Agenda - Executive Policy Committee – July 15, 2009

Report– Standing Policy Committee on Infrastructure Renewal and Public Works – July 7, 2009

Item No. 1 Electric Trolley Bus System
eFile T

STANDING COMMITTEE RECOMMENDATION:

On July 7, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works submitted the following to Council:

1. That an extension of time of up to 60 days be granted to enable the Winnipeg Public Service to report back, as directed by the Standing Policy Committee on Infrastructure Renewal and Public Works on May 12, 2009.

2. 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 – July 15, 2009

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July7, 2009

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On July 7, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works recommended that an extension of time of up to 60 days be granted to enable the Winnipeg Public Service to report back, as directed by the Standing Policy Committee on Infrastructure Renewal and Public Works on May 12, 2009, and submitted the matter to the Executive Policy Committee and Council.

On May 12, 2009, the Standing Policy Committee on Infrastructure Renewal and Public Works referred the April 29, 2009 Council Motion to the Winnipeg Public Service for report back.

COUNCIL DECISION:

On April 29, 2009, Council ruled automatic referral of the following motion to the Standing Policy Committee on Infrastructure Renewal and Public Works:

Moved by Councillor Wyatt,
Seconded by Councillor Lazarenko,

WHEREAS for every one penny increase in the price of diesel, it costs Winnipeg Transit and the City of Winnipeg an extra $150,000 per year;

AND WHEREAS it is widely expected that, with rising energy demands and reductions in oil supply (peak oil), the cost of non-renewal carbon fuels will increase at a rate higher than the rate of inflation;

AND WHEREAS our transit system is now reliant on one fuel source, namely diesel fuel, yet Manitoba produces and exports clean and renewable hydroelectricity;

AND WHEREAS the Province of Manitoba has made strong commitments to reaching climate-change goals and has recently committed to fund both rapid transit in Winnipeg and cost share the operating expenses of Winnipeg Transit with the City of Winnipeg;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July7, 2009

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND WHEREAS Manitoba Hydro is a stable, crown corporation, with plans to build more hydroelectric generating stations in the future and now supply's Manitobans with some of the most affordable electricity in North America;

AND WHEREAS the Electric Trolley Bus is a proven and reliable technology that produces zero- emissions with a whisper-quiet operation and is manufactured in Winnipeg;

AND WHEREAS the Electric Trolley Bus technology is operating in major centers around the world, including the City of Vancouver, BC.;

AND WHEREAS the 2005 "'Made in Winnipeg' Rapid Transit Taskforce Report" to Council concluded that Winnipeg should invest in a Bus Rapid Transit (BRT) system with the option to convert to rail (LRT) in the future;

THEREFORE BE IT RESOLVED THAT the Winnipeg Public Service review and report to Council on the feasibility of investing into an Electric Trolley Bus system for Winnipeg Transit, for both the Rapid Transit (dedicated lane) corridors and the existing bus route corridors;

AND BE IT FURTHER RESOLVED THAT the report shall include a long-term cost benefit analysis which will take into account estimates for future rising diesel fuel costs, the impact of the ongoing use of diesel fuel on our corporate contribution to greenhouse gases, and the low cost of present day borrowing for any new capital expenditures.