

Transit

Emissions from road vehicles in Winnipeg increased by 72 per cent between 1994 and 2011, while the population only increased by 8 per cent. Winnipeg is the only one of Canada's eight largest metropolitan regions which saw a decline in transit ridership between 1996 and 2016.

The City and the Province need to invest in Winnipeg Transit in order to recover lost ridership due to the pandemic and rapidly expand ridership over the coming years. Proposals for creating an efficient and dependable transit system are in the Transit Master Plan, but the AMB proposes spending the necessary funds sooner than the original plan.

Proposed capital spending (WPG's share) in the AMB

- North End Garage replacement: \$66.02 million
 - Rapid Transit Downtown Corridor preliminary design: \$2.31 million
 - Heavy equipment replacement: \$.5 million
 - Transition half of bus fleet to zero-emissions buses: \$46.73 million
 - Mobility Securement Retrofits: \$4.54 million
 - Replace Bus radio and Intelligent Transportation System: \$5.70 million
 - Primary Transit Network Infrastructure: \$6.73 million
- Total capital spending: \$132.53 million**

The Alternative Municipal Budget proposes:

- **Boost operating funding**

The Alternative Municipal Budget calls on the City to boost Winnipeg Transit's operating funding by \$25 million. This increase would bring our per capita Transit funding closer to that of other major Canadian cities. At the same time, we call on the Province to restore the 50/50 funding agreement to allow Transit the fiscal security to enter this phase of growth.

- **Improve service to grow ridership**

Getting people out of cars and onto buses requires an efficient, dependable, and comfortable system. Expediting development of the Primary Transit Network outlined in the Transit Master Plan would create a system of direct routes running at 15 minute intervals or faster seven days per week, significantly increasing frequency and reliability.

- **Driver Safety**

We call on the City to spend \$18 million on health and safety measures to improve the working conditions of drivers.

- **Mobility securement device retrofit**

One of the major upgrades to accessibility identified in the Transit Master Plan is the upgrading of devices to secure mobility aids, such as wheelchairs, on existing Transit buses. We recommend the City move this funding up to the 2022 budget to ensure safety of riders using mobility devices.

- **Increase WINNpass discount to 80%**

Currently, the WINNpass offers eligible individuals a 30 per cent discount on a monthly transit pass which is not sufficient for individuals or families on very low incomes. We recommend the City increase the WINNpass discount to 80 per cent, bringing the cost of a monthly bus pass to \$21.20 per month.

- **Modernize the system**

The construction of a downtown rapid transit corridor will significantly reduce travel times across routes by removing one of the largest bottlenecks in the system. As well, the City should proceed quickly with its investment in a zero-emissions bus fleet.

Questions for your candidate:

- Unlike other Canadian cities, transit ridership in Winnipeg is declining. This has serious implications for Winnipeg's contribution to greenhouse gas emissions. Are you committed to increasing public transit ridership?
- Winnipeg's Transit Master Plan outlines the development of the Primary Transit Network. Will you commit to expediting its development?
- Will you specifically address safety, for riders and drivers? What will you invest in?

There are alternatives. Budgets are about choices.
See the Alternative Municipal Budget at policyalternatives.ca

