

**Minutes – Standing Policy Committee on Finance and Economic Development –
March 8, 2024**

REPORTS

**Item No. 5 Transition to Zero Emission Buses,
Project ID: 4210000221,4210000222,4210000223,4210000224
Quarterly Project Status Report No. 3
For the Period Ended December 31, 2023**

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 Transition to Zero Emission Buses (“the Project”), as contained in this report, as information.

**Minutes – Standing Policy Committee on Finance and Economic Development –
March 8, 2024**

DECISION MAKING HISTORY:

Moved by Councillor Orlikow,

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

Carried

Councillor Schreyer asked to be recorded as having voted against the above motion, in accordance with Rule 47(7) of The Procedure By-law No. 50/2007.

ADMINISTRATIVE REPORT

Title: Transition to Zero Emission Buses,
Project ID: 4210000221,4210000222,4210000223,4210000224
Quarterly Project Status Report No. 3
For the Period Ended December 31, 2023

Critical Path: Standing Policy Committee on Finance and Economic Development

AUTHORIZATION

Author	Department Head	CFO	CAO
J. Crowder	G. Ewankiw	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

Project On Schedule: Yes No

Project On Adopted Budget: Yes No

Percent of Schedule Complete:

Percent of Adopted Budget Spent:

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

This project has been impacted by Federal and Provincial approval delays; however, it is scalable and forecasted to be on time and on budget. Of note:

- First buses to be delivered under the program have begun construction as scheduled, and the City anticipates receiving all buses purchased to date under the program by the end of 2024.
- The Public Service and New Flyer Industries have begun negotiations on a contract extension for the purchase of additional zero-emission buses. The Public Service has requested a first charge on a portion of the 2025 capital budgets to advance bus purchases this year.
- Escalating costs of hydrogen infrastructure have necessitated a change in scope from electrolysis to methanol reformation to ensure the maximum number of buses can be procured under the program.
- Challenges in procuring charging and hydrogen fueling infrastructure are not anticipated to impact the City's ability to accept or test the buses, but may result in delays to the in-service start date.

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 Transition to Zero Emission Buses (“the Project”), as contained in this report, be received as information.

REASON FOR THE REPORT

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 and Economic Development. This threshold is reviewed at the beginning of each multi-year budget cycle. 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)

Bus Rolling Stock (Update from last report)

Diesel Buses – Original tender (901-2019) with the option of 5 extensions

- Extension 1 – production of 38 buses began December 2023 as scheduled.
- Extension 2 – purchase of 45 buses awarded to New Flyer Industries (NFI) in October 2023.

Zero-Emission Buses – Original tender (538-2022) with the option of 4 extensions.

- Original tender - production of 16 buses to begin on schedule in March 2024.
- Extension 1 – negotiations between the Public Service and NFI are on-going for the purchase of additional zero-emission buses.

Pre-Construction – Charging Infrastructure (Update from last report)

- A Request for Proposal (RFP) for the electrical charging infrastructure was posted in October 2023, and is intended to be awarded in April 2024, with electrical chargers operational no later than September 2024.
- Delays in completion of the first phase of the project are a result of a change from 600V to 480V chargers as a result of limited compatible equipment and suppliers as well as risk of obsolescence. This delay is not anticipated to impact the City’s ability to accept or test the buses, but may impact the date in which battery electric buses enter regular service rotation.

Pre-Construction – Hydrogen Fueling Infrastructure (Update from last report).

- Request for Proposal No. 80-2023B Design-Build of Hydrogen Generation and Dispensing Project at 421 Osborne Street (Fort Rouge Garage) was not awarded due to costs exceeding the affordability threshold set for the work. A break payment of \$100,000, in accordance with the terms of the Request for Proposal (RFP), has been paid to Aecon Industrial Management Corp., as the only compliant bidder for this work.
- The Public Service intends to develop a new competitive bid with an alternative scope and procurement model as a hydrogen generation and dispensing station which utilizes methanol reformation for on-site generation instead of electrolysis has been identified as the preferred alternative as it meets Transit's immediate operational requirements, can be commissioned on a timeline that aligns with the arrival of the fuel cell buses, and fits within the capital and operating budgetary targets for the project.
- The power requirement for methanol reformation is approximately 75 percent lower than water electrolysis, which will free up electrical capacity to support expanding the fleet of zero-emission beyond 100 buses prior to the opening of the new transit garage.
- Buses fueled with methanol-based hydrogen will result in higher greenhouse gas (GHG) emissions when compared to the originally planned electrolyzer station, but will be significantly lower than the diesel buses they are replacing. Utilizing renewable bio-methanol for the project could lower lifecycle emissions by 20-40 percent, but cost and availability need to be assessed.
- The Water and Waste Department has an existing contract with Univar for methanol supply with a cooperative purchase clause which would allow Transit to purchase additional supply.
- Due to power and space limitations, on-site production is a temporary solution for the Investing in Canada Infrastructure Program (ICIP) buses. Long-term, if Transit is to continue with purchasing fuel cell buses beyond the ICIP program, a stable supply of delivered low-carbon hydrogen will be required.
- The proposed interim station is sized to support the eight fuel cell buses purchased by the city and is scalable if required. Future works may include expanding storage or generation capacity to support a larger fleet, or replacing the reformer with an electrolyzer. While the site will be sized to support expanded capacity, replacing the reformer would require additional water supply, a new sewer connection, and expanded electrical service.
- An RFP for supply of a turn-key hydrogen generation and dispensing station utilizing methanol reformation will be issued in January 2024, with equipment intended to be received by the end of 2024.
- An RFP for engineering design related to site works will also be issued in Q1 2024, with an RFP for construction to follow.
- Colliers Project Leaders has expressed interest in continuing to manage the project through construction, however, the Public Service is still evaluating how best to proceed based on the change in scope.
- A provisional source of hydrogen will still be required to commission and test the eight FC-BEB buses anticipated to be received by the end of 2024. The Public Service will not be able to put all buses into regular service rotation until the station is fully commissioned.

Pre-Construction – Maintenance Garage Updates (Update from last report)

- NRG Management has been awarded the contract to complete the maintenance garage updates for repairing and servicing compressed hydrogen and battery electric buses. Work is anticipated to be complete in Q2 2024.

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
RFP 695-2022	Stantec Consulting Ltd.	Consulting Services for DC Fast Charging Bus Stations at 600 Brandon Avenue Transit Garage.	\$ 145,211.00	\$ -	7/Dec/22		62%
Single Source	Center for Transportation and the Environment	Consulting Services for the Preparation of RFQ and RFP Documents for Design Build Hydrogen Generation and Dispensing project at 421 Osborne Street.	73,000.00	\$ -	7/Dec/22		68%
Tender 538-2022	New Flyer Industries	Supply and Delivery of Heavy-Duty Low Floor Zero Emission Transit Buses.	33,038,400.00	\$ -	15/Dec/22		20%
Tender 901-2019 Ext. 1	New Flyer Industries	Supply and Delivery of Heavy-Duty Low Floor Transit Buses.	35,759,464.40	-	19/Apr/23		0%
RFP 64-2023	Colliers Project Leaders	Owner Advocate Project Management Services for Installation of hydrogen production and dispensing infrastructure at 421 Osborne Street.	502,197.00	-	21/Apr/23		20%
Single Source	Dillon Consulting	Maintenance Garage Updates.	51,050.00	-	7/Jun/23		96%
Single Source	MBlock	Geotechnical investigation for the proposed hydrogen production and dispensing station site to located at 421 Osborne Street in Winnipeg	9,095.00		27/Jul/23	14/Aug/23	100%
Single Source	Crosier Kilgour & Partners Ltd	Professional Consulting Services for the Detail Design, Tender and Construction Services for the addition of a Maintenance Service Platform and Crane.	14,000.00	-	27/Jul/23		0%
Tender 901-2019 Extension 2	New Flyer	Supply and Delivery of Heavy-Duty Low Floor Diesel Transit Buses	34,134,911.10	-	16/Oct/23		0%
Tender 807-2023	NRG Management	Winnipeg Transit, Artic Room Modifications	488,649.08	-	13/Dec/23		0%
			-	-			
			-	-			
		Total	\$ 111,745,778.58	\$ -			

Upcoming Procurements:

Description	Anticipated Award Date
RFP 763-2023 Direct Current Fast Charging at 600 Brandon Ave Transit Garage	2024 Q1
RFP 1042-2023 Supply & Service of Transit Fueling Station with Methanol to Hydrogen Generation	2024 Q1
RFP 1072-2023 Consulting Services for Hydrogen Station Site Development at Transit Garage	2024 Q1
RFP 539-2022 Ext. 1 Supply and Delivery of Heavy-Duty Low Floor Zero Emission Transit Buses.	2024 Q2

Schedule (Update from last report)

The key schedule milestones for the Transition to Zero Emission Bus 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	Charing infrastructure design award	2022 Q4		2022 Q4	100%
2	ZEB award	2022 Q4		2022 Q4	100%
3	Hydrogen fueling infrastructure Design-Build RFQ	2023 Q2	2023 Q2	2023 Q2	100%
4	Diesel Bus award	2023 Q2	2023 Q2	2023 Q2	100%
5	Charging infrastructure construction RFP	2023 Q2	2024 Q1		75%
6	Hydrogen fueling infrastructure Design-Build RFP	2023 Q2	2023 Q3	Non-Award	N/A
7	Hydrogen detection, protection, and ventilation updates design award	2023 Q3	2023 Q3	2023 Q3	100%
8	Hydrogen detection, protection, and ventilation updates RFP	2023 Q3	2023 Q4	2023 Q4	100%
9	Award contract for charging infrastructure	2023 Q3	2024 Q2		0%
10	Award contract for hydrogen fueling infrastructure	2023 Q3	2024 Q1	Non-Award	N/A
11	Hydrogen fueling station equipment supply RFP	2024 Q1			
12	Hydrogen fueling station site design RFP	2024 Q1			
13	Award contract for Hydrogen fueling station equipment supply	2024 Q1			
14	Award contract fo Hydrogen fueling station site design	2024 Q1			
15	Hydrogen fueling station construction RFP	2024 Q2			
16	Delivery of first BEBs	2024 Q2			
17	Delivery of first FC-BEBs	2024 Q2	2024 Q4		
18	Delivery of first Diesel bus	2024 Q2	2024 Q1		5%
19	Charging infrastructure phase 1 construction	2024 Q2	2024 Q3		
20	Award contract for Hydrogen fueling station construction	2024 Q3			
21	BEBs in-service	2024 Q3	2024 Q4		
22	FC-BEB in-service	2024 Q3	2025 Q2		
23	Hydrogen detection, protection, and ventilation updates	2024 Q3			
24	Hydrogen fueling infrastructure Substantial Completion	2024 Q4	2025 Q1		
25	Charging Infrastructure phase 2 charging infrastructure construction	2026 Q2			
26	Project Completion	2027 Q4			

Risk (Update from last report)

Significant Risks and Mitigations Strategies for the Transition to Zero Emission Bus project have

been updated in Table 3.

Table 3 – Significant Risks and Mitigations Strategies

Significant Risks and Mitigation Strategies	
Risk Statement and Explanation	Risk Mitigation Management Plan
New:	
Hydrogen Infrastructure cost and fuel availability creating uncertainty with regards to expanded fuel cell battery electric bus procurement.	Select scalable generation equipment and align hydrogen production capacity with test fleet. Focus bus procurement on battery electric only until at least one year of fuel cell bus testing is complete.
Battery electric fleet exceeds charging capacity earlier than anticipated.	Restrict number of BEB procured in 2024 to align with available chargers; expedite phase 2 of chargers to align with delivery of buses ordered in 2025.
Single supplier of 600V chargers creates risk of cost escalations and obsolescence.	Extend charger RFP closing date, redesign facility to accommodate 480V charging equipment.
Ongoing:	
Charging infrastructure not reaching substantial completion prior to arrival of buses.	Equipment lead time considered in development of charging infrastructure design. Investigate staged installation and temporary charging infrastructure.
Vehicle lead time	Maintain good lines of communication with New Flyer Industries and advise them early as possible regarding contract extensions to secure earlier line entry position for future contract options.
Decreased purchasing power due to inflation	Revise procurement strategy to ensure maximum number of buses are purchased to reduce operational impact.
Hydrogen infrastructure not reaching substantial completion prior to arrival of buses	Cancel RFP for design-build hydrogen station. Re-tender with alternative procurement model and reduced scope. Investigate temporary fueling provisions. Modify delivery timelines of buses.
Mitigated:	
N/A	

Financial (Update from last report)

For further information, refer to Appendix B – Financial Forecast

As of December 31, 2023, the City of Winnipeg has submitted three financial claims to the Province of Manitoba for payment totaling \$5,334,988.18 for the Manitoba and Canada portion.

Claims will not be paid until the project’s Contribution Agreement is signed.

Funding (Update from last report)

The total anticipated 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 ¹ (in millions)	Amended Budget ² (in millions)	Forecasted Budget (in millions)	Committed ³ (in millions)
Class of Estimate	Scalable			
City of Winnipeg				
Transit Bus Replacement Reserve		8.27	22.89	31.16
External Debt	28.43	28.43	17.94	46.37
Federal Government of Canada				
Investing in Canada Infrastructure Program (ICIP)	38.73	51.13	59.53	110.66
Province of Manitoba				
Investing in Canada Infrastructure Program (ICIP)	31.95	42.28	49.92	92.20
Total	99.11	130.11	150.28	280.39

¹ 2021 - 2023 adopted budgets.

² Includes Council authorized first charge of up to \$31 million in 2023 or prior to the adoption of the 2024 capital budget.

³ Total Committed approved by Council April 29, 2021.

Property Acquisition (Update from last report)

N/A

Stakeholder Engagements/Communications (Update from last report)

N/A

Subsequent Events after Report Period End Date

The Contribution Agreement with the Province of Manitoba under the Investing in Canada Infrastructure Program was signed on February 9, 2024.

FINANCIAL IMPACT

Financial Impact Statement **Date:** *January 30, 2024*

Project Name:

**Transition to Zero-Emission Buses,
Project ID: 4210000221, 4210000222, 4210000223, 4210000224
Quarterly Project Status Report No. 3
For the Period Ended December 31, 2023**

COMMENTS:

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

Laurie Fisher January 30, 2024
Laurie Fisher, CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

N/A

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045 (2022)

Goal - Environmental Resilience,

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

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.

Policy 2.9: Reduce Road Congestion

Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

Winnipeg Transit Master Plan (2021)

Network Goals:

- Enhance Customer Experience
- Increase Ridership
- Improve Downtown Mobility
- Complement Land-Use Development
- Improve Multi-modal Mobility
- Ensure Transit is Inclusive
- Continuously Innovate
- Empower Healthy Communities
- Balance Investment with Affordability

Transportation Master Plan (2011)

Key Strategic Goal Five: A transportation system that is financially sustainable.

Key Strategic Goal Six: A transportation system that reduces its greenhouse gas emissions footprint and meets or surpasses climate change and emissions reduction goals set by the City and the Province.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3: Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles

Key Direction 3.7: Utilize Zero Emission Buses

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Winnipeg Poverty Reduction Strategy Alignment will serve as a guide for strengthening poverty reduction priorities, including affordable housing, employment and income, community well-being, transportation equity, equity in city services, food security, and community safety.

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.

SUBMITTED BY

Department: Transit

Division: Asset Management Office

Prepared by: Erin Cooke, Project Manager – Transition to Zero Emission Buses

Date: February 21, 2024

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	
Project Name	Transition to Zero Emission Bus
Business Owner (Department)	Transit
Project ID	4210000221,4210000222,4210000223, 4210000224
Project Sponsor	Greg Ewankiw
Department Responsible for Project Delivery	Transit
Consultant Engineer (Company Name)	N/A
Adopted Budget	\$280.931M
Class of Estimate (Adopted)	Adopted as a scalable program; current estimate of existing and planned awards is Class 2
Range of Estimate (Adopted)	-15% to +20%; \$238.332M to \$336.436M
Amended Budget	N/A
Class of Estimate (Amended)	N/A
Range of Estimate (Amended)	N/A
<u>Project Scope</u>	
<p>The Transition to Zero Emission Buses is multi-year Project to provide Winnipeg Transit with the data necessary to understand the costs, performance, and operational challenges associated with zero-emission transit, while providing sufficient time for the development of strategies to transform Winnipeg Transit from a diesel bus operator to a zero-emission bus operator. Clean diesel buses and zero emission buses (ZEB) with either battery electric or fuel cell battery electric propulsion systems to replace older model diesel buses and to also address Transit operational requirements.</p>	
<p>The Project also includes the purchase and installation of up to 18 chargers and 72 charge dispensers and associated civil and electrical works including utility connections, electrical service updates, transformers, and equipment installation and commissioning of charging infrastructure anticipated to be installed at the Winnipeg Transit Garage located at 600 Brandon Avenue; hydrogen production and/or dispensing equipment will be installed outdoors at the Winnipeg Transit property located at 421 Osborne Street including, site development, soil remediation, utility connections to existing water and electrical service, new switching and transformers, and equipment installation and commissioning; and modifications to Winnipeg Transit's maintenance facility to accommodate service and maintenance of compressed hydrogen fueled buses.</p>	
<p>Once completed, this Project will result in improved capacity of public transit infrastructure, and improved quality and/or safety of existing and/or future public transit.</p>	
Major Capital Projects Advisory Committee Membership:	
<ul style="list-style-type: none"> - Greg Ewankiw, Director of Transit (Chair) - Catherine Kloepfer, Chief Financial Officer - Jesse Crowder, Manager Asset Management Office, Transit - Bjorn Radstrom, Manager Service Development, Transit - Geoff Patton, Director, Assets & Project Management - Danny Tooth, A/Manager, Major Projects Oversight, Assets and Project Management - Matt Dryburgh, Senior Manager, Economic Development and Policy - Becky Raddatz, Manager Office of Sustainability, Water & Waste 	

Appendix B – Financial Forecast

Appendix B - Project Transition to Zero Emission Bus Financial Forecast As at December 31, 2023

Project Component Deliverables	Budget (in 000's)			Actual Costs To Dec 31, 2023	Expenditure Forecast (in 000's)				Total Forecasted Costs	Surplus (Deficit) From Amended Budget	Variance Last Report	Change in Variance
	Adopted Budget	Council Approved Change	Amended Budget		Projected Costs							
					2024	2025	2026	2027				
Engineering, Design and Other	\$ 2,192	\$ -	\$ 2,192	\$ 293	\$ 1,718	\$ 155	\$ 26	\$ -	\$ 2,192	\$ -	\$ -	\$ -
Construction	\$ 238,638	\$ 31,000	\$ 269,638	\$ 7,110	\$ 123,684	\$ 50,616	\$ 50,855	\$ 37,373	\$ 269,638	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Internal Financing/Overhead Costs	\$ 1,561	\$ -	\$ 1,561	\$ 212	\$ 306	\$ 250	\$ 255	\$ 538	\$ 1,561	\$ -	\$ -	\$ -
Contingency	\$ 7,000	\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 7,000	\$ -	\$ -	\$ -
Total Project Budget	\$ 249,391	\$ 31,000	\$ 280,391	\$ 7,615	\$ 125,708	\$ 51,021	\$ 51,136	\$ 44,911	\$ 280,391	\$ -		
% of Project Budget Spent (Actual Costs to Date / Adopted & Amended Budget)	3%		3%									

Project #	Adopted Budget (in millions)	Amended Budget (in millions)	Forecasted Budget (in millions)	Committed (in millions)	Actual Costs (in millions)
4210000221	27.01	27.01		27.01	5.75
4210000222	49.78	49.78		49.78	1.87
4210000223	22.32	22.32		22.32	-
4210000224 *		31.00	7.70	38.70	-
4210000225			41.68	41.68	-
4210000226			100.90	100.90	-
Total	99.11	130.11	150.28	280.39	7.62

*\$31 million first charge authorized in advance of Council adoption of the 2024 budget.

Appendix C – Key Project Events (History)

- On April 29, 2021, Council directed the Public Service to submit the Transition to Zero Emission Buses 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 \$280.391M for that project.
- On December 16, 2021, Council approved the 2022 Capital Budget, and amended the 2023 to 2027 Five-Year budget to include \$253.385M allocated to the Transition to Zero Emission Buses. The project total of \$280.391M also includes \$27.006M from the approved 2021 budget.
- On September 7, 2022, the Standing Policy Committee on Public Works approved the provisional award of the first contract extension for the Supply and Delivery of Heavy-Duty 40ft. and 60ft. Low Floor Transit Buses in the amount of \$38,476,428 to New Flyer Industries subject to receipt of written confirmation of ICIP-PTIS funding. However, the price proposal from New Flyer Industries expired prior to confirmation of funding.
- On November 16, 2022, the City received notification from the Province that the Transition to Zero Emission Buses was approved for Federal and Provincial funding under the ICIP-PTIS stream. The notification outlined maximum eligible costs of \$276,638,000 with a maximum \$110,655,200 Federal and \$92,203,445 Provincial contribution, respectively.
- On November 29, 2022, the Standing Policy Committee on Public Works approved the provisional award to New Flyer Industries for supply and delivery of 16 Heavy-Duty 40 ft. and 60 ft. Low Floor zero-emission buses under RFP No. 539-2022 subject to written confirmation of ICIP funding. On December 15, 2022, New Flyer Industries was awarded the contract for supply and delivery of 16 Heavy-Duty 40 ft. and 60 ft. Low Floor zero emission buses under RFP No. 539-2022.
- 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 April 11, 2023, the Standing Policy Committee on Public Works approved the provisional award of the revised first contract extension for the Supply and Delivery of Heavy-Duty 40 ft. and 60 ft. Low Floor Transit Buses in the amount of \$41,478,462.40 to New Flyer Industries.
- On April 19, 2023, New Flyer Industries was awarded the contract for supply and delivery of up to 20 40 ft. and up to 23 60 ft. Heavy-Duty Low Floor Diesel Buses under RFP No. 901-2019 Extension 1.
- On September 11, 2023, the Standing Policy Committee on Public Works approved a provisional award of the second contract extension for Supply and Delivery of Heavy-Duty 40 ft. and 60 ft. Low Floor Transit Buses in the amount of \$34,134,911.10 to New Flyer Industries.
- On October 16, 2023, New Flyer Industries was awarded the contract for supply and delivery of up to 45 40 ft. Heavy-Duty Low Floor Diesel buses under RFP No. 901-2019 Extension 2.
- On December 13, 2023, NRG Management was awarded the contract for construction of Artic Room Modifications under RFP. No. 807-2023.