

**Minutes – Standing Policy Committee on Finance and Economic Development –  
April 17, 2025**

**REPORTS**

**Item No. 4                      North Garage Replacement  
Project ID: 4210000421  
Quarterly Project Status Report No. 07  
For the Period Ended January 31, 2025**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Finance and Economic Development concurred in the recommendation of the Winnipeg Public Service and received the financial status of the North Garage Replacement (“the Project”), as contained in this report, as information.

**Minutes – Standing Policy Committee on Finance and Economic Development –  
April 17, 2025**

**DECISION MAKING HISTORY:**

Moved by Councillor Orlikow,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

## ADMINISTRATIVE REPORT

**Title:** North Garage Replacement  
Project ID: 4210000421  
Quarterly Project Status Report No. 07  
For the Period Ended January 31, 2025

**Critical Path:** Standing Policy Committee on Finance and Economic Development

### AUTHORIZATION

Author	Department Head	CFO	CAO
J. Crowder	G. Ewankiw	T. Graham	S. Armbruster, Interim CAO

### EXECUTIVE SUMMARY

Project On Schedule: Yes ☒ No ☐

Project On Adopted Budget: Yes ☒ No ☐

Percent of Schedule Complete: 44%

Percent of Adopted Budget Spent: 6.5%

This is the seventh quarterly report to the Standing Policy Committee on Finance and Economic Development for this project.

The project is now at the 99 percent design stage. To ensure the project remains within budget, the design is being completed in such a way that the features removed from the facility can be added at a later time.

The Advisory Committee has reviewed this report and recommends that the report be sent to the Standing Policy Committee on Finance and Economic Development.

### RECOMMENDATIONS

That the financial status of the North Garage Replacement ("the Project"), as contained in this report, be received as information.

### REASON FOR THE REPORT

Major Capital Projects are required to report quarterly to the Standing Policy Committee on Finance and Economic Development. The threshold for reporting is reviewed at the beginning of each multi-year budget cycle and revised, if required, for Council consideration. For the 2024-2027 multi-year budget cycle Council approved that the threshold be maintained at \$25

million. The Standing Policy Committee on Finance and Economic Development may also request reporting on any capital project.

## IMPLICATIONS OF THE RECOMMENDATIONS

No implications.

## HISTORY/DISCUSSION

See Appendix C – Key Project Events (History)

### **Design Phase** (Update from last report)

The Project team continues to work with the consulting team, Transit stakeholders, other City departments, and Provincial agencies on a detailed design that will remain within budget, achieve required outcomes, and minimize impact to operations.

The updated design is planned to include, but is not limited to, the following:

- Facility size of approximately 26,500 m<sup>2</sup> (285,000 ft<sup>2</sup>),
- LEED Silver certification,
- Bus storage capacity for 207 40-foot equivalent spaces,
- Six repair and maintenance bays,
- A net-zero carbon ready facility,
- Adequate administration space including dispatch offices, quiet room, lockers, lunch room and other amenities,
- Four service bays and two washracks,
- A bus interior cleaning area,
- An on-site electrical substation,
- Electrical chargers and dispensers for 24 Battery Electric Buses (BEB) and provisions for additional BEBs in the future,
- A visitor and staff parking lot, and
- A bus loop for future bus routes.

However, to ensure the project remains within budget, the Tender will include Deduction Items (e.g., fit and finishes, purchase of equipment, fencing, bus storage, etc.) that can be deferred from the initial construction.

The operational impacts of this revised design may include:

- The facility running out of bus storage space in approximately eight to ten years,
- Deferring future purchases of 60-ft articulating buses, due to a lack of storage space, which were planned to support the new Transit network and may adversely impact ridership and service, and
- The inability to repair buses stored at the facility, which would lead to increased operational costs of transporting buses back and forth to Fort Rouge Garage for repair.

The reduction of bus maintenance at the new facility is considered a risk to Transit operations and the ability to provide service to the public.

In order to minimize the impact of not having enough space to park buses at this new garage, a facility assessment is underway for the existing North Garage, located at 1520 Main Street, to analyze the costs and requirements to keep it operational longer than previously anticipated. The report is scheduled to be completed by March 2025.

Also, to mitigate the deferral of some of the construction of 60-ft bus repair bays, there is a plan to re-purpose a space in the existing Fort Rouge Garage to add four flat areas for maintenance and repair of 40-ft or 60-ft buses.

A tender for goods, for long lead times items such as electrical transformers and switchgears, is scheduled to be posted in February 2025.

The Load Interconnection Feasibility Study from Manitoba Hydro has been completed and work is underway to bring the required power to the site.

Table 1 – Contracts

Contracts							
Bid Opportunity #	Company Name	Description	Original Contract Award Value (GST & MRST extra as applicable)	Total Approved Over-Expenditures (Over-Expenditure amount only)	Date of Award	Date of Total Completion	Estimated % Complete
Single Source	Colliers Project Leaders Inc.	Professional Consulting Services for Procurement Options Qualitative Evaluation	\$ 65,600.00	-	May 4, 2022	Sep 15, 2022	100%
Single Source	WSP Canada Inc.	Professional Consulting Services for Conceptual Layout at New North Garage Location, Oak Point Highway	\$ 21,450.00	\$ 40,750	Jun 14, 2022	Mar 19, 2024	100%
980-2022	Dillon Consulting Ltd.	Professional Consulting Services for Owner Advocate Project Manager for North Garage Replacement	\$ 1,060,000.00	\$ 495,590	Feb 28, 2023		49%
Single Source	Manitoba Hydro	Load Interconnection Facility Study	\$ 50,000.00		Apr 3, 2024	Nov 6, 2024	100%
520-2023	AECOM Canada Ltd.	Professional Consulting Services for Detailed Design, Tender for Construction and Contract Administration of the North Garage Replacement project	\$ 5,781,268.00	-	Nov 9, 2023		70%
<b>Total</b>			<b>\$ 6,891,268.00</b>	<b>\$ 495,590</b>			

**Upcoming Procurements:**

Description	Anticipated Award Date
Professional Consulting Services for Construction and Post-Construction of the North Garage Replacement Project	2025 Q2
Tender for Supply and Delivery of Long Lead Equipment for the North Garage Replacement Project	2025 Q1
Tender for Construction of the North Garage Replacement	2025 Q2

**Schedule** (Update from last report)

The key schedule milestones for the Project have been updated in Table 2.

Table 2 – Milestones

Milestones					
Deliverable		Original Targeted Completion Date	Revised Targeted Completion Date	Actual Completion Date	Estimated % Complete
1	Design Consultant Contract	2023 Q3	2023 Q4	10-Nov-23	100%
2	Preliminary Design	2024 Q1	2024 Q1	28-Mar-24	100%
3	Detailed Design	2024 Q2	2025 Q1		80%
4	Construction Contract	2024 Q3	2025 Q2		0%
5	Substantial Performance	2026 Q4	2027 Q3		0%
6	Total Performance	2027 Q1	2027 Q4		0%

**Risk** (Update from last report)

A new risk regarding potential tariffs between the United States and Canada and has been added to Table 3.

Table 3 – Significant Risks and Mitigations Strategies

Significant Risks and Mitigation Strategies	
Risk Statement and Explanation	Risk Mitigation Management Plan
<b>New:</b>	
Impacts on the project from tariffs between the US and Canada.	Continue to monitor the tariffs and mitigate within the project to the degree possible. At the time of writing this report, it is too early to determine impacts or level of risk.
<b>Ongoing:</b>	
Impact to the project schedule in order to bring the estimated cost of the project back to the approved budget.	Issue the Tender with 99% drawings to gain time and add the IFC package as an addendum. Consider a special meeting of SPC-PW for award.
New building code will bring stricter rules in regards to sustainability, energy efficiency and carbon zero, among others.	New requirements may increase cost. Energy modelling is required to understand the full impact.
Delay in project approval has resulted in inflationary cost increases.	Request budget adjustment. Alternatively, reduce scope of work or procurement of process equipment to offset additional costs.
<b>Mitigated:</b>	

Cost of remediation of impacted soil.	Undertake further soil tests during construction, modify design to minimize impact and request keeping impacted soil on-site.
Codes for storing and repair FC-BEBs in garages not completed yet.	Allocated spaces and features for future construction of storage area and repair bays for Hydrogen buses.

### **Financial** (Update from last report)

For further information, refer to Appendix B – Financial Forecast.

As of January 31, 2025, the City of Winnipeg has submitted seven financial claims to the Province of Manitoba for payment totaling \$3,154,983.28 for the Manitoba and Canada portion and the City has received \$1,948,440.87.

### **Funding** (Update from last report)

The total current adopted budget is presented in Table 4 below.

For additional information, refer to Appendix C- Key Project Events for historical details.



Table 4 – Project Funding Forecast

Funding Forecast				
Funding Source	Adopted Budget <sup>1</sup> (in thousands)	Amended Budget (in thousands)	Forecasted Budget (in thousands)	Committed <sup>2</sup> (in thousands)
Class of Estimate	Class 5			
<b>City of Winnipeg</b>				
Cash to Capital	450	450		450
Retained Earnings	4,500	4,500		4,500
External Debt	61,247	61,247	-	61,247
<b>Federal Government of Canada</b>				
Investing in Canada Infrastructure Program (ICIP)	73,023	73,023	-	73,023
<b>Province of Manitoba</b>				
Investing in Canada Infrastructure Program (ICIP)	60,846	60,846	-	60,846
<b>Total</b>	<b>200,066</b>	<b>200,066</b>	<b>-</b>	<b>200,066</b>

<sup>1</sup> 2021 - 2025 adopted budgets.

<sup>2</sup> Total committed approved by Council on April 29, 2021.

### **Property Acquisition** (Update from last report)

No changes from last report.

### **Stakeholder Engagements/Communications** (Update from last report)

A second information session will occur at 100 percent design, in Q2 2025 and it will be held in a virtual format.

### **Subsequent Events after Report Period End Date**

In order to have the Oak Point Highway site ready prior to the General Contractor mobilization, some trees need to be removed. The City of Winnipeg Urban Forestry Branch did an assessment and, based on that scope, a Contract was awarded to the lowest pre-qualified bidder, Shurwood Forest in the amount of \$48,536.00 on February 10, 2025. A communication regarding the preliminary work was sent to the area Councillor, MLA and adjacent stakeholders.

A Tender for Supply and Delivery of Long Lead Equipment was posted on February 14, 2025.

The Tender for the construction of the new facility was posted on February 28, 2025.

<b>FINANCIAL IMPACT</b>
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**Financial Impact Statement**    **Date:**    [March 6, 2025](#)

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**Project Name:**  
**North Garage Replacement**  
**Project ID: 4210000421**  
**Quarterly Project Status Report No. 07**  
**For the Period Ended January 31, 2025**

**COMMENTS:**

There is no financial impact from the recommendation in this report as it is for information only.

Laurie Fisher March 6, 2025  
Laurie Fisher, CPA, CA  
Manager of Finance & Administration

## **CONSULTATION**

This Report has been prepared in consultation with:

N/A

## **OURWINNIPEG POLICY ALIGNMENT**

Goal: Environmental Resilience

Objective 2: Prioritize sustainable transportation as the mobility options of choice

Policy: Prioritize sustainable transportation as the mobility options of choice. Transition to a sustainable transportation system that safely and efficiently moves people, goods and services, increases access to a variety of affordable mobility choices, encourages less reliance on personal vehicle travel, reduces travel time, mitigates congestion and related greenhouse gas emissions, and supports the development of denser, better-connected, healthy and complete communities.

Goal: Environmental Resilience

Objective 3: Promote low-carbon, energy-efficient buildings through low-energy building design, construction and retrofitting

Policy: Reduce energy demand, consumption and greenhouse gases associated with new and existing buildings, working towards carbon-neutral buildings. Provide facilitative tools, resources, and incentives, to support green building.

## **WINNIPEG CLIMATE ACTION PLAN ALIGNMENT**

Strategic Opportunity #5: Low Carbon and Energy Efficient Buildings. In order to lower energy and greenhouse gases used in Winnipeg's new and existing buildings, the City and community need to find better ways to understand the energy use and emissions from buildings and provide builders with the tools and resources (where needed and feasible) to support these retrofits and designs.

Strategic Opportunity #3: Advancing Sustainable Transportation. Direction 3.1 Increase Use and Efficiency of Public Transit Systems.

## **WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT**

Goal 5(b) Transportation System Equity is Enhanced – improvements to transportation and transit infrastructure and services prioritize areas of higher poverty, and increased interconnectivity to employment and affordable goods and services.

<b>SUBMITTED BY</b>
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**Department:** Transit  
**Division:** Asset Management Office  
**Prepared by:** Adolfo Laufer, Project Manager  
**Date:** March 7, 2025

**Appendices**

Appendix A – Key Project Facts

Appendix B – Financial Forecast

Appendix C – Key Project Events (History)

## Appendix A – Key Project Facts

Appendix A – Key Project Facts	
<b>Project Name</b>	North Garage Replacement
<b>Business Owner (Department)</b>	Transit
<b>Project ID</b>	4210000421
<b>Project Sponsor</b>	Greg Ewankiw
<b>Department Responsible for Project Delivery</b>	Transit
<b>Consultant Engineer</b> (Company Name)	Dillon Consulting Ltd.
<b>Adopted Budget</b>	\$200.066M
<b>Class of Estimate (Adopted)</b>	5
<b>Range of Estimate (Adopted)</b>	-50% to +100%, \$100.033M to \$400.132M
<b>Amended Budget</b>	N/A
<b>Class of Estimate (Amended)</b>	N/A
<b>Range of Estimate (Amended)</b>	N/A
<b><u>Project Scope</u></b>	
<b>North Garage Replacement - Project Overview</b>	
<p>The North Garage Replacement project consists of the relocation and replacement of the existing North Garage facility located at 1520 Main Street. The project involves the construction of an approximately 39,500 square metre energy efficient bus storage and maintenance facility that is planned to include space for approximately 225-265 buses, indoor fueling stations, bus washing station, parts and storage receiving area, as well as bus maintenance and repairs shops. The facility will be designed to accommodate a new fleet of zero-emission buses and the required infrastructure for their fueling, maintenance and operation. Once completed, the Project will result in the improved capacity of public transit infrastructure and improved quality, and/or safety of existing and/or future public transit.</p>	
<p>North Garage is Winnipeg Transit's oldest facility, having opened in the 1950's as a streetcar storage facility called North Car House. The facility is functionality obsolete, and is in poor condition. The risk of North Garage becoming unusable due to further deterioration of the facility is likely Winnipeg Transit's most significant operational risk. North Garage was designed for vehicles of another era, and cannot accommodate articulated buses, buses with bike racks, or even the newer buses in Transit's fleet equipped with roof-mounted air conditioners. It cannot be upgraded to accommodate zero-emission buses. The design and construction of a new Transit bus parking, servicing, maintenance and repair garage to replace North Garage is vital in order to mitigate the current risks to Winnipeg Transit's operations, to allow for the replacement of 40-foot buses with 60-foot buses, and to allow for the expansion of the zero-emissions bus fleet beyond 2027. The added capacity of a replacement for North Garage is also needed for Winnipeg Transit to consider the adoption of new vehicle types. The land and design will have the required infrastructure for two dozen zero emission buses as well as provisions for a full electrified garage.</p>	

## Appendix A – Key Project Facts

Appendix A - Key Project Facts - Continued	
Major Capital Projects Advisory Committee Membership:	
<p>The Asset Management Administrative Standard FM-004 requires all projects with a total estimated cost of \$25 million (2023) or more report quarterly to the Standing Policy Committee on Finance. This threshold is adjusted for construction inflation as part of the Multi Year Budget process. The Standing Policy Committee on Finance and Economic Development may also request reporting on any capital project.</p>	
<p>Greg Ewankiw, Director, Transit (chair)  Tracy Graham, Chief Financial Officer  Jesse Crowder, Manager, Asset Management Office, Transit  Geoffrey Patton, Director, Assets and Project Management  Danny Tooth, A/Manager, Major Projects Oversight  Matt Dryburgh, Interim Deputy Chief Administrative Officer  Tim Shanks, Director, Water and Waste  Marc Pittet, Manager, Real Estate and Land Development, Planning, Property &amp; Development  Cindy Desjardine, Traffic Assessment Engineer, Public Works</p>	

## Appendix B – Financial Forecast

### Appendix B - North Garage Replacement Financial Forecast As at January 31, 2025

Project Component Deliverables	Budget (in 000's)			Expenditure Forecast (in 000's)						Surplus (Deficit) From Amended Budget	Variance Last Report	Change in Variance
	Adopted Budget *	Council Approved Change	Amended Budget *	Actual Costs To January 31, 2025	Projected Costs			Total Forecasted Costs				
					2025	2026	2027					
Engineering, Design and Other	\$ 32,123	\$ -	\$ 32,123	\$ 4,764	\$ 11,492	\$ 7,908	\$ 7,959	\$ 32,123	\$ -	\$ -	\$ -	
Construction	\$ 115,601	\$ -	\$ 115,601	\$ -	\$ 20,259	\$ 51,860	\$ 43,482	\$ 115,601	\$ -	\$ -	\$ -	
Land Acquisition	\$ 9,835	\$ -	\$ 9,835	\$ 7,784	\$ 2,051	\$ -	\$ -	\$ 9,835	\$ -	\$ -	\$ -	
Internal Financing/Overhead Costs	\$ 6,198	\$ -	\$ 6,198	\$ 453	\$ 608	\$ 1,234	\$ 3,903	\$ 6,198	\$ -	\$ -	\$ -	
Contingency	\$ 36,309	\$ -	\$ 36,309	\$ -			\$ 36,309	\$ 36,309	\$ -	\$ -	\$ -	
Total Project Budget	\$ 200,066	\$ -	\$ 200,066	\$ 13,001	\$ 34,410	\$ 61,002	\$ 91,653	\$ 200,066	\$ -			
% of Project Budget Spent (Actual Costs to Date / Adopted & Amended Budget)	6.5%		6.5%									

Project budget of \$200,066 thousand as approved by Council on April 29, 2021

Project #	Adopted Budget <sup>1</sup> (in thousands)	Total Budget (in thousands)	Actual Costs (in thousands)
4210000421 <sup>1</sup>	197,883	197,883	13,001
4210000425	2,183	2,183	
<b>Total</b>	<b>200,066</b>	<b>200,066</b>	<b>13,001</b>

<sup>1</sup> 2021-2025 approved capital budgets consolidated into project 4210000421.

## **Appendix C – Key Project Events (History)**

On April 29, 2021, Council directed the Public Service to submit the North Garage Replacement project to the Investing in Canada Infrastructure Program (ICIP) for Federal and Provincial funding under the Public Transit Infrastructure Stream (PTIS), subject to written confirmation of Federal and Provincial funding that is satisfactory to the Chief Financial Officer, including the 2021 Adopted Capital budget and 2022 to 2026 Five-Year forecast be amended to include \$200.066M for the project.

On December 16, 2021, Council approved the 2022 Capital Budget, and amended the 2023 to 2027 Five-Year budget to include \$198.415M allocated to the North Garage Replacement. The project total of \$200.066M also includes \$1.651M from the approved 2021 budget.

On November 16, 2022, the City received notification from the Province that the North Garage Replacement was approved for Federal and Provincial funding under the ICIP-PTIS stream. The notification outlined maximum eligible costs of \$182,557,000 with a maximum \$73,022,800 Federal and \$60,846,248 Provincial contribution, respectively.

On December 5, 2022, the Province provided interim information regarding the project contribution agreement, including an effective start date of October 25, 2022. Only expenditures signed on or after this date are eligible for reimbursement, with the exception of Climate Lens Assessments.

On January 9, 2023, the Standing Policy Committee on Property and Development approved the acquisition of the 4-acre property required for the project located at 100 Oak Point Highway.

On June 1, 2023, the Standing Policy Committee on Property and Development approved a report for the expropriation of the 10-acre property required for the project; lots 52, 56 and 57 Plan 24342 on the south side of Selkirk Avenue, west of Oak Point Highway.

On September 29, 2023, Council confirmed the expropriation of the 10-acre property required for the project; lots 52, 56 and 57 Plan 24342 on the south side of Selkirk Avenue, west of Oak Point Highway.

On November 9, 2023, the Standing Policy Committee on Public Works approved a report for the award of contract for Professional Consulting Services for Detailed Design, Tender for Construction and Contract Administration of the North Garage Replacement to AECOM Canada Ltd.

The Contribution Agreement under the Investing in Canada Infrastructure Program was signed by the City and the Province on March 19, 2024.

On September 12, 2024, the Public Service presented an administrative report to Standing Policy Committee on Public Works recommending deferral of scope elements to bring the estimated budget shortfall to \$80 million and plan to deliver deferred amenities in future phases.

On September 26, 2024, Council approved the Standing Policy Committee on Public Works recommendation to reduce the scope of the current project to match the existing approved budget of \$200.066 million.