TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Transit Building Replacement / Refurbishment Program**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Maintain
Department:	**Transit**	Service:	Public Transit
Project:	4210010121	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	N/A *	1,738	685	5,122	2,077	4,677	4,886	17,447	19,185
Financed by:									
Provincial Funding				1,545				1,545	1,545
Federal Gas Tax		1,738	685	3,577	2,077	4,677	4,127	15,143	16,881
External Debt							759	759	759

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	1,738	685	5,122	2,077	4,677	4,886	-	19,185
Financed by:								
Provincial Funding			1,545					1,545
Federal Gas Tax	1,738	685	3,577	2,077	4,677	4,127		16,881
External Debt						759		759

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						31
Transfer to General Capital Fund						
Total Direct Costs	-	-	-	-	-	31
Less: Incremental Revenue/Recovery	56	22	166	68	152	159
Net Cost/(Benefit)	(56)	(22)	(166)	(68)	(152)	(128)
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program
Surplus funds will automatically be transferred to the following year's Transit Building Replacement/Refurbishment program budget.

Transit's operations are housed at three primary locations - The Fort Rouge complex, North Main garage, and Brandon garage. The Fort Rouge and North Main facilities are approximately 40 and 80 years old, respectively, and are operating at capacity. The department funds the maintenance of its facilities through the operating budget; however, many of the structural, mechanical and electrical systems in the existing facilities are past their design and economic lives and capital funding is required to bring the facilities up to acceptable standards.

This multi-year capital program addresses the need for smaller scale projects within Transit's existing facilities and stations. These projects are mainly required due to the age and condition of the assets.

Includes 2 temporary capital funded full-time equivalent Project Coordinator/Manager positions.

Project (in $000s)	2021	2022	2023	2024	2025	2026	Total
General Amounts (ex. concrete works, tunnel and floor repair / replacement, comfort station upgrades, etc.)	1,738	685	5,122	2,077	4,677	4,886	19,185
Total	**1,738**	**685**	**5,122**	**2,077**	**4,677**	**4,886**	**19,185**

Estimated useful life - dependent on the specific project.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Transit Roof Replacement and Ventilation Upgrade Program**

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 420755
Department: **Transit**
Project: 4210010221

Investment Driver: Maintain
Service: Public Transit
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast	Six-Year Total
Project Costs ($000's)	N/A *	1,947	1,500	1,500	1,800	-	-	4,800	6,747
Financed by:									
Federal Gas Tax		1,947	1,500	1,500	1,800			4,800	6,747

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	1,947	1,500	1,500	1,800	-	-	-	6,747
Financed by:								
Federal Gas Tax	1,947	1,500	1,500	1,800				6,747

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						
Transfer to General Capital Fund	-	-	-			
Total Direct Costs	-	-	-	-	-	-
Less: Incremental Revenue/Recovery	63	49	49	59		
Net Cost/(Benefit)	(63)	(49)	(49)	(59)	-	-
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program

Surplus funds will automatically be transferred to the following year's Transit Roof Replacement and Ventilation Upgrade project budget.

Transit's Fort Rouge Garage (FRG) at 421 Osborne Street includes two major buildings that total approximately 480,000 square feet in area. The buildings were constructed in 1969 and 1978 and house over 70% of Transit's bus inventory. The roofs are now at the end of their economic and useful lives and need to be replaced. Roof work will be completed in 2021.

The Fort Rouge campus storage, maintenance, and administration facilities require replacement of the existing ventilation systems (which includes makeup air units and exhaust fans) in response to a regulatory change in allowable levels of airborne nitrogen dioxide (NO2) in diesel exhaust, age, inefficiency of equipment, and pressure imbalances throughout the buildings.

The breakdown between roof and ventilation work is subject to change, but estimated as:

Project (in $000s)	2021	2022	2023	2024	2025	2026	Total
Fort Rouge Garage Roof Replacement **	1,300						1,300
Upgrade Garage Ventilation Systems **	647	1,500	1,500	1,800			5,447
	1,947	**1,500**	**1,500**	**1,800**	**-**	**-**	**6,747**

Estimated useful life - dependent on the specific project.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

** Projects are considered annual scalable programs and will incorporate annual tenders and are not considered a major capital project.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Accessibility Program**

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 420755
Department: **Transit**
Project: 4230030221

Investment Driver: Maintain
Service: Public Transit
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	N/A *	250	250	250	250	250	250	1,250	1,500
Financed by:									
Federal Gas Tax		250	250	250	250	250	250	1,250	1,500

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	250	250	250	250	250	250	-	1,500
Financed by:								
Federal Gas Tax	250	250	250	250	250	250		1,500

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						
Transfer to General Capital Fund						
Total Direct Costs	-	-	-	-	-	-
Less: Incremental Revenue/Recovery	8	8	8	8	8	8
Net Cost/(Benefit)	(8)	(8)	(8)	(8)	(8)	(8)
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program

This program includes work over several years to update bus stops in order to meet accessibility standards, provide wheelchair access (powered) doors at all heated shelters, and paved access. It will also include a design study to determine solutions to provide information for visually-impaired riders at major stops.

Includes a shared temporary capital funded full-time equivalent position (Project Manager) with the Heavy Shop Equipment Replacement Program and the Hoist Replacement at Fort Rouge Garage.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Heavy Shop Equipment Replacement Program**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Maintain
Department:	**Transit**	Service:	Public Transit
Project:	4210010621	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	N/A *	200	200	200	200	200	200	1,000	1,200
Financed by:									
Federal Gas Tax		200	200	200	200	200	200	1,000	1,200

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	200	200	200	200	200	200	-	1,200
Financed by:								
Federal Gas Tax	200	200	200	200	200	200		1,200

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						
Transfer to General Capital Fund						
Total Direct Costs	-	-	-	-	-	-
Less: Incremental Revenue/Recovery	7	7	7	7	7	7
Net Cost/(Benefit)	(7)	(7)	(7)	(7)	(7)	(7)
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program

The Heavy Shop Equipment Replacement Program will replace several of Transit's outdated and aged equipment in the maintenance shop. This will minimize equipment and bus downtime, save money on expensive custom parts, and ensure buses are available for service in a timely manner.

Includes a shared temporary, capital funded full-time equivalent position (Project Manager) with the Accessibility Program and the Hoist Replacement at Fort Rouge Garage.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Hoist Replacement at Fort Rouge Garage Program**

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 420755
Department: **Transit**
Project: 4210010421

Investment Driver: Maintain
Service: Public Transit
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	N/A *	1,100	2,600	-	3,300	2,500	3,050	11,450	12,550
Financed by:									
Federal Gas Tax		1,100	2,600		3,300	2,500	3,050	11,450	12,550

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	1,100	2,600	-	3,300	2,500	3,050	-	12,550
Financed by:								
Federal Gas Tax	1,100	2,600	-	3,300	2,500	3,050		12,550

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						
Transfer to General Capital Fund						
Total Direct Costs	-	-	-	-	-	-
Less: Incremental Revenue/Recovery	36	85	-	107	81	99
Net Cost/(Benefit)	(36)	(85)	-	(107)	(81)	(99)
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program

All 38 in-ground hoists found in the Fort Rouge Garage maintenance shop require replacement due to deterioration and age, inefficient and outdated designs, and to ensure compliance with new hoist codes and standards.

Includes a shared temporary capital funded full-time equivalent position (Project Manager) with the Heavy Shop Equipment Replacement Program and Accessibility Program.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Heated Bus Shelter Program**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Enhance
Department:	**Transit**	Service:	Public Transit
Project:	4210001521	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	N/A *	1,500	1,500	1,500	-	-	-	3,000	4,500
Financed by:									
Federal Gas Tax		1,500	1,500	1,500				3,000	4,500

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	1,500	1,500	1,500	-	-	-	-	4,500
Financed by:								
Federal Gas Tax	1,500	1,500	1,500					4,500

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs					159	162
Debt and finance charges						
Transfer to General Capital Fund						
Total Direct Costs	-	-	-	-	159	162
Less: Incremental Revenue/Recovery	49	49	49			
Net Cost/(Benefit)	(49)	(49)	(49)	-	159	162
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program

This program includes the purchase, installation, and/or rehabilitation of heated bus shelters. The department will develop a strategy to construct shelters concurrent with the result of the Winnipeg Transit Master Plan which will identify preferred sites. Future operating budget impacts, following construction, may need to be adjusted.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Radios and Intelligent Transportation Systems (ITS) Replacement**

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 420755
Department: **Transit**
Project: 4210001324

Investment Driver: Maintain
Service: Public Transit
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	-	-	-	17,013	266	-	17,279	17,279
Financed by:									
Cash to Capital					7,130	266		7,396	7,396
Investing in Canada Infrastructure Program (Federal Government)					5,390			5,390	5,390
Investing in Canada Infrastructure Program (Provincial Government)					4,493			4,493	4,493

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	-	-	-	17,013	266	-	-	17,279
Financed by:								
Cash to Capital				7,130	266			7,396
Investing in Canada Infrastructure Program (Federal Government)				5,390				5,390
Investing in Canada Infrastructure Program (Provincial Government)				4,493				4,493

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs					203	553
Debt and finance charges						
Transfer to General Capital Fund	-	-	-	7,130	266	-
Total Direct Costs	-	-	-	7,130	469	553
Less: Incremental Revenue/Recovery	-	-	-	232	9	-
Net Cost/(Benefit)	-	-	-	6,898	460	553

Incremental Full Time Equivalent Positions	-	-	-	-	-	2.00

Class Estimate: 3

The proposed project would see the replacement of existing bus radio hardware, equipment, and Intelligent Transportation Systems (ITS). The project would include replacement of radios on the entire Transit fleet currently approaching the end of useful life.

Includes 10 temporary capital funded full-time equivalent (FTE) positions - 7 of these are for system development and testing (including 1 Business Analyst, 1 Researcher, 1 Project Manager, 3 Software Developers, and 1 ITS Tester), and 3 FTEs for installation (including 2 Radio Installer and 1 ITS Installer).

Future operating budget impacts, following project completion, may need to be adjusted.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **North Garage Replacement**

Standing Policy: Infrastructure Renewal and Public Works
Dept ID: 420755
Department: **Transit**
Project: 4210000421

Investment Driver: Maintain
Service: Public Transit
OurWinnipeg: Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	1,651	42,529	88,384	65,319	2,183	-	198,415	200,066
Financed by:									
Cash to Capital			450		962			1,412	1,412
Retained Earnings		1,500	1,500	1,500				3,000	4,500
External Debt		151	17,115	23,525	18,789	705		60,134	60,285
Investing in Canada Infrastructure Program (Federal Government)			12,799	34,561	24,857	806		73,023	73,023
Investing in Canada Infrastructure Program (Provincial Government)			10,665	28,798	20,711	672		60,846	60,846

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	1,651	37,529	93,384	65,319	2,183	-	-	200,066
Financed by:								
Cash to Capital		450		962				1,412
Retained Earnings	1,500	1,500	1,500					4,500
External Debt	151	17,115	23,525	18,789	705			60,285
Investing in Canada Infrastructure Program (Federal Government)		12,799	34,561	24,857	806			73,023
Investing in Canada Infrastructure Program (Provincial Government)		5,665	33,798	20,711	672			60,846

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						
Transfer to General Capital Fund	-	450	-	962	-	-
Total Direct Costs	-	450	-	962	-	-
Less: Incremental Revenue/Recovery	-	-	-	-	-	-
Net Cost/(Benefit)	-	450	-	962	-	-

Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: See table below

	2021	2022	2023	2024	2025	2026
Class Estimate	4	4/5	5	5	5	
Feasibility						
Preliminary Design	1,651	2,030				
Detailed Design & Construction		40,499	88,384	65,319	2,183	

The proposed project would see the replacement of Winnipeg Transit's existing North Garage currently located at 1520 Main Street at a new location. The project includes the development of an energy efficient bus storage and light maintenance facility with increased bus capacity, designed to facilitate the transition to a zero-emission bus fleet.

Debt and finance charges will be funded from the Transit Infrastructure Reserve (formerly the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Payment Reserve).

Includes 1 temporary capital funded full-time equivalent (FTE) Project Manager position.

Future operating budget impacts, following project completion, may need to be adjusted.

TRANSIT - TRANSIT SYSTEM FUND

Major benefits of replacing the North Garage include:
- Supports the transition to a zero-emission bus fleet
- Maintains essential level of service
- Improves bus capacity
- Improves health and safety of staff

Significant risks of constructing the project:
- Site access and servicing, construction timelines
- Land assembly
- Resource availability
- Change in market conditions
- Funding agreement approvals/delays

Significant risks of not constructing the project or deferring the project:
- Inability to meet new / updated regulations
- Inability to maintain essential level of service
- Inability to accommodate future growth
- Unable to meet the City's Climate Action Plan targets

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Transition to Zero Emission Buses Program (Formerly Transit Buses)**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Maintain
Department:	**Transit**	Service:	Public Transit
Project:	4210000221	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	N/A *	27,006	49,775	22,323	38,703	41,676	100,908	253,385	280,391
Financed by:									
Transit Bus Replacement Reserve					10,686	11,505	8,970	31,161	31,161
Province of Manitoba		6,703	5,812	7,155				12,967	19,670
Investing in Canada Infrastructure Program (Federal Government)		10,347	19,706	8,672	15,352	16,532	40,046	100,308	110,655
Investing in Canada Infrastructure Program (Provincial Government)		1,833	10,445		12,665	13,639	33,951	70,700	72,533
External Debt		8,123	13,812	6,496			17,941	38,249	46,372

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	27,006	49,775	22,323	38,703	41,676	100,908	-	280,391
Financed by:								
Transit Bus Replacement Reserve				10,686	11,505	8,970		31,161
Province of Manitoba	6,703	5,812	7,155					19,670
Investing in Canada Infrastructure Program (Federal Government)	10,347	19,706	8,672	15,352	16,532	40,046		110,655
Investing in Canada Infrastructure Program (Provincial Government)	1,833	10,445		12,665	13,639	33,951		72,533
External Debt	8,123	13,812	6,496			17,941		46,372

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges	391	1,480	2,519	2,862	2,862	3,785
Transfer to General Capital Fund	-	-	-	-	-	-
Total Direct Costs	391	1,480	2,519	2,862	2,862	3,785
Less: Incremental Revenue/Recovery	162	276	130	214	230	538
Net Cost/(Benefit)	229	1,204	2,389	2,648	2,632	3,247
Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: Not applicable, as this is a scalable program

Surplus funds will automatically be transferred to the following year's Transition to Zero Emission Buses (Formerly Transit Buses) program budget.

This multi-year project is for the transition from diesel buses to electric battery and/or electric fuel cell buses. The transition begins with a Pilot Project and the purchase of electric buses plus refueling infrastructure to identify the appropriate technology and infrastructure to support a transition to a zero-emission bus fleet. Pilot testing will be completed in 2023 and the purchase of additional electric buses will begin in 2024.

As part of the transition plan, the project also includes the purchase of diesel buses for the replacement of buses that have reached the end of their useful life. Costs include all outfitting costs associated with these purchases.

	2021	2022	2023	2024	2025	2026
Forecasted Number of Electric Buses Included in Budget and Forecast above **		16		18	18	53
Forecasted Number of Diesel Buses Included in Budget and Forecast above **	30	30	30	15	15	15
	30	**46**	**30**	**33**	**33**	**68**

TRANSIT - TRANSIT SYSTEM FUND

Includes 2 temporary capital funded full-time equivalent (FTE) positions including 1 Coordinator Contracts and 1 Project Manager.

Estimated useful life - 18 years.

* N/A - No amounts have been included in the "Previous Budgets" due to this project's on-going nature.

** The projection of the number of buses included in the budget is provided as an estimate only and is subject to change as the price per bus and model selected is based on a number of factors. These factors include the movement in the Statistics Canada Monthly Industrial Product Price Index which is influenced by the fluctuation in the Canadian currency and inflation, the timing of order placement in relation to the budget approval, operational requirements and changes to technology or product development.

Future operating budget impacts, following project completion, may need to be adjusted.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Rapid Transit (Downtown Corridors) Preliminary Design**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Enhance
Department:	**Transit**	Service:	Public Transit
Project:	4230010625	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	-	-	-	-	1,193	5,807	7,000	7,000
Financed by:									
Cash to Capital						365	1,759	2,124	2,124
Investing in Canada Infrastructure Program (Federal Government)						452	2,208	2,660	2,660
Investing in Canada Infrastructure Program (Provincial Government)						376	1,840	2,216	2,216

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	-	-	-	-	1,193	5,807	-	7,000
Financed by:								
Cash to Capital					365	1,759		2,124
Investing in Canada Infrastructure Program (Federal Government)					452	2,208		2,660
Investing in Canada Infrastructure Program (Provincial Government)					376	1,840		2,216

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges						
Transfer to General Capital Fund	-	-	-	-	365	1,759
Total Direct Costs	-	-	-	-	365	1,759
Less: Incremental Revenue/Recovery	-	-	-	-	39	189
Net Cost/(Benefit)	-	-	-	-	326	1,570

Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: 5

The Winnipeg Transit Master Plan has identified and prioritized the future rapid transit corridors that will support a 25 year vison for Winnipeg Transit. This preliminary design will define the project scope, alignment and a design that will support a class 3 estimate for the proposed downtown corrirdors.

Includes 1 temporary capital funded full-time equivalent (FTE) Project Manager position.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Primary Transit Network Infrastructure**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Enhance
Department:	**Transit**	Service:	Public Transit
Project:	4230020125	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	-	-	-	-	6,864	13,536	20,400	20,400
Financed by:									
Cash to Capital						635		635	635
External Debt						1,637	4,758	6,395	6,395
Investing in Canada Infrastructure Program (Federal Government)						2,478	4,788	7,266	7,266
Investing in Canada Infrastructure Program (Provincial Government)						2,114	3,990	6,104	6,104

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	-	-	-	-	6,864	13,536	-	20,400
Financed by:								
Cash to Capital					635			635
External Debt					1,637	4,758		6,395
Investing in Canada Infrastructure Program (Federal Government)					2,478	4,788		7,266
Investing in Canada Infrastructure Program (Provincial Government)					2,114	3,990		6,104

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges					69	318
Transfer to General Capital Fund	-	-	-	-	635	-
Total Direct Costs	-	-	-	-	704	318
Less: Incremental Revenue/Recovery	-	-	-	-	223	440
Net Cost/(Benefit)	-	-	-	-	481	(122)

Incremental Full Time Equivalent Positions	-	-	-	-	-	-

Class Estimate: 5

This program will support the Winnipeg Transit Master Plan complete redesign of the transit network city-wide. In the proposed new transit network, several new routes will require; dedicated bus loops, stations, mobility hubs, comfort stations for bus operators, new traffic signals where buses/ riders will be turning onto or crossing major arterial streets. This project also includes public engagement, communications, and marketing to ensure Winnipeg Transit customers and the broader public are aware of proposed changes and their impacts. This project also funds installation and removal of bus stop signs and other similar elements required to transition the city-wide transit network.

This program also includes $2.4 million towards Phase two of the Northwest Hydro Corridor Active Transportation Project which will complete the design and construction of a continuous 4.5 meter wide multi-use path within the Hydro corridor that parallels McPhillips Street to the west, extending between Selkirk Avenue and Templeton Avenue.

Includes 1 temporary capital funded full-time equivalent (FTE) Project Manager position.

Future operating budget impacts, following project completion, may need to be adjusted.

TRANSIT - TRANSIT SYSTEM FUND

Project Name: **Wheelchair Securements Retro-fit**

Standing Policy	Infrastructure Renewal and Public Works		
Dept ID:	420755	Investment Driver:	Enhance
Department:	**Transit**	Service:	Public Transit
Project:	4210001225	**OurWinnipeg:**	Environment

AUTHORIZATION	Previous Budgets	2021 Estimate	FORECAST 2022	2023	2024	2025	2026	Five-Year Forecast Total	Six-Year Total
Project Costs ($000's)	-	-	-	-	-	9,625	4,125	13,750	13,750
Financed by:									
Cash to Capital						3,556	232	3,788	3,788
External Debt						158	1,360	1,518	1,518
Investing in Canada Infrastructure Program (Federal Government)						3,224	1,382	4,606	4,606
Investing in Canada Infrastructure Program (Provincial Government)						2,687	1,151	3,838	3,838

CASH FLOW	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Project Costs ($000's)	-	-	-	-	9,625	4,125	-	13,750
Financed by:								
Cash to Capital					3,556	232		3,788
Retained Earnings								-
External Debt					158	1,360		1,518
Investing in Canada Infrastructure Program (Federal Government)					3,224	1,382		4,606
Investing in Canada Infrastructure Program (Provincial Government)					2,687	1,151		3,838

NET OPERATING IMPACT ($000's)	2021	2022	2023	2024	2025	2026
Operating costs						
Debt and finance charges					8	86
Transfer to General Capital Fund	-	-	-	-	3,556	232
Total Direct Costs	-	-	-	-	3,564	318
Less: Incremental Revenue/Recovery	-	-	-	-	313	134
Net Cost/(Benefit)	-	-	-	-	3,251	184

Incremental Full Time Equivalent Positions	-	-	-	-	-	-	

Class Estimate: 5

This program will support the retro fit of wheelchair securements on existing buses purchased before 2021.
Beginning in 2021 all new buses received will be equipped with wheelchair securements that will meet the AMA regulations.
The Accessibility for Manitobans Act (AMA) is proposed provincial legislation which mandates accessibility regulations that are not elective and must be met.
The transportation regulations themselves are currently in development, and are expected to be issued soon.

This retrofit project, in addition to making the ride safer for all passengers including our most vulnerable, would allow customers to use both Winnipeg Transit Plus and conventional transit together to complete a trip. This approach is expected to provide more independence and flexibility for customers.

Includes 3 temporary capital funded full-time equivalent (FTE) positions including 1 Body Man, 1 General Helper, and 1 Mechanic.

Future operating budget impacts, following project completion, may need to be adjusted.