

Request for Council's Consideration		
<input checked="" type="checkbox"/> Included on Agenda (Submitted to Municipal Clerk's Office by Noon Thursday)	<input type="checkbox"/> Added Item (Submitted to Municipal Clerk's Office by Noon Monday)	<input type="checkbox"/> Request from the Floor
Date of Council Meeting: February 24, 2026		
Subject: Motion of Reconsideration - AAA Bicycle Network Capital Projects: 2026/27 & 2027/28 Planned Construction		
Motion for Council to Consider:		
That Halifax Regional Council:		
1. Waive the rules of order for section 61 subsections (2) and (3) of Administrative Order One, Respecting the Procedures of the Council, regarding Motion of Reconsideration. (2/3 vote)		
It is further recommendation if Part 1 of the motion passes that Halifax Regional Council:		
2. Reconsider part 1b of the motion for item 15.1.7 from the January 27, 2026 Council meeting, which read as follows:		
<i>"That Halifax Regional Council direct the Chief Administrative Officer to:</i>		
<i>1. Initiate functional planning for the listed alternatives to the All Ages and Abilities (AAA) bikeway network capital projects as described in the Discussion section of this report subject to approval of the associated costs in the 2026/27 capital budget, return to Regional Council with a recommended approach to implementation of the listed alternatives:</i>		
<i>b. Victoria Road & Highfield Park Drive Bikeways" (2/3 vote)</i>		
Reason:		
See rationale section on page 2.		
Outcome Sought:		
Reconsideration of the above motion from January 27, 2026.		
Deputy Mayor Cuttell		District 11

Rationale:

At our Budget Committee meeting on January 28, the committee was presented with a stark reality regarding the sustainability of our financial health. Essentially, if we do not adjust our approved capital spending, our debt service ratio will move into the high-risk category. Staff informed us that:

- The current trajectory sets our financial health at high risk if the four-year plan is approved as is.
- The desired pace of growth is not possible without significant annual tax increases.
- Hard decisions must be made to alter service and program expectations.

The day prior at the [January 27 Regional Council](#), staff presented a series of alternatives to the approved [AAA Bike Network](#) to reduce capital costs. Two of the three cost-saving alternatives were approved; however, the recommended alternative with the greatest cost savings was not approved. Essentially, Council left \$3,064,000 in potential savings on the table.

This motion for reconsideration is being brought forward because the information presented at the January 28 Budget Committee meeting was not part of the discussion during the cost-savings debate on the AAA network. Given the financial forecast, I believe it is incumbent upon us to have that discussion.

While saving \$3 million will not solve the broader financial challenge, it is significant enough to represent a meaningful step in the right direction—ensuring that every dollar is stretched so we can continue delivering on key priorities in the most cost-effective way possible. The \$3 million cost-saving alternative presented by staff still maintains the AAA standard. The staff report even notes some improvements within the alternative, with no impact on other aspects. While it does identify three trade-offs, the most important thing is that overall integrity of the AAA is not compromised.

As staff have noted, Council faces hard choices regarding capital spending. Where we have an option to maintain AAA standards while saving \$3 million, reconsideration is reasonable in light of the debt service ratio forecast. Cost savings do come with some compromises. A possible benefit could be reallocating funding to the completion of other aspects of the bike network.

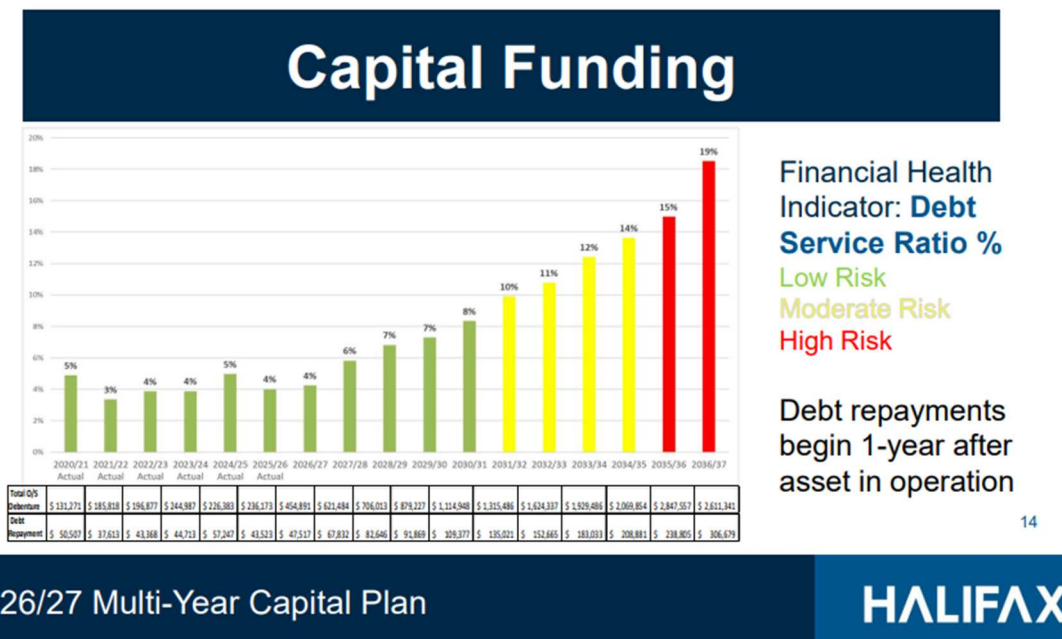


Table 4: Jackson & Leaman LSB Comparison to Base Case

Segment	Base Case Victoria & Highfield Park Bikeways	Jackson & Leaman Local Street Bikeways	Performance Criteria (compared to base case)	Jackson & Leaman Local Street Bikeways
Construction Estimate	\$4,100,000.00	\$1,036,000.00	Directness	Reduced
Construction Target	2027/28 – 2028/29	2028/29	Connectivity	Reduced
Planning/Design Status	30-60% (30% RC Approved)	0%	Complexity	Very Improved
AAA Schedule Risk	Low	Medium	Safety	Similar
			Comfort	Reduced
			Transit	Improved
			Vehicle Capacity	Similar
			Parking/Loading	Similar

