Agenda – Council – December 14, 2016

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29, 2016

Item No. 1 Expansion of Transit Vehicle Overhaul and Maintenance Facilities Capital Project

STANDING COMMITTEE RECOMMENDATION:

On December 7, 2016, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That the Expansion of Transit Vehicle Overhaul and Maintenance Facilities Capital Project be approved with an approved 2017 capital budget of $53.2 million as identified in Appendix 1.

2. That the expenditure of up to $53.2 million be authorized for the project identified in Recommendation #1 in 2016 or prior to the adoption of the 2017 Capital Budget, if required, as a first charge against the General Capital Fund and/or other authorized funding sources as determined by the CFO, in accordance with Subsection 288(2) of the City of Winnipeg Charter, to facilitate timely work on the Expansion of Transit Vehicle Overhaul and Maintenance Facilities capital project, subject to confirmation of Federal and Provincial funding as set forth in this Report.

3. That the previous capital budgets for the Transit Building Replacement/Refurbishment capital project be reduced, closed, or consolidated as specified in Appendix 2.

4. That the Winnipeg Public Service be authorized to proceed with the Expansion of Transit Vehicle Overhaul and Maintenance Facilities Capital Project as a Design-Build delivery model.

5. That subject to Recommendation #4, the City enter into, execute and deliver the project agreement resulting from the Request for Proposal for the Project (the "Project Agreement") and all such other agreements ancillary to the Project Agreement as deemed necessary by the City Solicitor / Director of Legal Services (the Ancillary Agreements"), and that the Chief Administrative Officer be authorized to negotiate and approve the terms and conditions of the Project Agreement and such Ancillary Agreements in accordance with the Request for Proposal and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interest of the City.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29, 2016

6. That the City of Winnipeg enter into, execute and deliver funding agreements with the Province of Manitoba and the Government of Canada with respect to the provincial and federal funding contributions to the Project, and that the Chief Administrative Officer be authorized to negotiate and approve the terms and conditions of such funding 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.

7. That the Chief Administrative Officer be delegated the authority to approve over-expenditures for the above contract, up to a maximum of 5%, providing monies are available within the applicable capital budget as approved by Council.

8. That the Standing Policy Committee on Infrastructure Renewal and Public Works be delegated authority to approve the contract, upon confirmation satisfactory to the Chief Financial Officer of federal and provincial funding as set forth in this report and based on the recommendation of the Winnipeg Public Service that a Class 3 cost estimate or better has been developed and there is sufficient approved budget for the project.

9. That the Winnipeg Public Service provide the Standing Policy Committee on Infrastructure Renewal and Public Works monthly verbal updates at each of its meetings once the project commences.

10. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29 2016

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 7, 2016, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On November 29, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service dated November 17, 2016 and submitted the matter to the Executive Policy Committee and Council.

Please note that a revised report dated November 17, 2016 was submitted by the Winnipeg Public Services and was submitted to the Executive Policy Committee as Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated November 29, 2016 (replacing Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated November 7, 2016).

EXECUTIVE POLICY COMMITTEE DECISION:

On November 23, 2016, the Executive Policy Committee referred Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated November 7, 2016 back to the Standing Policy Committee on Infrastructure Renewal and Public Works.

COUNCIL DECISION:

On November 16, 2016, Council referred Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated November 7, 2016, to the Executive Policy Committee.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On November 9, 2016, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the Report dated November 7, 2016 to Council.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – November 29 2016

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION:

On November 7, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service dated October 20, 2016, with the following amendments:

- Delete Recommendation 4. c. in its entirety.

- Amend Recommendation 7:
  Add ", up to a maximum of 5%," after "be delegated the authority to approve over-expenditures for the above contract".

- Add Recommendation:
  "That the Standing Policy Committee on Infrastructure Renewal and Public Works be delegated authority to approve the contract, upon confirmation satisfactory to the Chief Financial Officer of federal and provincial funding as set forth in this report, and based on the recommendation of the Winnipeg Public Service."

- Add Recommendation:
  "That the Winnipeg Public Service be directed to provide the Standing Policy Committee on Infrastructure Renewal and Public Works monthly verbal updates at each of its meetings once the project commences."

and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: **Expansion of Transit Vehicle Overhaul and Maintenance Facilities Capital Project**

Critical Path: **Infrastructure Renewal and Public Works - EPC – Council**

AUTHORIZATION

Author	Department Head	CFO	CAO
T. VanDekerkhove	D. Wardrop	M. Ruta	D. McNeil

EXECUTIVE SUMMARY

This Expansion of the Vehicle Overhaul and Maintenance Facilities will address the bus maintenance capacity deficiencies faced by the Transit Department, as increasing service demands, increased bus fleet, and technology changes are putting pressure on existing facility resources. The project will also address issues with the age and design of the Fort Rouge site electrical system and the provision of backup electrical service in the event of a power outage. Lastly, the opportunity to relocate some of the geographically remote Transit operations to the Fort Rouge Transit Base will be realized by repurposing the existing Public Works Traffic Services area.

RECOMMENDATIONS

1. That the Expansion of Transit Vehicle Overhaul and Maintenance Facilities Capital Project be approved with an approved 2017 capital budget of $53.2 million as identified in Appendix 1.

2. That Council authorize the expenditure of up to $53.2 million for the project identified in Recommendation #1 in 2016 or prior to the adoption of the 2017 Capital Budget, if required, as a first charge against the General Capital Fund and/or other authorized funding sources as determined by the CFO, in accordance with Subsection 288(2) of the City of Winnipeg Charter, to facilitate timely work on the Expansion of Transit Vehicle Overhaul and Maintenance Facilities capital project, subject to confirmation of Federal and Provincial funding as set forth in this Report.

3. That the previous capital budgets for the Transit Building Replacement/Refurbishment capital project be reduced, closed, or consolidated as specified in Appendix 2.

4. That the Winnipeg Public Service be authorized to proceed with the Expansion of Transit Vehicle Overhaul and Maintenance Facilities Capital Project as a Design-Build delivery model.

5. That subject to Recommendation #4, the City enter into, execute and deliver the project agreement resulting from the Request for Proposal for the Project (the “Project Agreement”) and all such other agreements ancillary to the Project Agreement as deemed necessary by the City Solicitor / Director of Legal Services (the Ancillary Agreements”), and that the Chief Administrative Officer be authorized to negotiate and approve the terms and conditions of the Project Agreement and such Ancillary Agreements in accordance with the Request for Proposal and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interest of the City.

6. That the City of Winnipeg enter into, execute and deliver funding agreements with the Province of Manitoba and the Government of Canada with respect to the provincial and federal funding contributions to the Project, and that the Chief Administrative Officer be authorized to negotiate and approve the terms and conditions of such funding 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.

7. That the Chief Administrative Officer be delegated the authority to approve over-expenditures for the above contract, up to a maximum of 5%, providing monies are available within the applicable capital budget as approved by Council.

8. That the Standing Policy Committee on Infrastructure Renewal and Public Works be delegated authority to approve the contract, upon confirmation satisfactory to the Chief Financial Officer of federal and provincial funding as set forth in this report and based on the recommendation of the Winnipeg Public Service that a Class 3 cost estimate or better has been developed and there is sufficient approved budget for the project.

9. That the Winnipeg Public Service provide the Standing Policy Committee on Infrastructure Renewal and Public Works monthly verbal updates at each of its meetings once the project commences.

10. 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

The above recommendations require Council approval.

IMPLICATIONS OF THE RECOMMENDATIONS

Approval of this capital project is subject to confirmation of Federal and Provincial funding and will allow Transit to expand facilities to be able to maintain the expanded bus fleet. In addition, it will enable the department to utilize a recently announced federal funding program (the Public Transit Infrastructure Fund) for approximately 50% of the total project costs.

All funding with the exception of the new Federal funding was previously approved as part of the Transit Building Replacement/Refurbishment capital program. This report is consolidating these funding dollars into a new 2017 capital project.

HISTORY

Transit's operations are housed at three primary locations in a total of four buildings. The Fort Rouge Garage (FRG), at 421 Osborne Street, consists of two major buildings totaling 480,000 sq. ft. These buildings were constructed in 1968 with a bus parking addition constructed in 1978. FRG houses Transit's primary administrative offices, vehicle overhaul and maintenance facilities, bus parking and daily servicing facilities, support facilities and has a parking capacity for 420 buses.

North Garage (NG), located at 1520 Main Street, is 100,000 sq. ft. in size and was constructed, in two stages, between the late 1930s and mid-1950s. NG is a parking, servicing, and light maintenance garage with dispatch offices and has a capacity of 135 buses.

Brandon Garage (BG) at 600 Brandon Avenue is adjacent to FRG, is 135,000 sq. ft. in size and was constructed in 2014. BG is a parking and servicing facility with dispatch offices and has a capacity of 153 buses.

The main facilities at FRG and NG are from 45 to 80 years of age. The maintenance of these facilities has been funded through the operating budget in the past; however, many of the building systems at both locations have reached the end of their economic lives.

The Transit Building Replacement/Refurbishment program began in 2007 with $100,000 in funding allocated to complete a review of Transit's existing facilities and future requirements. Dillon Consulting Limited was the successful bidder and submitted a report in 2009 that concluded the facilities were being operated at capacity and that space deficiencies existed in bus parking, bus maintenance and operations support areas. The 2009 Dillon report also concluded that substantial facility upgrades and updates were required at FRG and NG to ensure continued long term operation and to meet projected service growth requirements. As partial response to this report, the Brandon Garage facility was constructed and increased bus storage capacity until the replacement of North Garage could occur.

In 2015, at a cost of $100,000, Dillon Consulting submitted a second study examining the replacement options for North Garage with the view to increase the long-term capacity to store and maintain a bus fleet of 750 buses. The finding of these studies and increasing maintenance demands informed the decision to proceed with the expansion of vehicle overhaul and maintenance facilities as the immediate facilities priority for Transit.

DESCRIPTION OF PROJECT

The vehicle overhaul and repair shop at FRG is the primary vehicle maintenance facility operated by Winnipeg Transit. Approximately 95% of the maintenance activities that support fleet operations are housed at this location and as a result, ensuring efficient and effective operations are critical to meeting Transit service requirements.

Since the facility was constructed in the late 1960s, increases in the size of the fleet and the increased complexity in the design of transit buses have increased the requirement for vehicle maintenance space. A space deficiency has developed as the room for expansion designed into the original facility has been taken up to house the new equipment and resources necessary to support maintenance activities such as midlife structural refurbishments, electronics, engine emissions equipment and air conditioning. This deficiency has grown acute as the bus fleet has expanded from 545 to over 625 buses within the last ten years.

Expanding the vehicle overhaul and maintenance facilities at FRG is the preferred solution to the space deficiency issue as maintaining a single, centralized location will provide the greatest efficiency for staff, equipment and vehicle resources. The building expansion will occur in an area currently used for employee parking.
The project will be delivered using a design-build procurement model. The first step was to select a consulting firm to act as the City's Owner Advocate/Project Manager to assist in the development of the specifications and Bid Opportunity, including functional design for the expanded space, to assist in the selection of the design build consortium and to manage the project through the construction and warranty phases to completion.

Scope of the Project will include:

- Increase bus maintenance capacity to better match the fleet of 640 buses, and ultimately increase the number of daily in-service buses. This project will ultimately increase floor area for these purposes to 174,000 sq. ft., from the existing area of 113,000 sq .ft. Future stores/inventory space will also be increased from 26,000 sq. ft. to 30,000 sq. ft.
    - Eighteen additional in-floor hoists - twelve for 40' buses, six can accommodate 60' buses as well as 30' and 40'. The hoists are current technology and are designed with individual power units; subsequently, a power unit failure impacts only one hoist instead of twelve. The new hoists are built to current safety standards. These additional hoists will increase maintenance capacity, especially for the articulated buses.

- Consolidating and relocating the refurbishment area service, which includes; the welding shop, the fabrication shop, the body shop and paint operations to the expansion area. These changes will optimize the existing services and improve overall efficiencies of the refurbishment process. The refurbish shop area has been designed to meet current and future needs.
    - Approximately 4,500 sq. ft. of welding shop/body shop storage space will be located in the expansion to take advantage of proximity to those shops, and to free up space in the current Stores area. The original Stores area will then be reconfigured to accommodate the future needs of the Transit maintenance group. The expanded welding shop/body shop will have the capacity to efficiently refurbish an increased fleet size at this single location.
    - Four new paint booths with current bake technology to improve efficiency. One of the booths will accommodate 60' articulated buses. The new and efficient booths will handle the increase in fleet size.

    - Four new preparation booths, again with one for 60' articulated buses. These are booths where buses are prepared for painting, and will have fume capture technology for safety.
- Construction of a parking area to replace the current parking displaced by the expansion.

Additional projects are included in the scope of the building expansion project in order to take advantage of design and construction efficiencies:

1. Electrical System Upgrade: The electrical system was installed when the building was originally constructed in 1968, and is in need of an upgrade. Currently, a major maintenance electrical shutdown to any part of the facility requires the shutdown of the entire Fort Rouge facility. A current project to upgrade the ventilation system will increase the electrical demand, so the need to upgrade is imminent. The preferred design is to create three zones that can be independently shut down when required.
2. Backup Generator Installation: Currently the site does not have an emergency backup generator; consequently, a power outage will shut down Transit communications, maintenance and bus servicing for the duration of the outage, which would negatively affect service. The building expansion project requires a dedicated backup generator, so the installation of a generator for each of the zones mentioned in item 2 is recommended.
3. Development of the Traffic Services Area: The Traffic Services division of the Public Works department currently leases space from Transit; this space would be utilized by the Transit department for improved efficiency with some of the operations that currently lease space. Transit currently leases space at a number of geographically remote locations for operations, some of which could be more efficiently housed at the Osborne Street site.

PROJECT COST AND FUNDING

The Public Service's cost estimate classification system for capital projects is based on the recommended practices of the Association for Advancement of Cost Engineering (AACE). Strictly based on AACE guidelines, this project is classified as a Class 4 estimate, due to AACE's reliance
on drawings to outline the design definition.

The Public Service had developed a cost estimate based upon the City's Project Manual guidelines for a design-build project. This approach and the project definition and details completed to date were outlined extensively in written specifications rather than drawings. This estimate includes an overall 24% project contingency of $10.1 million for a combined project cost estimate of $53.2 million. The accuracy range of this estimate is between -20% and +30%.

This project will only proceed to construction upon confirmation that a Class 3 cost estimate or better has been developed and there is sufficient approved budget for the project.

Total available funding for the Vehicle Overhaul and Maintenance Facilities is currently $30.96 million ($29.47 million previously identified plus $1.49 million of funding from the Transit Building Replacement/ Refurbishment capital program previously earmarked for other building refurbishment work that will now be included in the scope of the Expansion project). In July 2016, the Federal government announced funding of 50% of the eligible expenses for this project through the Public Transit Infrastructure Fund of $24.5 million. In addition, it announced

additional amounts for a Power Backup Generator at 421 Osborne, for a total expected combined contribution of $26 million. This new Federal funding has provided an opportunity to integrate previously identified Transit building improvement projects with the Expansion project.

The Province of Manitoba through previous announcements has committed to 25% of eligible project expenses and will utilize the funding previously committed towards the Transit Building Replacement/ Refurbishment program through the Manitoba/Winnipeg Infrastructure Agreement. The provincial share of the project costs is estimated to be $13 million.

This project will be financed through a combination of the following:
Government of Canada – Public Transit Infrastructure Fund - $26 million
Province of Manitoba – Manitoba Winnipeg Infrastructure Fund - $13 million
City of Winnipeg – Retained Earnings and Cash to Capital - $14.2 million

Approval of this capital project is subject to confirmation of Federal and Provincial funding. Early indications suggest that a project completion date of March 2018 may be specified in Provincial and Federal funding agreements. A March 2018 completion date would be challenging to achieve, and as such, should be reviewed prior to finalization of any funding agreements.

Appendix 2 specifies the funding sources that will be utilized for the new Expansion of the Vehicle Overhaul and Maintenance Facilities. It also specifies which project budgets will be reduced, closed and/or consolidated. It is recommended that the remaining balance of 2013 Transit Building Replacement/ Refurbishment capital project be consolidated into the 2016 Transit Building Replacement /Refurbishment capital project. The recommendations for closure and consolidation in Appendix 2 will facilitate a reduction in the number of open capital projects and create more transparency in the work being undertaken.

FINANCIAL IMPACT

Financial Impact Statement

Date: November 17, 2016

Project Name: **First Year of Program** **2016**

EXPANSION OF TRANSIT VEHICLE OVERHAUL AND MAINTENANCE FACILITIES CAPITAL PROJECT

	2016	2017	2018	2019	2020
Capital					
Capital Expenditures Required	$ -	$ 20,500,000	$ 21,600,000	$ 11,100,000	$ -
Less: Existing Budgeted Costs	-	30,960,000	-	-	-
Additional Capital Budget Required	$ -	$ (10,460,000)	$ 21,600,000	$ 11,100,000	$ -
Funding Sources:					
Debt - Internal	$ -	$ 2,000,000	$ 4,825,000	$ 2,335,000	$ -
Debt - External	-	-	-	-	-
Grants (MWIA)	-	5,000,000	5,300,000	2,700,000	-
Retained Earnings	-	3,500,000	875,000	665,000	-
Other - PTIF	-	10,000,000	10,600,000	5,400,000	-
Total Funding	$ -	$ 20,500,000	$ 21,600,000	$ 11,100,000	$ -
Total Additional Capital Budget Required	$ 22,240,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital expenditures of $53.2 million identified above reflect total capital budget required to complete the Transit Vehicle Overhaul and Maintenance Facility expansion and associated works. The existing budget of $30.96 million was previously approved as part of Transit's ongoing Building Replacement / Refurbishment program. Approval is required for the additional capital budget of $22.24 million. This additional budget will be funded by the Public Transit Infrastructure Fund. As the additional budget is less than the available federal funding, the City funding sources will be reduced. Approval of this Capital Project is subject to confirmation of Federal and Provincial funding.

original signed by

Tanis Yanchishyn, CPA, CA
Manager of Finance and Administration

CONSULTATION

In preparing this report there was consultation with:

Legal Services (as to legal issues)
Corporate Support Services

OURWINNIPEG POLICY ALIGNMENT

01-1b Key Directions for the Entire City- Key directions for connecting and expanding our sustainable transportation and infrastructure network.
>Provide transportation infrastructure that is well maintained.

SUBMITTED BY

Department:	Transit
Division:	Plant and Equipment
Prepared by:	Tim VanDekerkhove
Date:	November 17, 2016
File No.	2.1.1.4

APPENDIX 1

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Expansion of Transit Vehicle Overhaul and Maintenance Facilities**

Standing Policy Committee: Infrastructure Renewal and Public Works

Department: Transit
Project: 4210000417
Service: Public Transit
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2017 Estimate	FORECAST 2018	2019	2020	2021	2022	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	53,200	-	-	-	-	-	-	53,200
Financed by:									
Transfer from Prior Year Authorization		9,160						-	9,160
Retained Earnings		5,040						-	5,040
Public Transit Infrastructure Fund (Federal Government)		26,000						-	26,000
Transfer from Prior Year Authorization Manitoba Winnipeg Infrastructure Agreement (MWIA)		13,000						-	13,000

CASH FLOW	2017	2018	2019	2020	2021	2022	Beyond 2022	Total
Project Costs ($000's)	20,500	21,600	11,100	-	-	-	-	53,200
Financed by:								
Transfer from Prior Year Authorization	2,000	4,825	2,335					9,160
Retained Earnings	3,500	875	665					5,040
Public Transit Infrastructure Fund (Federal Government)	10,000	10,600	5,400					26,000
Transfer from Prior Year Authorization Manitoba Winnipeg Infrastructure Agreement (MWIA)	5,000	5,300	2,700					13,000

NET OPERATING IMPACT ($000's)	2017	2018	2019
Operating costs			
External debt and finance charges			
Transfer to General Capital Fund			
Total Direct Costs	-	-	-
Less: Incremental Revenue/Recovery	217	109	52
Net Cost/(Benefit)	(217)	(109)	(52)
Incremental Full Time Equivalent Positions		-	-

Class Estimate: 4

The Public Service's cost estimate classification system for capital projects is based on the recommended practices of the Association for Advancement of Cost Engineering (AACE). Strictly based on AACE, this project is classified as a Class 4 estimate, due to AACE's reliance on drawings to outline the design definition. This project is a non-typical Design-Build approach and the project definition and details completed to date were outlined extensively in written specifications rather than drawings.

This project will only proceed to construction once a Class 3 cost estimate or better has been developed and there is sufficient approved budget for such project.

TRANSIT - TRANSIT SYSTEM FUND

Expansion of Transit Vehicle Overhaul and Maintenance Facilities (continued):

On March 22, 2016, the 2016 Federal Budget was announced and included a plan to invest more than $120 billion in infrastructure over the next 10 years. The "Investing in Canada" plan will be implemented in two phases. Phase 1 will provide investments to support public transit systems, green infrastructure projects, and social infrastructure projects. Provinces and territories are responsible for identifying projects, in collaboration with municipalities, to be funded through the new Public Transit Infrastructure Fund (PTIF). The expansion of Transit Vehicle Overhaul and Maintenance Facilities qualifies as an eligible investment under the PTIF program.

The vehicle overhaul and repair shop at the Fort Rouge Garage (FRG) is the primary vehicle maintenance facility operated by Winnipeg Transit. Approximately 95% of the maintenance activities that support fleet operations are housed at this location and as a result, ensure efficient and effective operations which are critical to meeting Transit service requirements.

Since the facility was constructed in the late 1960s, increases in the size of the fleet and the increased complexity in the design of transit buses have increased the requirement for vehicle maintenance space. A space deficiency has developed as the room for expansion designed into the original facility has been taken up to house the new equipment and resources necessary to support maintenance activities such as midlife structural refurbishments, electronics, engine emissions equipment and air conditioning. This deficiency has grown acute as the bus fleet has expanded from 545 to over 625 buses within the last ten years.

Expanding the vehicle overhaul and maintenance facilities at FRG is the preferred solution to the space deficiency issue as maintaining a single, centralized location will provide the greatest efficiency for staff, equipment and vehicle resources. The building expansion will occur in an area currently used for employee parking.

The project will be delivered using a design-build procurement model.

This project will ultimately increase floor area for these purposes to 174,000 sq.ft., from the existing area of 113,000 sq.ft. Future stores/ inventory space will also be increased from 26,000 sq. ft. to 30,000 sq.ft. The expansion will include:

- Eighteen additional in-floor hoists. Twelve for 40' buses, six can accommodate 60' buses as well as 30' and 40'. The hoists are current technology and are designed with individual power units; subsequently, a power unit failure impacts only one hoist instead of twelve. The new hoists are built to current safety standards. These additional hoists will increase maintenance capacity, especially for the articulated buses.

- Electrical System Upgrade: The electrical system was installed when the building was originally constructed in 1968, and is in need of an upgrade. Currently, a major maintenance electrical shutdown to any part of the facility requires the shutdown of the entire campus. A current project to upgrade the ventilation system will increase the electrical demand, so the need to upgrade is imminent. The preferred design is to create three zones that can be independently shut down when required.

- Backup Generator Installation: Currently the campus does not have an emergency backup generator; consequently, a power outage will shut down Transit communications, maintenance and bus servicing for the duration of the outage, which would negatively affect service. The building expansion project requires a dedicated backup generator, so the installation of a generator for each of the zones mentioned above is recommended.

- Development of the Traffic Services Area: The Traffic Services division of the Public Works department currently leases space from Transit; this space would be utilized by the Transit department for improved efficiency for other Transit divisions currently leasing space. Transit currently leases space for 4 of its divisions in two buildings which could be more efficiently housed in the Osborne Street campus.

Approximate Overall Project Funding (in $000s)

City	14,200	27%
Province	13,000	24%
Federal	26,000	49%
	53,200	

Estimated useful life - 30 years.

Approval of this project is contingent upon Federal and Provincial contributions.

Funding in 2017 includes rebudgeted amounts from previously approved capital budgets - see Appendix 4.

Appendix 2

(in Thousands of $)	ADOPTED BUDGET 2013	FEDERAL FUNDING CHANGES 2013	Revised Budget 2013	ADOPTED BUDGET 2014	FEDERAL FUNDING CHANGES 2014	Revised Budget 2014	ADOPTED BUDGET 2015	FEDERAL FUNDING CHANGES 2015	Revised Budget 2015	ADOPTED BUDGET 2016	FEDERAL FUNDING CHANGES 2016	REVISED BUDGET 2016	BUDGET SUBMISSION 2017	FEDERAL FUNDING CHANGES 2017	REVISED SUBMISSION 2017
										-					
Transit Building Replacement / Refurbishment										-					
- Cash to Capital				4,226	(4,226)	-	4,934	(4,934)		**4,500**	**(2,540)**	**1,960**	**4,573**	**(3,550)**	**1,023**
- Retained Earnings				2,200	(2,200)					**-**		**-**	**3,000**	**(2,555)**	**445**
- Federal Gas Tax	1,349		1,349	1,132	(1,132)					**-**			**-**		
- External Debt	3,619		3,619							**-**		**-**	**-**		
- Province - PTIF share										**-**		**-**	**-**		**-**
- Manitoba Winnipeg Infrastructure Agreement (MWIA)	4,968	(2,428)	2,540	7,557	(7,557)	-	4,935	(4,935)		**-**		**-**	**-**		
Total Transit Building Replacement / Refurbishment	9,936	(2,428)	7,508	15,115	(15,115)		9,869	(9,869)		**4,500**	**(2,540)**	**1,960**	**7,573**	**(6,105)**	**1,468**
Transit Garage Expansion															
- Transfer from Prior Year Authorization (2014, 2015 Transit Building Replacement /														**9,160**	**9,160**
- Retained Earnings														**5,040**	**5,040**
- External Debt														**-**	**-**
- Public Transit Infrastructure Fund														**26,000**	**26,000**
- Transfer from Prior Year Authorization - Manitoba Winnipeg Infrastructure Agreement (MWIA) (2013, 2014 & 2015 Transit Building Replacement / Refurbishment)														**13,000**	**13,000**
Transit Garage Expansion		-	-		-									**53,200**	**53,200**

Notes:
- Federal Gas Tax eliminated above will be rebudgeted in 2019.
- Manitoba Winnipeg Infrastructure Funding eliminated above and not allocated to the Transit Garage Expansion project will be reallocated through the 2017 Budget process.
- Retained Earnings identified as being required can be appropriated from the department's balance and was proposed in the 2017 budget submission by the department.
- Subsequent to the adoption of the 2013 Capital Budget $4.968M of MWIA funding was allocated to the Transit Building Replacement / Refurbishment capital project and external debt was correspondingly reduced.
- Any reductions to funding sources not appearing to be reallocated are being reallocated as part of the 2017 capital budget process.

Recommended Budget Transfers and Closures

- 2013 Transit Building Replacement/Refurbishment Project 4210000313 – Reduce budget by $2.428 million utilizing funding sources identified above. (MWIA reduction of $2.428 million is made up of a reduction of 2013 MWIA funding of $4.968 million and an addition of $2.54 million MWIA funding from 2012 previously unallocated to a project)
- The remaining balance of $7.508 million in the 2013 Building Replacement/Refurbishment capital project and budgeted funding sources identified above be combined into the 2016 Transit Building Replacement/Refurbishment capital project (Project 4210010116) after any actual expenditures have been deducted. At August 31, 2016 actual expenditures were $3.423 million leaving $4.085 million available for transfer.
- 2014 and 2015 Transit Building Replacement/Refurbishment Project 4210000314 – Close
- 2016 Transit Building Replacement / Refurbishment Project reduce cash to capital budget by $2.54 million to offset addition of unallocated 2012 MWIA funding. Reduction to be split between three projects setup under this budget year (4210010116, 4210010216, 4210010316)