



INFORMATION - COMMUNIQUÉ

June 25, 2014

Council approves Capital Integration Project

Winnipeg, MB - Today, City Council approved recommendations made by the Executive Policy Committee on June 18, 2014, regarding the Capital Integration Project which combines the Pembina Highway Underpass project, Southwest Rapid Transit Corridor - Stage 2 project, and associated land drainage infrastructure.

Once completed, the Capital Integration project will be the City's largest infrastructure project to date and will utilize a public-private partnership (P3) with a Design-Build-Finance-(Operate)-Maintain (DBF(O)M) procurement model. Under a DBF(O)M P3 model, the private partner will develop the detail design for the project, construct it, finance it and maintain it over a 30 year concession period extending from 2019 until 2049. This is very similar to the models used recently by the City of Winnipeg for the Disraeli Bridges Project and the Chief Peguis Trail extension.

“Once completed, this project will provide significant benefits to citizens with reduced traffic congestion, improved travel times, more convenient and reliable transit service, and higher density development in the rapidly growing southwest quadrant of the city,” said Dave Wardrop, Director, Winnipeg Transit. “The P3 financing model also provides the community with high value for its investment. This project is not only important for citizens who currently live, study or work in the area, but it is also important for future generations who will use the area and its amenities.”

Next Steps

City staff will now begin working on a Request for Qualifications (RFQ) with the intention of issuing the RFQ in early fall. The RFQ is designed to identify consortiums that may bid on the project and to review their qualifications. Once the RFQ is complete and a shortlist of qualified bidders is determined, and if an application for federal funding is successful, a Request for Proposal (RFP) will be issued in early 2015.

Construction of Stage 2 of the Southwest Transitway is expected to begin in 2016, with construction completion in 2019. After construction of Stage 2 is complete, operator training and facility commissioning will be carried out with Operations commencing in April 2020.

Capital Integration Project - Background Information



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The Capital Integration project is comprised of significant infrastructure components in the southwest quadrant of the city including the completion of Stage 2 of the Southwest Transitway, the addition of Active Transportation infrastructure, and the renewal and expansion of the Pembina Underpass. Drainage works associated with the project will also be coordinated with the Cockburn-Calrossie combined sewer relief project that is currently underway.

Integration of these infrastructure improvements would accommodate anticipated population growth in southwest Winnipeg that will lead to an estimated 50 per cent traffic increase on Pembina Highway by 2031. Proposed improvements, which are consistent with the Council-approved Transportation Master Plan (2011), would better accommodate modes of choice (cars, trucks, buses and active transportation) in a more sustainable way, right from project completion and well into the future.

By bundling Stage 2 of the Southwest Transitway, the widening of the Pembina Highway Underpass and the associated land drainage works together under one Capital Integration Project, the City is expected to save significant costs by eliminating the need to relocate the rail line at least twice during construction. By constructing the projects at once, construction timelines and traffic disruption will also be minimized.

For more information regarding the Capital Integration Project, visit [City of Winnipeg - Southwest Transitway / Capital Integration Project](#).

Minutes from the Council meeting and approval of the Capital Integration Project are available at [City of Winnipeg - Council Minutes](#).