Motion 2 – Make approval of 17 (Initial Chief Peguis Trail Extension, West-Main st Brookside), conditional upon completion of a full, independent cost-benefit analysis and assessment of the project's impact on the City's ability to meet its adopted policies and targets to address climate change.

WHEREAS the connection between urban sprawl and urban decline have been well documented, and this shows car-oriented development patterns diminish the ability for residents to bus, bike and walk for everyday trips, which is a leading cause of GHG emissions from urban transportation.

WHEREAS there is a connection between the expense of car-oriented sprawl and subsequent pressure on our operational budgets to fund programs beneficial to inner-city communities, like libraries, parks, community centres, and social programming, leading to increased levels of poverty.

WHEREAS in 2019 the extension of Chief Peguis Trail was ranked priority 29 in the *City of Winnipeg 2020 Infrastructure Plan*, well behind other infrastructure upgrades in older and existing parts of the city that would not require billions of dollars of borrowing, and with a better return on investment.

WHEREAS the City already has more transportation infrastructure than it can afford to maintain resulting in a multi-billion unfunded liability as documented in the *Unfunded Major Capital Projects Report*.

WHEREAS the extension of Chief Peguis Trail is not on the priority list of other levels of government funding, and without funding from other levels of government the Chief Peguis Trail extension would require an equivalent of about a 7% property tax increase for 30 years from the citizens of Winnipeg

AND WHEREAS the Chief Peguis Trail extension is one kilometer from the Perimeter and therefore is likely to drive more exurban development in surrounding RMs, while Winnipeg residents would be required to pay for the infrastructure.

THEREFORE BE IT RESOLVED that the Strategic Priorities Action Plan, point 17, to initiate the Chief Peguis Trail extension, west-Main to Brookside, be amended to state:

1. A full, independent economic assessment of the project that demonstrates a positive return on investment and benefit-cost ratio, and accounts for increased operations and maintenance costs, will be completed before the project proceeds further; and.

A full environmental impact assessment of the project will be completed, accounting for confirmed traffic projection (including induced demand plus the percentage of travel estimated to be from exurban residents), GHG emission impacts, and clearly showing that the project will not undermine the *Climate Action Plan* and *Community Energy Investment Roadmap* (CEIR) previously passed by Council.