

**Minutes – Standing Policy Committee on Finance – June 7, 2019**

**REPORTS**

**Item No. 2                      Southwest Rapid Transitway (Stage 2) and Pembina Highway  
Underpass – Quarterly Project Status Report**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Finance concurred in the recommendation of the Winnipeg Public Service and received the report as information.

**Minutes – Standing Policy Committee on Finance – June 7, 2019**

DECISION MAKING HISTORY:

Moved by Councillor Chambers,

That the report of the Winnipeg Public Service be received as information.

Carried

# ADMINISTRATIVE REPORT

**Title: SOUTHWEST RAPID TRANSITWAY (STAGE 2) AND PEMBINA HIGHWAY UNDERPASS – QUARTERLY PROJECT STATUS REPORT, Project ID: 4230010514, Quarterly Project Status Report No. 17 For the Period Ended February 28, 2019**

**Critical Path: Standing Policy Committee on Finance**

## AUTHORIZATION

Author	Department Head	CFO	CAO
S. Payne	G. Ewankiw	P. Olafson, Acting CFO	M. Ruta, Acting CAO

## EXECUTIVE SUMMARY

**Project On Schedule: Yes  No**

**Project On Adopted Budget: Yes  No**

**Percent of Schedule Complete:**

**Percent of Adopted Budget Spent:**

Construction is underway at sites over the entire length of the project. Work has been progressing well on the Pembina Highway Transitway bridge, the last major bridge structure. All railway relocations are now complete.

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

## RECOMMENDATIONS

That the financial status of the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Project (“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 \$23 million (2019) or more report quarterly to the Standing Policy Committee on Finance. This threshold is adjusted annually for construction inflation as part of the annual Capital Budget approval. The Standing Policy Committee on Finance may also request reporting on any capital project.

## IMPLICATIONS OF THE RECOMMENDATIONS

No implications.

## HISTORY/DISCUSSION

See Appendix C – Key Project Events (History)

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

- N/A

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

Pembina / Jubilee:

- Pembina Hwy Underpass:
  - Pembina Highway northbound has been opened for the winter while the southbound curb lane was closed to accommodate demolition of the old rail bridge west abutment.
  - Two weekend closures of the Pembina Highway Underpass occurred in December 2018 to facilitate demolition of the old CN Rail bridge over Pembina Highway.
  - Full weekend closure of the Pembina Highway Underpass occurred February 15-18, 2019 to accommodate installation of the transitway bridge girders over Pembina Highway. These girders are the last set for the project.
  - Pembina Highway temporary road repairs occurred over the weekends of February 23/24 and March 2/3 until weather permits a more permanent solution.
- CN Portage Wye underpasses and pump station:
  - Excavation of the underpass at the CN Portage Wye bridges is underway and expected be complete in April.
  - The pump station is substantially complete.
- Bishop Grandin Blvd. Crossing Structures:
  - Work on the transitway and Active Transportation bridge structures is on hold for the winter.
  - The construction zone signage/traffic barriers on Bishop Grandin Blvd. were removed February 2, 2019.
- McGillivray Blvd. Overpass:
  - Girder installation and bridge deck is complete, working on Mechanical Stabilized Earth (MSE) wall.
  - The construction zone signage/traffic barriers on McGillivray Blvd. were removed December 14, 2018.
- CN Letellier Overpass:
  - MSE walls and bridge deck are complete. Continuing work on the abutments and approaches.

- Park and Ride lots
  - Land drainage, granular and lighting is in place and work is on hold for the winter.
- Transitway and Stations
  - Transitway is approximately 65% complete. Work is on hold for the winter.
  - Pile and concrete foundations for all transitway shelters and platforms is complete. Shelter installations are ongoing through the winter.

Table 1 – Contracts

Contracts Table							
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 Completion	Estimated % Complete
685-2013	Dillon Consulting Limited	Technical & Procurement Advisor (Ph 3)	\$ 2,380,000	\$ 633,346	July 21, 2014	June 2016	100%
685-2013	Dillon Consulting Limited	Owners Advocate (Ph 4, C1)	\$ 3,999,675	\$ 218,623	August 26, 2016		63%
685-2013	Dillon Consulting Limited	Owners Advocate (Ph 4, C2)	\$ 2,657,825	\$ 110,000	May 30, 2017		39%
471-2014	P1 Consulting Limited	Fairness Monitor	\$ 67,500	\$ -	August 29, 2014	June 2016	100%
N/A	Manitoba Hydro	Environmental Act License	\$ 200,000	\$ -	October 15, 2014	December 2015	100%
N/A	Manitoba Hydro	Hydro Early Works Geotechnical Studies & Design Work	\$ 300,000	\$ -	January 29, 2015	June 2016	100%
N/A	Manitoba Hydro	Hydro Early Works Construction	\$ 6,750,000	\$ -	February 13, 2015	June 2016	100%
413-2016	JCRA Financial LLC	Capital Markets Advisor	\$ 314,799	\$ 23,507	August 24, 2015	June 2016	100%
38-2016	Green Drop Ltd.	Tree Removal at University of Manitoba	\$ 30,916	\$ 4,084	February 26, 2015	March 2016	100%
601-2014	Blakes, Cassels, Graydon LLP	Legal Advisor	\$ 301,784	\$ 488,840	October 21, 2014	December 2017	100%
N/A	Aikins, MacAulay & Thordvaldson LLP	Legal Opinion	\$ 20,000	\$ -	November 24, 2015	January 2016	100%
460-2016	WTP Property Consultants	Independent Center	\$ 121,420	\$ -	June 15, 2016		48%
N/A	Canadian National Railway	Purchase of Land	\$ 300,000	\$ -	July 13, 2016	July 2016	100%
N/A	Canadian National Railway	Relocation of CN Buildings	\$ 1,945,000	\$ -	July 13, 2016	December 2017	95%
N/A	Canadian National Railway	Temporary relocation of CN CTC Cabinet	\$ 300,000	\$ -	Sept 28, 2017	December 2017	100%
N/A	Canadian National Railway	Consulting and Management Services	\$ 150,000	\$ 350,000	July 5, 2017		55%
<b>Total</b>			<b>\$ 19,838,919</b>	<b>\$ 1,828,400</b>			
201-2014B	Plenary Roads Winnipeg	Construction and OMR Contract	Per P3 Financial Model		June 24, 2016		80%

**Upcoming Procurements:**

Description	Anticipated Award Date

**Schedule** (Update from last report)

Construction began on August 8, 2016 and is planned to be complete in late 2019. The Transitway would then be introduced into service in early 2020, following a period of commissioning and training.

The project remains on schedule.

Table 2 – Milestones

Project Milestones				
Deliverable	Original Targeted Completion Date	Revised Targeted Completion Date	Actual Completion Date	Estimated % Complete
1	Early Access Works completion (IGF Station)	2017 Q2	2017 Q2	100
2	Substantial Completion	2019 Q4		80
3	Total Completion	2019 Q4		80
4				
5				

**Risk** (Update from last report)

The City continues to work with CN on the installation of a vehicle service path over the new Pembina Hwy CN Rail Bridge.

Table 3 – Significant Risks and Mitigations Strategies

Significant Risks and Mitigation Strategies	
Risk Statement and Explanation	Risk Mitigation Management Plan
<b>New:</b> No new risks.	
<b>Ongoing:</b>	
CN has requested the rail bridge over Pembina Hwy be modified to accommodate vehicular traffic.	City, CN and Project Co discussing options.
Delays in obtaining approval from private property owners for the proposed parking lot modifications could delay this element of work	The City continues to meet with affected property owners to adjust designs and to identify and resolve concerns. The owners can elect to undertake these modifications and receive compensation at the Land Value Appraisals Commission as part of their expropriation claim.

Design changes and the timeliness of plan reviews by CN ( <b>High Risk</b> )	Regular design meetings with CN, use of Canadian Transportation Agency (CTA) design standards; CN has hired a third party consultant to review plans.
Lands values for the expropriated properties continues to be negotiated.	The City will continue to negotiate the expropriated land transactions. Properties that fail to reach a settlement are tabled at the Land Value Appraisal Commission.
Uncertainty regarding any changes to the previously committed Provincial funding.	The City has ongoing communications with the Province.
The project requires the Utility companies' timely participation in plan approvals and the relocation of existing infrastructure necessary for the project alignment.	The City has identified to all affected utilities the relocation requirements. The City has where possible entered into agreements with utilities to pre-design much of the relocation works. The City's Owners Advocate will monitor the progress of the Utilities works.
Protection of Critical Public Infrastructure, i.e., water distribution systems, gas and hydro electric distribution systems, CN systems.	The City and the City's Owner Advocate (Dillon Consulting) have engaged Project Co. to ensure the ongoing awareness and protection of critical infrastructure.
The Province of Manitoba has not confirmed support for the ongoing maintenance and operations of the Transitway.	The Administration continues to work with the Province of Manitoba to identify support for the operations and maintenance period.
<b>Mitigated:</b>	

**Financial** (Update from last report)

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

**Funding** (Update from last report)

The City of Winnipeg has submitted four financial claims to the Province of Manitoba for payment. The Province of Manitoba has paid in full claims #1 to #4, with the exception of \$2.2 M that was provided to the City in trust. These funds were subsequently returned to the Province, as the City Solicitor was unable to accept the trust conditions that the Province sought to impose.

The forecasted amount for the 30-year Annual Service Payments (ASP) in 2020 is \$14.46 million for debt service, operation and maintenance and other annual expenditures. Operation and maintenance payments increase with inflation. The City no longer anticipates cost sharing with the Province of Manitoba related to operations and maintenance.

Of the total forecast for ASP of \$493.1 million, \$353.0 million relates to debt service payments, \$123.9 million relates to operation and maintenance of the corridor over the 30 years, and \$16.2 million relates to other annual expenditures.

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

Table 4 – Project Funding Forecast and Receivable

<b>Funding Forecast &amp; Receivable</b>			
<b>Funding Source</b>	<b>Adopted Budget (in millions)</b>	<b>Amended Budget (in millions)</b>	<b>Committed (in millions)</b>
<b>Class of Estimate</b>	<b>Class 3</b>		
<b>City of Winnipeg</b>			
Public Private Partnership (City)	220.80	137.15	137.15
External Debt		40.05	40.05
Southwest Rapid Transit Corridor Reserve	4.20	4.20	4.20
CN Rail Cost Apportionment		5.60	5.60
<b>Subtotal City of Winnipeg</b>	<b>225.00</b>	<b>187.00</b>	<b>187.00</b>
<b>Federal Government</b>			
P 3 Canada *	137.30	93.30	93.30
<b>Province of Manitoba</b>			
Provincial Grant	225.00	187.00	187.00
<b>Total</b>	<b>\$ 587.30</b>	<b>\$ 467.30</b>	<b>\$ 467.30</b>

\* On December 14, 2017, P3 Canada and the City of Winnipeg executed an amendment to the existing P3 Canada/ City of Winnipeg Southwest Rapid Transit Stage 2 & Pembina Hwy Underpass Project - Financial Agreement. The amendment was the result of a review of P3 Canada's eligible cost criteria and resulted in P3 Canada increasing their financial commitment by \$2.1 million up to \$93.3 million.

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

#### Easements, Licenses and Acquisitions

- The permanent easement agreement for Dafoe Road is ongoing.
- The Letellier lease agreement with CN is ongoing.
- MHRC recently sold their interest in 26 Gaylene to a private company. City will now pursue acquisition or expropriation of that property with the private owner. The new property owner has granted the City a "consent to enter and construct".

## Expropriations

	<b>Total Properties</b>	<b>Complete</b>	<b>Ongoing</b>
<b>Full Takings</b>	2	2	0
<b>Partial Takings</b>	28	5	23

## Acquisitions

<b>Total</b>	<b>Complete</b>	<b>Ongoing</b>
9	8	1

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

- Construction notices for various areas of work along the project corridor continue to be provided to stakeholders.
- Updated the Project web page to include a monthly look-ahead which includes construction plans and lanes closures.
- A meeting with Pembina Highway businesses to provide information on this year's construction plans was held on February 5, 2019. Representatives from four businesses attended (Cambridge Hotel, Vic's Fruit Market, Brazen Hall and Colours Hair Salon) and expressed appreciation for the event and information provided by the project team.
- A Public Information Session was held on February 12, 2019 at the CanadInns Fort Garry. Approximately 50 people attended; one media outlet (Canstar).

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

- Excavation of the underpass at the CN Wye bridges has been completed.
- Excavation occurring on the east side of Pembina Highway for the construction of active transportation pathway.
- Deck work and abutments underway for Transitway over Pembina Highway bridge.
- Pembina Highway roadwork is underway for the season.
- Noise wall installation and private fence tie-ins are complete.
- Shelter installation underway at Beaumont Station. Work is progressing on foundations of other stations.
- The Brenda Leipsic Dog Park has been graded and the fencing installation is underway.
- 2019 general construction notice outlining construction activities and information was provided to stakeholders along the entire corridor.
- Construction notice to residential properties west of the CN rail line provided due to closures of Chancellor and Markham rail crossings in May and June, respectively.

**FINANCIAL IMPACT**

**Financial Impact Statement**    Date: [May 28, 2019](#)

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**Project Name:**

**SOUTHWEST RAPID TRANSITWAY (STAGE 2) AND PEMBINA  
HIGHWAY UNDERPASS – QUARTERLY PROJECT STATUS REPORT,  
Project ID: 4230010514,  
Quarterly Project Status Report No. 17  
For the Period Ended February 28, 2019**

**COMMENTS:**

There is no financial impact as this report is for information only.

**original signed by**

Laurie Fisher, CPA, CA  
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with:

n/a

## OURWINNIPEG POLICY ALIGNMENT

01-3 Prosperity Direction 1: Provide efficient and focused civic administration and governance. This report supports demonstration of accountability through service performance measurement and reporting.

02-2 Environment: Our environment is the foundation for our economic and social health, and collectively, we need to continue to take responsibility for it. Our actions should contribute to the protection of the natural environment locally, regionally and globally, both for our own well-being and for future generations.

Key Direction > Reduce the environmental impact of our activities, through strategies such as planning for sustainable energy use and greenhouse gas reduction.

05-1 Public Transit System: Winnipeg has a high quality and efficient public transit system characterized by its focus on key corridors and incremental improvements to service. Sustainable Transportation will take these improvements to the next level, providing improved transit access across the city. We envision that public transit in Winnipeg will be structured into a hierarchy of three main categories: Rapid Transit, Transit Quality Corridors and Conventional Transit Service.

Key Direction > The inclusion of rapid transit in this vision is necessary, since only rapid transit, with its high levels of service frequency and absence of congestion delays, can make public transit fast and convenient enough to compete with the private automobile. In a balanced transportation system, public transit should be an easy and convenient option for moving people.

## SUBMITTED BY

**Department:** Transit

**Division:** Asset Management Office

**Prepared by:** Scott Payne, Manager of Asset Management Office

**Date:** May 28, 2019

## Appendices

Appendix A – Key Project Facts

Appendix B – Financial Forecast

Appendix C – Key Project Events (History)

## Appendix A – Key Project Facts

<b>Appendix A - Key Project Facts</b>	
<b>Project Name</b>	Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass
<b>Business Owner (Department)</b>	Transit
<b>Project ID</b>	4230010514
<b>Project Sponsor</b>	
	Greg Ewankiw
<b>Department Responsible for Project Delivery</b>	Transit
<b>Consultant Engineer</b> (Company Name)	Dillon Consulting Limited
<b>Adopted Budget</b>	
	\$587.3 M
<b>Class of Estimate (Adopted)</b>	3
<b>Range of Estimate (Adopted)</b>	- 20% to +30%, \$469.8M to 763.5M
<b>Amended Budget</b>	
	\$467.3 M
<b>Class of Estimate (Amended)</b>	3
<b>Range of Estimate (Amended)</b>	- 20% to +30%, \$373.8M to \$607.5M
<b><u>Project Description (Scope)</u></b>	
<b>Southwest Transitway Stage 2 – Project Overview</b>	
<p>Stage 2 of the Southwest Transitway (SWT) will be a dedicated corridor that will extend from Pembina Highway and Jubilee Avenue to the University of Manitoba and Markham Road. The alignment of Stage 2 will extend westward through the Parker Lands, then southeast along a Manitoba Hydro right-of-way, crossing McGillivray Boulevard, Clarence Avenue, and Chevrier Boulevard before crossing the CN Letellier Subdivision. The transitway will then run parallel to the CN railway as it crosses Bishop Grandin Boulevard and Chancellor Drive. An access to Southpark Drive will allow some routes to enter the University of Manitoba/Investors Group Field via the Southwood Lands. The transitway will extend as far south as Markham Road, where routes serving Waverley West, Fort Richmond, Richmond West and St. Norbert will enter/exit the transitway.</p>	
<p>In addition to nine new Rapid Transit stations, the Project is proposed to include the following new transitway grade separations:</p>	
<ul style="list-style-type: none"> <li>· an overpass of Pembina Highway</li> <li>· an underpass of the CN Letellier Subdivision rail lines near Jubilee Avenue</li> <li>· an overpass of McGillivray Boulevard</li> <li>· a grade separation at the CN Letellier Subdivision south of Chevrier Boulevard</li> <li>· an overpass of Bishop Grandin Boulevard</li> </ul>	
<p>To make way for the construction of the Transitway, track relocations of the CN Letellier Subdivision and CN Rivers Subdivision will be necessary in the vicinity of Jubilee Avenue. Relocation of the CN Letellier Subdivision track 5.6 metres to the west, between Plaza Drive and Markham Road, is also required to construct the Transitway alignment. Reconstruction of the track bed, upgraded rail, ties, and ballast, and construction of a noise attenuation wall on the west side of the CN Letellier Subdivision south of Bishop Grandin Boulevard, are expected to reduce railway noise and vibrations below existing levels for adjacent residents.</p>	

<b>Appendix A - Key Project Facts - Continued</b>
<b>Pembina Highway Underpass Widening – Project Overview</b>
Combined with the construction of the Transitway will be the widening of the Pembina Highway underpass which will include the following roadway improvements: addition of third northbound traffic lane to allow for three lanes in each direction; increased lane width; improved left turn lane; and the construction of bicycle and pedestrian facilities on both sides of Pembina Highway through the Pembina Highway underpass.
To accommodate the widening of the Pembina Highway underpass, associated railway works will include the relocation of the existing CN rail bridge over Pembina Highway and track relocation on the CN Letellier Subdivision and the CN Rivers Subdivision near Jubilee Avenue.
<b><u>Committee Membership:</u></b>
<b>MAJOR CAPITAL PROJECT ADVISORY COMMITTEE</b>
Administrative policy for projects with capital costs exceeding \$20 million requires formation of a Major Capital Project Steering Committee. This threshold was approved by Council on October 28, 2015. Any project reporting to SPC Finance under the previous \$10 million threshold will continue to report. The Committee has been formed and its members are:
Doug McNeil, Chief Administrative Officer Michael Ruta, Chief Financial Officer Michael Jack, Chief Corporate Services Officer Dave Wardrop, Chief Transportation and Utilities Officer Georges Chartier, Chief Asset & Project Management Officer Rob Taylor, Manager, Major Capital Projects Oversight Jim Berezowsky, Director of Public Works John Kiernan, Director of Planning, Property and Development Greg Ewankiw, Director of Transit Scott Payne, Manager, Asset Management Office, Transit

(\*) – Projects with aggressive schedules are inherently more risky and more likely to experience cost overruns and schedule delays.

## Appendix B – Financial Forecast

**Appendix B - Southwest Rapid Transitway (Stage 2) & Pembina Highway Underpass Financial Forecast \***  
As at February 28, 2019

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 Feb 28, 2019	Projected Costs							Total Forecasted Costs
					2019	2020	2021	2022 and Beyond				
Engineering, Design and Other	\$ 13,000	\$ (1,694)	\$ 11,306	\$ 9,653	\$ 1,653	\$ -	\$ -	\$ -	\$ 11,306	\$ -	\$ -	\$ -
Construction <sup>1</sup>	\$ 476,750	\$ (130,000)	\$ 346,750	\$ -	\$ 210,043	\$ 8,350	\$ 8,350	\$ 120,007	\$ 346,750	\$ -	\$ -	\$ -
Land Acquisition	\$ 23,000	\$ 10,000	\$ 33,000	\$ 28,744	\$ 4,256	\$ -	\$ -	\$ -	\$ 33,000	\$ -	\$ -	\$ -
Internal Financing / Overhead Costs	\$ 5,550	\$ 1,694	\$ 7,244	\$ 2,570	\$ 4,674	\$ -	\$ -	\$ -	\$ 7,244	\$ -	\$ -	\$ -
Contingency <sup>2</sup>	\$ 69,000	\$ -	\$ 69,000	\$ -	\$ -	\$ -	\$ -	\$ 66,915	\$ 66,915	\$ 2,085	\$ 1,836	\$ 249
Change Order	\$ -	\$ -	\$ -	\$ 2,085	\$ -	\$ -	\$ -	\$ -	\$ 2,085	\$ (2,085)	\$ (1,836)	\$ (249)
<b>Total Project Budget <sup>3</sup></b>	<b>\$ 587,300</b>	<b>\$ (120,000)</b>	<b>\$ 467,300</b>	<b>\$ 43,052</b>	<b>\$ 220,626</b>	<b>\$ 8,350</b>	<b>\$ 8,350</b>	<b>\$ 186,922</b>	<b>\$ 467,300</b>	<b>\$ -</b>		
<b>% of Project Budget Spent</b> (Actual Costs to Date / Adopted & Amended Budget)	7%		9%									

\* Amended budget and actual costs to date have been agreed to the City's general ledger and Monthly Capital Expenditures Report.

\*\* Amended Budget as reflected in Transit's 2018 Capital Budget submission.

1) Construction projection represents the estimated payment at substantial completion (60%) and the repayment of the remaining capital portion (40%) stated in nominal dollars over the 30 year maintenance period.

2) Change Orders in the amount of \$3.550 million (capital) and \$137k (operating & maintenance) have been approved with Plenary Roads Winnipeg of which \$2.085 million has been processed and reflected above. The remaining approved Change Orders will be reflected above as completed.

3) The 30-year Annual Service Payments (ASP) are not included in Total Project Budget with the exception of the 40% nominal construction amount (Note 1). The City no longer anticipates cost sharing with the Province of Manitoba related to operations and maintenance. The forecasted amount for the total ASP in 2020 is \$14.46 million for debt service, operation and maintenance and other annual expenditures. Operation and maintenance payments increase with inflation.

Of the total forecast for ASP of \$493.1 million, \$353.0 million relates to debt service payments, \$123.9 million relates to operation and maintenance of the corridor over the 30 years, and \$16.2 million relates to other annual expenditures.

## Appendix C – Key Project Events (History)

On February 9, 2015, the Federal Government, through PPP Canada, announced its commitment to the project in the amount of \$137.3 million to be provided at substantial completion.

On June 25, 2014, Council approved the report submitted by the Transit Department entitled Capital Integration Project – Southwest Transitway (Stage 2) and Pembina Highway Underpass in which:

- A 2014 capital project was approved in the amount of \$590 million, subject to confirmation of federal and provincial funding.
- The Project was authorized to proceed based on a Design-Build-Finance-(Operate)-Maintain (DBF(O)M) Public-Private Partnership delivery model.
- The Chief Administrative Officer (CAO) was authorized to approve, issue and award the Request for Qualifications (RFQ) and the Request for Proposals (RFP) for the Project.

Project funding is being provided by all three levels of government. A portion of the funding will be financed through the private partner and paid back over 30 years. Annual service payments are expected to commence in 2020 for both the financing and maintenance of the project.

In September 2014, the CAO approved the release of the RFQ with responses received in November 2014.

In February 2015, three shortlisted proponents from the RFQ were approved by the CAO. The following three shortlisted proponents will be responding to the RFP that was issued on July 17, 2015:

- Red River Infrastructure Group
- WinnCity Transportation Partners
- Plenary Roads Winnipeg

On February 25, 2015, the Administrative report titled Expropriation of Lands – Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Project was approved by Council. Expropriation hearings to acquire the necessary project lands (referred to as the “Parker Lands”) were held between August 4, 2015 and September 4, 2015.

On March 23, 2015, Council approved \$31 million of interim financing. The project currently has a total of \$10.55 million in cash, contributed from the Southwest Rapid Transit Corridor Reserve and the Province of Manitoba.

Provincial funding of \$225 million was originally announced in 2014 and the details regarding the timing and method of this funding were agreed upon on July 9, 2015. The Province agreed to provide a combination of \$18 million toward upfront costs, \$95 million at substantial completion, and \$112 million post construction.

On July 15, 2015, Council approved additional borrowing authority of up to \$112 million to ensure sufficient funds are available at substantial completion to make required payments to the P3 Proponent. This additional borrowing authority is part of an agreement with the Province of Manitoba to bridge the Province's financial contribution to the project. The interest costs associated with the additional borrowing authority will be fully funded by the Province of Manitoba.

On July 17, 2015, the CAO approved the release of RFP 201-2014B to the three shortlisted pre-qualified parties. The RFP open period will be approximately six months, with an award to the successful proponent expected in mid-2016.

On October 28, 2015, Council approved the report submitted by the Transit Department entitled Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass – Project Authority in which:

- The City of Winnipeg enter into agreements with the University of Manitoba, Triple B Stadium Inc. and the Winnipeg Football Club for the implementation of proposed works related to the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass project, and
- The authority be delegated to the CAO to negotiate and approve the terms and conditions of the agreements.

On January 27, 2016, Council approved the report submitted by the Standing Policy Committee on Property and Development, Heritage and Downtown Development entitled Expropriation of Lands – Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass, in which:

- The expropriation of lands for the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Project, approved at the February 25, 2015 Council meeting, be confirmed as outlined in the Declaration of Expropriation submitted on March 25, 2015 with the exception of Holdings #15,#16, #17 which will be removed from the expropriation and Holdings #22 and #23 which have had the required takings reduced in size.
- The four recommendations proposed by the Inquiry Report not be endorsed.
- That Council acknowledge sections 354, 356 and 357 of the Inquiry Report.
- That the Director of Legal Services/City Solicitor be instructed to initiate Manitoba Court of Queen's Bench proceedings, if necessary, to obtain an order extending the time under The Expropriation Act for Council to confirm the expropriation.
- That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

On March 4, 2016, the City received technical proposals from the three pre-qualified project proponents.

On March 22, 2016, Council approved:

- That Recommendation two of the report entitled “Capital Integration Project – Southwest Transitway (Stage 2) and Pembina Highway Underpass” dated May 9, 2014, approved by Council on June 25, 2014, be amended to add the following language at the end of such recommendation:
  - “and that such delegation to the Chief Administrative Officer include all necessary power and authority to:
    - Identify the Preferred Proponent in accordance with the Request for Proposal (RFP No. 201-2014B); and
    - Award the Project to the Preferred Proponent.”
- That the City execute, deliver and perform the agreement to Design, Build, Finance, (Operate) and Maintain the City of Winnipeg’s Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass (the “Project Agreement”) and all such other agreements ancillary to the Project Agreement as deemed necessary by the Director of Legal Services/City Solicitor (the “Ancillary Agreements”), and that authority be delegated to the Chief Administrative Officer to approve the terms and conditions of, and deliver, the Project Agreement and all Ancillary Agreements.
- That the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass capital project be updated to reflect confirmed P3 Canada funding of up to \$137.3 million.
- That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

On March 22, 2016, Council approved an additional \$16.5 million of external debt in replacement of Public Private Partnership debt.

With the original \$10.55 million in cash combined with the \$31 million of interim financing and \$16.5 million in external debt, sufficient authority exists (\$58.05 million) to fund the upfront costs (\$51.55 million) and any interest incurred prior to receiving partner funding.

On May 12, 2016, the City and Province of Manitoba signed the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Project Contribution Agreement.

On May 13, 2016, the CAO identified Plenary Roads Winnipeg, the proponent with the highest overall proposal score, as the preferred proponent.

On June 21, 2016, the City and Plenary Roads Winnipeg reached commercial close.

On June 24, 2016, the City and Plenary Roads Winnipeg reached financial close and the CAO awarded Plenary Roads Winnipeg the contract to Design, Build, Finance, (Operate) and Maintain the City of Winnipeg’s Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass project.

On July 28, 2016, the Province of Manitoba denies all appeals related to the projects City's Environmental Act License and ends the appeal process.

On August 2, 2016, the Province of Manitoba's office of Sustainable Development approved the City's Species at Risk Report and provides authorization to proceed with construction with the mitigation plan.

On December 13, 2016, Council approved that external borrowing authority of \$23,550,000 for the 2016 Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass capital project be approved in replacement of \$23,550,000 of debt previously approved as part of the Public Private Partnership.

Note: This will make the external borrowing amount equal to \$16,500,000 plus \$23,550,000 for a total of \$40,050,000 in 2016 with all related debt and finance charges to be repaid from the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Payment Reserve. A portion of this external debt is to be utilized to fund the City's portion of the \$69 million contingency.

On January 19, 2017, the City and Federal Government executed the project Federal Funding Agreement.

On December 14, 2017, P3 Canada and the City of Winnipeg executed an amendment to the existing P3 Canada/ City of Winnipeg Southwest Rapid Transit Stage 2 & Pembina Hwy Underpass project- Financial Agreement. P3 Canada increased its funding contribution to \$93.3 m.

On December 31, 2017, P3 Canada was dissolved by the Federal Government.

On March 23, 2018, the City of Winnipeg and the Federal Government signed off on a Novation Agreement that transferred the Federal Governments funding obligations and oversight from P3 Canada to Infrastructure Canada.