## PROJECT DETAILS



### Bus Radio and Intelligent Transportation System Replacement

| MAIN PROJECT DRIVER | CURRENT COST ESTIMATE | CLASS 3 ESTIMATE |
|---|---|---|
| **MAINTAIN** | **$17.279** million | (-20% to +30%) |

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|---|---|
| **Description** | The proposed project would see the replacement of existing bus radio hardware, equipment, and Intelligent Transportation Systems. The project would include replacement of radios on the entire Transit fleet currently approaching the end of useful life. |
| **Need/ Rationale** | The current radio system is between 14 to 30-years-old and at the end of its service life. The system experiences repeated maintenance issues and is no longer supported by manufacturers. The radios are key to Transit safety protocols and work alone plans. Transit staff rely on an effective and dependable radio system for day-to-day communications with the control centre and for responding to and reporting safety incidents on buses. |

# North Garage Replacement

| MAIN PROJECT DRIVER | CURRENT COST ESTIMATE | CLASS 5 ESTIMATE |
|---|---|---|
| **MAINTAIN** | **$200.066** million | (-50% to +100%) |

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| **Description** | 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. |
| **Need/ Rationale** | The North Garage needs to be replaced within the next five years to ensure the department can meet growing service demands. In operation since the 1930's, the current facility is in overall poor condition and is no longer able to meet Winnipeg Transit's service requirements (space for growing fleet, electric buses, etc.). Continued maintenance of the building is no longer feasible as there are many issues that require constant repairs and investments with limited long-term value. |

# Transition to Zero Emission Buses - Program

| MAIN PROJECT DRIVER | CURRENT COST ESTIMATE | CLASS 4 ESTIMATE |
|---|---|---|
| **MAINTAIN** | **$280.391** million | (-30% to +60%) |

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| **Description** | 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. |
| **Need/ Rationale** | Transit currently utilizes fossil fuels in the propulsion of transit bus which contribute significantly to greenhouse gas emissions. Transit strives to minimize the impact on the environment through thoughtful bus procurement, use of fuel alternatives, infrastructure, and maintenance strategies. This multi-year project will be used to consider the systemic changes required to transform Transit from a diesel bus operator to a zero-emission bus operator, and to provide insight on fleet mix for future bus procurements. With a 100 bus zero emission fleet by 2027 Winnipeg Transit will be well positioned towards meeting the target of 100% zero-emissions buses by 2050 as outlined in the Winnipeg's Climate Action Plan. |

# Rapid Transit (Downtown Corridors) Preliminary Design

| MAIN PROJECT DRIVER | CURRENT COST ESTIMATE | CLASS 5 ESTIMATE |
|---|---|---|
| **GROWTH** | **$7** million | (-50% to +100%) |

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|---|---|
| **Description** | 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. |
| **Need/ Rationale** | An expanded rapid transit system is necessary to effectively connect and accommodate Winnipeg's growth. The expanded system will be designed to ensure residents are provided with a viable alternative to driving, reduce existing and future road congestion, and build a transportation system capable of serving future generations. |

# Primary Transit Network Infrastructure

| MAIN PROJECT DRIVER | CURRENT COST ESTIMATE | CLASS 5 ESTIMATE |
|---|---|---|
| **ENHANCE** | **$20.4** million | (-50% to +100%) |

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| **Description** | 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 and includes $2.4 million for new active transportation pathways. 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 over the next two to five years. |
| **Need/ Rationale** | This infrastructure is needed to support the Winnipeg Transit Master Plan complete redesign of the transit network city-wide. The creation of a new transit route network requires a significant amount of infrastructure, specifically where there are connections between multiple routes in the Primary Network, or to routes in the Feeder Network. This project would ensure universal accessibility and passenger amenity upgrades at the most critical of these locations. |

# Wheel Chair Securements - Retro fit

| MAIN PROJECT DRIVER | CURRENT COST ESTIMATE | CLASS 5 ESTIMATE |
|---|---|---|
| **ENHANCE** | **$13.75** million | (-50% to +100%) |

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| **Description** | This program will support the retro fit of wheel chair securements on existing buses purchased between 2010 and 2019. |
| **Need/ Rationale** | The Accessibility for Manitobans Act (AMA) is proposed provincial legislation which will mandate accessibility regulations. The transportation regulations themselves are currently in development, and are expected to be issued soon. In January 2019, The Manitoba Ombudsman made a series of recommendations for improvements to Winnipeg Transit Plus service.<br><br>In order to provide Winnipeggers with uncompromising transit service, it is recommended that a proactive approach be taken to meeting forthcoming AMA transportation regulations, and to meet the recommendations found in the January 2019 Ombudsman's report.<br><br>Beginning in 2021 all new buses received will be equipped with wheelchair securements that will meet the AMA regulations. In addition, Transit has proposed a retrofit project of the same securements on existing buses purchased between 2010 and 2019. This retrofit project would, in addition to making the ride safer for all passengers including our most vulnerable, it allows 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. |