Minutes – Executive Policy Committee – April 21, 2010

REPORTS

Minute No. 240 Light Rail Rapid Transit – Business Case Analysis
eFile TT-8

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee directed the City of Winnipeg Public Service to review the applicability of light rail rapid transit and report back to the Executive Policy Committee in 90 days with a business case that includes:

(i) an analysis of comparative costs per kilometer for bus rapid transit and light rail rapid transit;
(ii) an analysis of the comparative advantages of bus rapid transit and light rail rapid transit;
(iii) prioritized options for light rail rapid transit routes;
(iv) recommended options for the type or types of light rail technology that may be appropriate for use in Winnipeg;
(v) comparison and quantification of anticipated benefits of light rail rapid transit vs. bus rapid transit including: incremental taxes generated from development, ridership increases, reduction of greenhouse gas emissions; and
(vi) funding options, including a strategy for pursuing intergovernmental funding.

Further, the Executive Policy Committee approved funding to a maximum of $100,000.00 for costs associated with undertaking such analysis, to be allocated from Transit Capital Account No. 442-181000-420755-4220000309 (Transportation Authority Study).

Also, the Executive Policy Committee directed that any consultant contracts awarded in association with the preparation of such business case that are estimated to exceed $100,000.00 must be tendered through a competitive RFP process.

DECISION MAKING HISTORY:

The Chairperson called Deputy Mayor Swandel to the Chair in order to move the following motion.

Moved by His Worship Mayor Katz,

WHEREAS reducing greenhouse gas emissions is essential for the protection of human health and our environment;

AND WHEREAS Manitoba has enacted legislation that requires the province to meet its Kyoto commitment for 2012 and sets long-term goals for further reductions by 2020 and 2025 across all sectors of the Manitoba economy;

AND WHEREAS The Climate Change and Emissions Reduction Act enshrines in the 50/50 transit funding partnership to ensure the Province continues to pay one-half of Winnipeg transit's net operating costs, including rapid transit;

AND WHEREAS the Rapid Transit Task Force recommended one-third City/Provincial/Federal cost-sharing of a rapid transit system;

AND WHEREAS as a first step in the development of a long term strategy for the development of a rapid transit system in Winnipeg, the City of Winnipeg, the Province of Manitoba and the Government of Canada have committed to funding for Stage 1 of the Southwest Rapid Transit Corridor, which is currently being constructed;

AND WHEREAS the expansion of rapid transit facilities in Winnipeg may help to increase transit ridership, reduce reliance on automobiles and achieve the Province's long-term greenhouse gas emission reduction goals;

AND WHEREAS rapid transit offers a potential stimulus for future development potential in terms of density and value, and light rail rapid transit may present an opportunity to increase development potential along rapid transit corridors;

THEREFORE BE IT RESOLVED THAT the City of Winnipeg Public Service be directed to review the applicability of light rail rapid transit and report back to the Executive Policy Committee in 90 days with a business case that includes:

(i) an analysis of comparative costs per kilometer for bus rapid transit and light rail rapid transit;
(ii) an analysis of the comparative advantages of bus rapid transit and light rail rapid transit;

DECISION MAKING HISTORY (continued):

(iii) prioritized options for light rail rapid transit routes;
(iv) recommended options for the type or types of light rail technology that may be appropriate for use in Winnipeg;
(v) comparison and quantification of anticipated benefits of light rail rapid transit vs. bus rapid transit including: incremental taxes generated from development, ridership increases, reduction of greenhouse gas emissions; and
(vi) funding options, including a strategy for pursuing intergovernmental funding.

BE IT FURTHER RESOLVED that funding to a maximum of $100,000.00 be approved for costs associated with undertaking such analysis, to be allocated from Transit Capital Account No. 442-181000-420755-4220000309 (Transportation Authority Study).

BE IT FURTHER RESOLVED that any consultant contracts awarded in association with the preparation of such business case that are estimated to exceed $100,000.00 must be tendered through a competitive RFP process.

Carried

The Chairperson resumed the Chair.