Agenda – Executive Policy Committee – May 19, 2026

Report – Standing Policy Committee on Public Works – May 5, 2026

Item No. 3 Contribution Agreement with the City of Winnipeg and Trans Canada Trail – North Winnipeg Parkway Riverbank Stability and Routing Study

STANDING COMMITTEE RECOMMENDATION:

On May 5, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That Item 4 of the Report of the Standing Policy Committee on Public Works dated May 7, 2024, adopted by Council on May 30, 2024, be amended by increasing the funding contribution by $8,000, for a total contribution of $38,000 from Trans Canada Trail for the North Winnipeg Parkway Riverbank Stability and Routing Study.

2. That an $8,000 increase be made to the Capital Budget – 2026 Pedestrian and Cycling Program (project #1832200926), from $551,030 to $559,030, to include the contribution funding from Trans Canada Trail be approved.

3. 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 – May 19, 2026

Report – Standing Policy Committee on Public Works – May 5, 2026

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 5, 2026, 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.

COUNCIL DECISION:

On May 30, 2024, Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

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.

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	T. Graham	J. Dunford

EXECUTIVE SUMMARY

On May 30, 2024, Council approved receiving $30,000 in grant funding from Trans Canada Trail for the North Winnipeg Parkway Riverbank Stability and Routing Study.

Since that time, Trans Canada Trail has offered additional funding. They can provide an extra $8,000 ($38,000 total) for the project.

Council approval is required to receive this extra $8,000. The project budget also needs to be increased to accept the funding.

RECOMMENDATIONS

1. That Item 4 of the Report of the Standing Policy Committee on Public Works dated May 7, 2024, adopted by Council on May 30, 2024, be amended by increasing the funding contribution by $8,000, for a total contribution of $38,000 from Trans Canada Trail for the North Winnipeg Parkway Riverbank Stability and Routing Study.

2. That an $8,000 increase be made to the Capital Budget – 2026 Pedestrian and Cycling Program (project #1832200926), from $551,030 to $559,030, to include the contribution funding from Trans Canada Trail be approved.

3. 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 to accept grant funding and amend the previous Council decision of May 30, 2024.

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

IMPLICATIONS OF THE RECOMMENDATIONS

If approved, the Capital Budget – Pedestrian and Cycling Program (North Winnipeg Parkway project #1832200926) budget will be increased by $8,000. The final budget increase will be equivalent to the grant funding earned under the terms of the agreement.

For clarity, the current budget for the North Winnipeg Parkway project is $551,030. Approval of this report will increase the capital budget for this project to $559,030.

Under the terms and conditions of the Pedestrian and Cycling Program, any surpluses must remain within the program.

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 has largely been completed. 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. 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 have largely been completed. There is some outstanding work related to a private property and its potential development that may be moving forward that has delayed the completion of this study.

Project Funding – Budgets and Grants

After Council's approval of the acceptance of the original contribution from Trans Canada Trails, the City entered into a grant agreement. This agreement contemplated an original project cost of $485,000 with Trans Canada Trail contributing $30,000, or 6.2 percent of the estimated project cost. This contribution has been received by the City.

This project is currently in process. In the 2026 Multi-year budget, this project was re-budgeted in the amount of $331,000, funded from prior years' authorizations.

Subsequently, the project budget was increased to $551,030. The additional $220,029 that has been added to this project is comprised of three grants that were approved by Council as follows (next page):

Organization	Council Approval Date	Amount
Trans Canada Trail	June 10, 2021	$50,000
Manitoba Recreational Trails Association	December 16, 2021	$140,230
Trans Canada Trail	May 30, 2024	$30,000
	Total	**$220,030**

Trans Canada Trail has since offered to provide an additional $8,000 within the existing signed contribution agreement.

This administrative report requests approval to receive this additional $8,000 and increase the Capital Budget – 2026 Pedestrian and Cycling Program – North Winnipeg Parkway (project #1832200926).

With the acceptance of this donation, the amended project budget for the North Winnipeg Parkway project within the 2026 Pedestrian and Cycling program will increase from $551,030 to $559,030.

FINANCIAL IMPACT

Financial Impact Statement **Date:** March 30, 2026

Project Name: **First Year of Program** **2026**

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

	2026	2027	2028	2029	2030
Capital					
Capital Expenditures Required	$ 559,030	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	551,030	-	-	-	-
Additional Capital Budget Required	$ 8,000	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal		$ -		$ -	$ -
Debt - External	-	-	-	-	-
Grants- Trans Canada Trail	8,000	-		-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ 8,000	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 8,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	42,605	-	-	-	-
Net Cost/(Benefit)	$ (42,605)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(42,605)	-	-	-	-
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 $42,605. The actual budget increase is equivalent to the funding received in accordance with the contribution agreement. Existing Budgeted Costs represent the approved budget within the 2026 Pedestrian and Cycling program capital budget that will be allocated to the project. Incremental Revenue/Recovery represents the estimated departmental and capital overhead charged on project expenditures

J. Ruby, 2026-04-01

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with: n/a

OURWINNIPEG POLICY ALIGNMENT

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.

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.

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.

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, Acting Senior Active Transportation Planner
Date: April 1, 2026