing Study.

2. That the City enter into, execute and deliver a contribution agreement with Trans Canada Trail, 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 contribution agreement with Trans Canada Trail 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 a $30,000 increase be made to the Capital Budget – 2019 Pedestrian and Cycling Program (project #1832000119) to include the contribution funding from Trans Canada Trail be approved.

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 agreement with Trans Canada Trail.

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

IMPLICATIONS OF THE RECOMMENDATIONS

If approved, the Capital Budget – Pedestrian and Cycling Program (project #1832000119) budget will be increased by $30,000. The final budget increase will be equivalent to the grant funding earned under the terms of the agreement. The North Winnipeg Parkway Riverbank Stability and Routing Study is intended to be delivered within the existing and forecast budgets regardless of the additional funding being received.

For clarity, the contribution from the Trans Canada Trail association will not increase the budget for this project. However, as this project was already funded, it will create a $30,000 surplus within the 2019 Pedestrian and Cycling program. The $30,000 surplus created by this contribution will remain within the Pedestrian and Cycling program and be used to fund other activities within the program in accordance with Council direction.

HISTORY/DISCUSSION

The North Winnipeg Parkway Riverbank Stability and Routing Study is an ongoing, existing project funded through the Pedestrian and Cycling Program. The work on the project began in late 2023 and is expected to be complete in 2024. The project has an internal budget of $485,000. The project was bid through Request For Proposal (RFP) No. 477-2023 with the project title Professional Consulting Services for Preliminary Design of North Winnipeg Parkway Improvements.

The project is a preliminary design study for improvements along the North Winnipeg Parkway (NWP) between Rover Avenue and St. John’s Park (the study area) in the Mynarski Ward. The NWP is an important north-south active transportation route that connects communities located in the northern part of the City along the west bank of the Red River to The Forks in downtown Winnipeg. The NWP is also designated as part of the Trans Canada Trail (TCT).

This study is to design feasible options and treatments for improving the NWP within the study area. There are two segments identified as part of the study area. The first segment is in the vicinity of Michaëlle Jean Parc, adjacent Norquay Community Centre. A portion of the NWP through the park was paved in 2021. In 2023, an existing slope failure damaged part of the pathway, necessitating temporary pavement repairs. The study will review this section of riverbank to either relocate the pathway or consider riverbank stability work.

The second segment is the section of NWP from Pritchard Avenue to St. John's Park. Along this section of the NWP, the pathway is located closer to the Red River due to property constraints and passes through Pritchard Point Park ("Pritchard Plaza"). After proceeding along Burrows Avenue for approximately 80 metres, the route proceeds north to Alfred Avenue through two City owned properties (145 Burrows Avenue and 148 Alfred Avenue). After crossing Alfred Avenue, the pathway continues through Aberdeen Adventure Playground. North of the playground the pathway continues along the riverbank in various conditions to the south end of St. John's Park. Throughout segment 2, there are numerous improvements to the NWP that will be studied. These include pathway location/routing through Pritchard Point Park, the City of Winnipeg properties and the Aberdeen Adventure Playground; slope stability review of the riverbank; and the crossing of Redwood Avenue.

A preliminary design report outlining the results of the investigations and assessments carried out, options investigated, and the recommended scope of work including a Class 3 cost estimate are anticipated to be completed in 2024.

The funding from Trans Canada Trail has a maximum contribution of $30,000 towards the $485,000 project cost, or 6.2 percent of the estimated project cost. This administrative report requests approval to enter into a contribution agreement with Trans Canada Trail in order to receive funding for eligible costs related to the project and to increase the capital budget by the funding amount earned under the terms of the agreement. Incremental external funding of the 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.

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 3, 2024

Project Name: **First Year of Program** **2024**

Contribution Agreement with the City of Winnipeg and Trans Canada Trail – North Winnipeg Parkway Riverbank Stability and Routing Study

	2024	2025	2026	2027	2028
Capital					
Capital Expenditures Required	$ 485,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	455,000	-	-	-	-
Additional Capital Budget Required	$ 30,000	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants - Trans Canada Trails Funding	30,000	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ 30,000	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 30,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	24,250	-	-	-	-
Net Cost/(Benefit)	$ (24,250)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(24,250)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital Expenditures required represent the estimated cost of the river bank stability and routing study project including departmental overheads of $24,250. The actual budget increase will be equivalent to the funding actually received in accordance with the contribution agreement. Existing Budgeted Costs represent the approved budget within the 2019 Pedestrian and Cycling program capital budget that will be allocated to the project. Incremental Revenue/Recovery represents the estimated departmental overhead charged on project expenditures.

J. Ruby, 2024-04-04

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with: Legal Services

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
Strategic Opportunity #3 Advancing Sustainable Transportation 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: Erik Dickson, MCIP, RPP, Livable Streets Specialist
Date: April 4, 2024