

The Winnipeg Rail Relocation Study



Interim Report — October 2025

Executive Summary

The Winnipeg Rail Relocation Study (WRRS) presents an opportunity to take a visionary, inclusive, and forward-looking approach to the future of rail transportation across the capital region and Manitoba as a whole. In October 2024, Manitoba Premier Wab Kinew appointed the Honourable Dr. Lloyd Axworthy to lead a comprehensive, two-year review of rail systems in and around Winnipeg. As federal Minister of Transport, Dr. Axworthy previously collaborated with the Province of Manitoba and the City of Winnipeg to relocate a major railyard and create The Forks — one of Canada’s most celebrated examples of urban redevelopment.

The study’s core objective is to enhance Winnipeg and Manitoba’s role as a national and continental transportation hub, while addressing how rail infrastructure affects community safety, public wellbeing, and sustainable urban growth. As technologies evolve, supply chains shift, and infrastructure investment accelerate, new opportunities are emerging to integrate sustainable planning, housing, public health, and economic development into transportation policy.

The WRRS is collaborating with all orders of government, rail operators, rights holders, businesses, labour organizations, Indigenous governments and organizations, community leaders, and individual Manitobans. Central to this process is a commitment to inclusive public engagement — listening to those most affected, building consensus, and developing shared, evidence-based solutions through open dialogue, collaboration, and innovation.

1.0 Introduction

Winnipeg would not be the thriving city it is today without the series of events that led to the arrival of the Canadian Pacific Railway (CPR) main line on December 29, 1879. That day marked the beginning of a nearly 150-year relationship between the rail industry and what was then a small hamlet — one that would quickly become Canada's third-largest city by the early 20th century (Artibise, 1975).

Today, Winnipeg is home to more than 240 kilometres of active rail lines, occupying just under 18 square kilometres of land (Figure 1). Current rail operations include yards, corridors, and stations that intersect with residential, industrial, and commercial zones across the city. In addition, rail operators have invested in training facilities, logistics operations, and ongoing manufacturing and maintenance of rolling stock and key components that support rail activity.

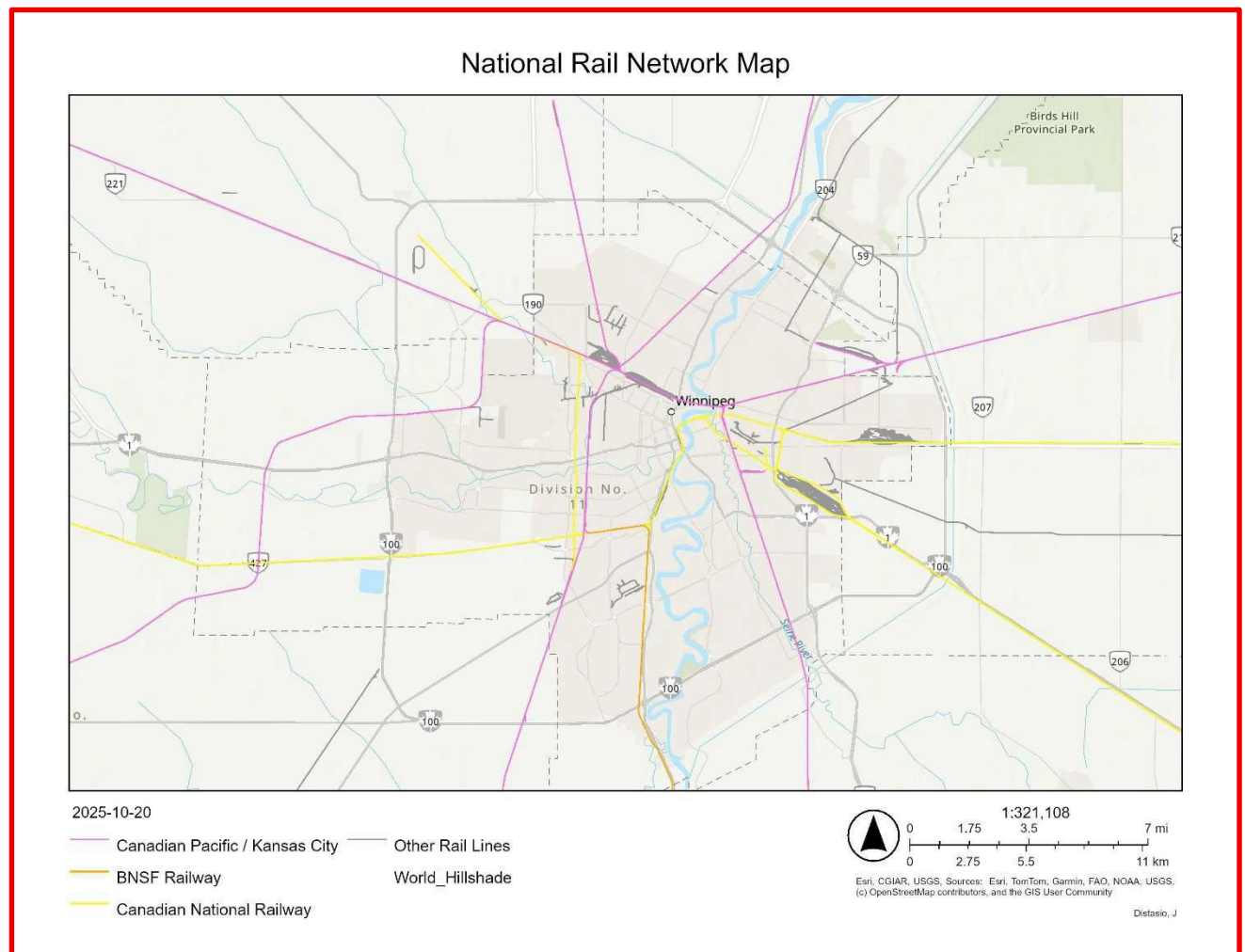


Figure 1 City Rail Map

The transportation sector remains a cornerstone of Manitoba's economy, generating an estimated \$4.5 billion annually and employing more than 41,000 Manitobans across the broader transportation and warehousing sectors.

The central goal of the WRRS is to position Winnipeg as North America's integrated north–south and east–west transportation gateway — a multimodal hub where rail, road, air, and logistics systems intersect. This vision builds on Winnipeg's strategic geographic location, its historical leadership in trade and transportation, and its evolving role in national and continental supply chains.

This work also comes at a time of significant transformation in trade and transportation, shaped by changing tariff regimes, technological advancement, and railway mergers and acquisitions. Strengthening Winnipeg's adaptability will help leverage new investment, attract emerging industries, and create sustainable employment across the logistics, manufacturing, housing, and green infrastructure sectors.

The purpose of this Interim Report is to provide an update on the progress of the Winnipeg Rail Relocation Study from its launch in October 2024 through October 2025, highlighting key milestones, stakeholder engagement activities, and emerging directions.

2.0 Purpose and Objective of Study

As noted, the central goal of the WRRS is to identify and assess opportunities to strengthen Winnipeg's position as a national and continental transportation centre, while addressing how rail infrastructure intersects with community wellbeing, safety, environmental protection, and sustainable development.

Railways have long influenced how Winnipeggers move, where people live, and how the city has grown. Nearly every neighbourhood is impacted by rail operations — through noise, traffic delays, safety risks, and underutilized lands — yet the rail network remains a critical artery for trade, freight movement, and national connectivity. Thus, balancing these priorities is a central focus to this study.

At the same time, passenger rail service remains an underdeveloped opportunity for intercity and regional connectivity, with the potential to better link Canadians east–west and increasingly north–south.

The study therefore focuses on assessing the feasibility, cost, and potential timelines for relocating or reconfiguring Winnipeg's rail infrastructure, including whether relocation can be achieved incrementally.

This is being accomplished through the following key objectives:

- Positioning Winnipeg and the capital region as a low-carbon, multimodal transportation hub, leveraging emerging technologies to move goods efficiently and safely through domestic and international supply chains.

- Enhancing public safety and environmental protection by conducting a detailed hazard assessment of transported goods and mitigating risks through strategic route planning, infrastructure design, and emergency preparedness.
- Optimizing infrastructure investments by exploring cost-effective alternatives to aging infrastructure such as bridges and roadways — for example, by re-evaluating the Arlington Bridge over the CP rail yards.
- Promoting economic growth and land redevelopment by transforming lands currently occupied by rail yards and lines into commercial, residential, and mixed-use developments, supporting affordable housing, urban renewal, and expanded municipal tax revenues.
- Strengthening Manitoba's role in international trade by expanding its position within continental trade corridors, including potential growth through the Port of Churchill and improved rail passenger services.
- Advancing Indigenous economic reconciliation by prioritizing Indigenous partnerships and participation in related projects and exploring the creation of urban Indigenous economic development zones (e.g., urban reserves).

Together, these objectives position Winnipeg to modernize its transportation infrastructure, reduce community impacts, and unlock new opportunities for inclusive and sustainable growth across Manitoba.

2.1 Scope of Work

The WRRS is undertaking a comprehensive review of all aspects of Winnipeg's rail system — from relocation and modernization to the redevelopment of underused corridors for housing, active transportation, and green space.

This work is guided by a commitment to meaningful Indigenous participation, economic reconciliation, and inclusive community engagement, ensuring that the benefits of rail modernization are shared equitably across all communities.

The scope of work includes:

- Evaluating the feasibility and long-term impacts of relocating or realigning key segments of Winnipeg's rail network.
- Identifying opportunities to repurpose former rail corridors for affordable housing, recreation, green infrastructure, and active transportation routes.
- Analyzing the economic, social, and environmental outcomes of potential redevelopment scenarios, including land valuation, job creation, and community wellbeing.
- Engaging with Indigenous governments, municipal leaders, and the private sector to explore partnership models that support inclusive investment and joint development opportunities.

- Identifying potential redundancies in the rail network to both free up developable land and increase efficiency in the movement of goods by rail
- Reviewing best practices and case studies from other jurisdictions to inform Winnipeg's approach to relocation and redevelopment.

To support this work, the WRRS has reviewed case studies from Regina, Montreal, Lac-Mégantic, Denver, Surrey/White Rock, and several European cities, alongside previous rail relocation initiatives in Winnipeg.

These case studies provide valuable insights into financing models, governance structures, risk mitigation strategies, and community engagement frameworks, helping ensure that Winnipeg's approach is evidence-based, transparent, and grounded in successful precedents.

3.0 Current Context

An average of 50 trains move through Winnipeg each day, reflecting the city's enduring role as a critical hub in Canada's national rail network. Winnipeg is home to two of the largest rail yards in North America:

- The CN Symington Yard, located in southeast Winnipeg, spans more than 793 acres, serving as CN's largest classification yard.
- The CP (now CPKC) rail yard, in central Winnipeg, occupies over 200 acres and has been a defining feature of the city's landscape since the 1880s. With recent mergers, CPKC can offer a direct route to southern Mexico and its port system, offering lower cost shipping fees and avoiding US tariffs (for cargo not remaining in the US).

As the city expanded, residential, commercial, and industrial zones developed around these rail lines, resulting in Winnipeg being a very densely rail-tracked urban area. This proximity has created both economic advantages and significant challenges, particularly in relation to safety, land use conflicts, and community connectivity.

The study envisions positioning Winnipeg as North America's integrated north-south and east-west transportation gateway — a multimodal hub where rail, road, air, and logistics systems intersect seamlessly. This vision builds on Winnipeg's geographic strengths, its historic leadership in national commerce, and its reputation as a pragmatic, collaborative voice in federal-provincial relations.

This work comes at a time of transformative change in trade and transportation, driven by shifting tariff regimes, technological innovation, supply chain disruptions, and railway consolidations across North America. Enhancing Winnipeg's adaptability and resilience will attract new investment, support industrial diversification, and create long-term, sustainable employment in the logistics, manufacturing, housing, and green infrastructure sectors.

The WRRS's mandate includes a comprehensive exploration of potential solutions, including:

- Relocation or modernization of rail infrastructure to minimize community impacts and enhance freight and passenger efficiency.
- Redevelopment of underused corridors to create housing, multimodal transportation routes, and public green spaces.
- Advancement of Indigenous participation and reconciliation through inclusive planning, co-investment, and benefit-sharing.
- Enhancement of safety, reduction of nuisances, and improved citywide mobility and connectivity.

The study is being undertaken incrementally — first by demonstrating technical and financial feasibility, and then by identifying how phased rail reorganization can contribute to a safer, more connected, and more sustainable Winnipeg for future generations.

4.0 Governance and Finance

The WRRS reports directly to the Premier's Office and the Minister of Municipal Affairs, ensuring alignment with provincial priorities and intergovernmental collaboration.

Operational leadership is provided by Dr. Lloyd Axworthy, supported by a multidisciplinary research team composed of faculty from the University of Manitoba and the University of Winnipeg, as well as sectoral experts in transportation, planning, and economic development.

A broad-based Community Advisory Board provides strategic guidance and oversight, bringing together perspectives from across Winnipeg's civic and economic landscape. Members include representatives from the Business Council of Manitoba, Social Planning Council, First Nations, Métis, and urban Indigenous leadership, labour organizations, urban planners, academics, and civic advocates.

The Advisory Board ensures that the process is guided by the values, priorities, and lived experiences of Winnipeggers, and that recommendations are inclusive, transparent, and grounded in community realities. To support its work, the Advisory Board has established several specialized subgroups, focusing on areas such as economic development, urban planning, rail logistics, and Indigenous development. These subgroups enable deeper analysis and coordination across sectors.

Administrative and financial management are provided through the University of Manitoba's Transport Institute, which offers research coordination, financial administration, and technical support.

Funding for the WRRS has been provided by the Province of Manitoba, the City of Winnipeg, the Business Council of Manitoba, and the Canada Infrastructure Bank. An application to the Winnipeg Foundation is currently under review to expand community engagement and applied research activities.

4.1 Project Methodology

The Winnipeg Rail Relocation Study employs an applied, evidence-based, and pragmatic approach to assess the current and potential restructuring of rail activities within and around the City of Winnipeg. The methodology emphasizes community participation, expert consultation, and comparative analysis to ensure that recommendations are grounded in both local realities and national best practices.

The WRRS is organized into four primary data collection components:

Community Listening and Consultation Sessions

These sessions gather firsthand insights into how rail operations affect residents at the neighbourhood and community level.

Each session follows a structured 90-minute format, beginning with an overview of the WRRS's objectives and introductions of participants and facilitators. Discussions are supported (where possible) by local City Councilors, Members of the Legislative Assembly (MLAs), and Members of Parliament (MPs) to ensure representation across all orders of government.

Participants are encouraged to share lived experiences regarding rail noise, safety concerns, traffic impacts, and land use conflicts, providing critical qualitative insight to inform planning and policy.

Community Reaction Sessions

In addition to listening, it is essential that residents have opportunities to respond to and shape proposed scenarios. These sessions enable participants to react to conceptual designs, relocation options, and redevelopment ideas.

Initial sessions will focus on West End neighbourhoods, allowing residents to respond to preliminary design concepts for a rail corridor conversion project. Subsequent sessions will address broader redevelopment zones, including the central yards relocation project.

The process will culminate in the Winnipeg Rail Forum (planned for mid-2026) — a citywide dialogue bringing together residents, policymakers, industry, and Indigenous partners to discuss integrated solutions.

Industry and Expert Stakeholder Engagement

A critical pillar of the project is direct engagement with the rail industry and related sectors. Meetings and site visits have been conducted with rail operators, logistics firms, and municipal planners to assess current operations, infrastructure needs, and modernization opportunities.

The WRRS also engages economic development experts, environmental planners, and Indigenous economic organizations to ensure that diverse perspectives inform project design and implementation.

Case Study Analysis and Document Synthesis

The study draws on national and international case studies to identify relevant lessons and transferable practices. Emphasis is placed on Canadian experiences, ensuring that proposed solutions for Winnipeg reflect similar legal, environmental, and funding contexts.

The research team has conducted a comprehensive document review, synthesizing findings from prior relocation studies, municipal plans, academic research, and federal transportation policy frameworks.

This integrated and iterative approach ensures that the final report represents the culmination of listening, reacting, and positioning — aligning community voices, technical evidence, and policy considerations to define Winnipeg’s pathway toward a safer, more connected, and sustainable rail future.

4.2 Analytical Framework

The WRRS is developing comprehensive cost–benefit models to evaluate the full spectrum of impacts associated with rail relocation and modernization. This framework considers economic, environmental, social, and cultural factors, ensuring that both benefits and obligations are fully assessed.

The analytical approach is organized into three progressive phases:

1. **Local Initiatives:** Pilot projects designed to enhance safety, create green space, and generate economic opportunities within specific neighbourhoods.
2. **Regional Integration:** Expansion of successful pilots into a coordinated regional framework that supports economic growth, employment, and multimodal connectivity across the Winnipeg metropolitan area.
3. **Citywide Transformation:** Development of a modern, sustainable rail framework integrated with urban planning objectives, climate goals, and community priorities, enabling Winnipeg to become a national and continental transportation hub.

This framework ensures that all recommendations are evidence-based, scalable, and aligned with long-term policy objectives, providing a clear roadmap for incremental and phased rail system improvements.

5.0 Key Project Milestones to Date

Since its launch, the WRRS has achieved significant progress across research, engagement, and planning activities. Key milestones include:

1. Establishment of Leadership and Research Teams (Appendix 1)

- A multidisciplinary team of researchers and advisors was assembled under the leadership of Dr. Lloyd Axworthy, supported by faculty from the University of Manitoba, the University of Winnipeg, and sectoral experts.

2. Creation of a Community Advisory Board (Appendix 2)

- An Advisory Board was established to provide strategic oversight and community insight, with representation from urban Indigenous leadership, the rail industry, finance, urban planning, property development, community organizations, and philanthropy.
- The Advisory Board has convened four times, establishing subgroups to provide guidance on economic development, Indigenous participation, planning, and logistics.

3. Industry and Government Engagement

- Extensive engagement has taken place with rail industry leaders, government representatives, and key stakeholders to lay the groundwork for collaboration and data sharing. Meetings have been held in person and virtually with the three Class I rail operators and multiple sector stakeholders.
- Engagement highlights include:
 - Meetings with the Premier, provincial ministers, and deputy ministers.
 - Consultations with federal officials from Transport Canada and Prairies Economic Development Canada.
 - Briefings with Manitoba's federal caucus and City of Winnipeg officials, including the Mayor and senior administrative staff.
 - Dialogue with Indigenous leaders, including Treaty One, the Manitoba Métis Federation, The Aboriginal Council of Winnipeg, and Shoal Lake 40 First Nation.
 - Discussions with the Business Council of Manitoba, CentrePort, and multimodal development partners.
- Engagement with Rail Operators
 - Canadian National Railway (CN): Headquartered in Montreal, CN is Canada's largest railway by revenue and network size. Its Symington Yard in Winnipeg is CN's largest classification facility.
 - Canadian Pacific Kansas City (CPKC): Following its merger with Kansas City Southern, CPKC operates a continent-spanning network with major infrastructure in central Winnipeg.

- Burlington Northern Santa Fe (BNSF): Through its subsidiary BNSF Manitoba Inc., the company facilitates cross-border trade between the U.S. and Canada via the Emerson crossing, connecting directly to CN lines.

4. Community Consultation Sessions

- Six community sessions were held across Point Douglas, River Heights, the West End, and central neighbourhoods surrounding the Arlington Bridge, coordinated with support from the Social Planning Council.
- These sessions enabled residents to voice local concerns, lived experiences, and priorities regarding rail operations.
- Common themes emerging from consultations include:
 - Safety risks related to derailments, dangerous goods transport, and grade-crossing collisions.
 - Traffic congestion during peak travel hours.
 - Noise and air pollution from idling locomotives.
 - Vibration and quality-of-life impacts on nearby residents.
 - Environmental concerns, including soil and air contamination.
 - Socioeconomic division and land-use incompatibility between residential and industrial areas.
 - Proximity of rail activity to schools, community facilities, and gathering spaces.

5. Launch of Public Engagement Web Pages

- WRRS developed dedicated web pages and provided them to the Province in August 2025 to ensure accessible information on the study, including project objectives, timelines, pilot areas, and opportunities for public input.
- Once launched, the pages will serve as a central hub for community engagement, allowing residents, businesses, and Indigenous partners to stay informed, submit feedback, and track project progress.
- This initiative supports transparency, accessibility, and broad participation ahead of upcoming consultations and the 2026 Winnipeg Rail Forum.

6. Ongoing and Planned Activities

- Planning for additional consultations in St. Boniface, a key area with significant rail activity and redevelopment potential.
- Preparation for the 2026 Winnipeg Rail Forum, a citywide event to discuss scenarios, concepts, and community-led ideas.

- Development of a preliminary plan to convert an abandoned rail corridor into an active transportation pathway, now in final design stages with support from all three levels of government.
- Assessment of railyard relocation options across multiple Winnipeg sites, identifying potential alternative locations and land-use transformations.
- Collaboration with the Canada Infrastructure Bank and a local NGO to conduct a detailed analysis of St. Boniface land-use impacts and redevelopment potential.
- Securing supplemental funding from the Business Council of Manitoba, City of Winnipeg, Winnipeg Foundation, and Canada Infrastructure Bank to expand the study's reach.
- Ongoing synthesis of historical and contemporary reports on rail relocation in Winnipeg and other jurisdictions to inform evidence-based recommendations.
- Working with community organizations and schools to create a project to get young people involved in envisioning the future of their city

6.0 Next Steps

The WRRS will continue to advance its mandate through ongoing dialogue, community engagement, and targeted pilot projects. Key next steps include:

- Refining pilot projects and policy recommendations based on insights gathered from initial focus areas, ensuring alignment with community priorities and technical feasibility.
- Expanding citywide and regional strategies for rail transformation that support sustainable growth, improved safety, and enhanced quality of life.
- Hosting the Winnipeg Rail Forum in February/March 2026, a cornerstone of the WRRS's public engagement strategy. The Forum will provide a platform for informed discussion, idea exchange, and inclusive feedback from residents, industry, Indigenous partners, and other stakeholders.
- Engaging students and youth through local schools near the central rail yards, inviting them to design concepts for their neighbourhoods and participate in shaping Winnipeg's future urban landscape.
- Conducting a design charette with the University of Manitoba Faculty of Architecture, modeling potential scenarios for rail reduction, repurposed corridors, and enhanced sustainability.
- Partnering with a local research company to survey a cross-section of Winnipeg residents, capturing public sentiment and priorities to inform planning decisions.
- Collaborating with the media, including the Winnipeg Free Press, to communicate the study's goals, progress, and opportunities for public engagement ahead of the Rail Forum.

Through these steps, WRRS will ensure that community voices, technical analysis, and policy recommendations are integrated into a cohesive plan for Winnipeg's rail system, supporting long-term economic, social, and environmental outcomes.

6.1 Pilot Areas

The study is being implemented using a phased, pilot-based approach, focusing on key areas to demonstrate feasibility, test engagement methods, and refine design frameworks (Figure 2).

1. Westland Project (Brooklands Area)

- Proposed by Minister Malaya Marcelino following multiple community consultations.
- Involves four kilometres of abandoned track being evaluated for conversion into a green corridor.
- The Nadi Group is designing options for feedback, with a presentation planned for November 2025 and recommendations to the provincial government by December 2025.

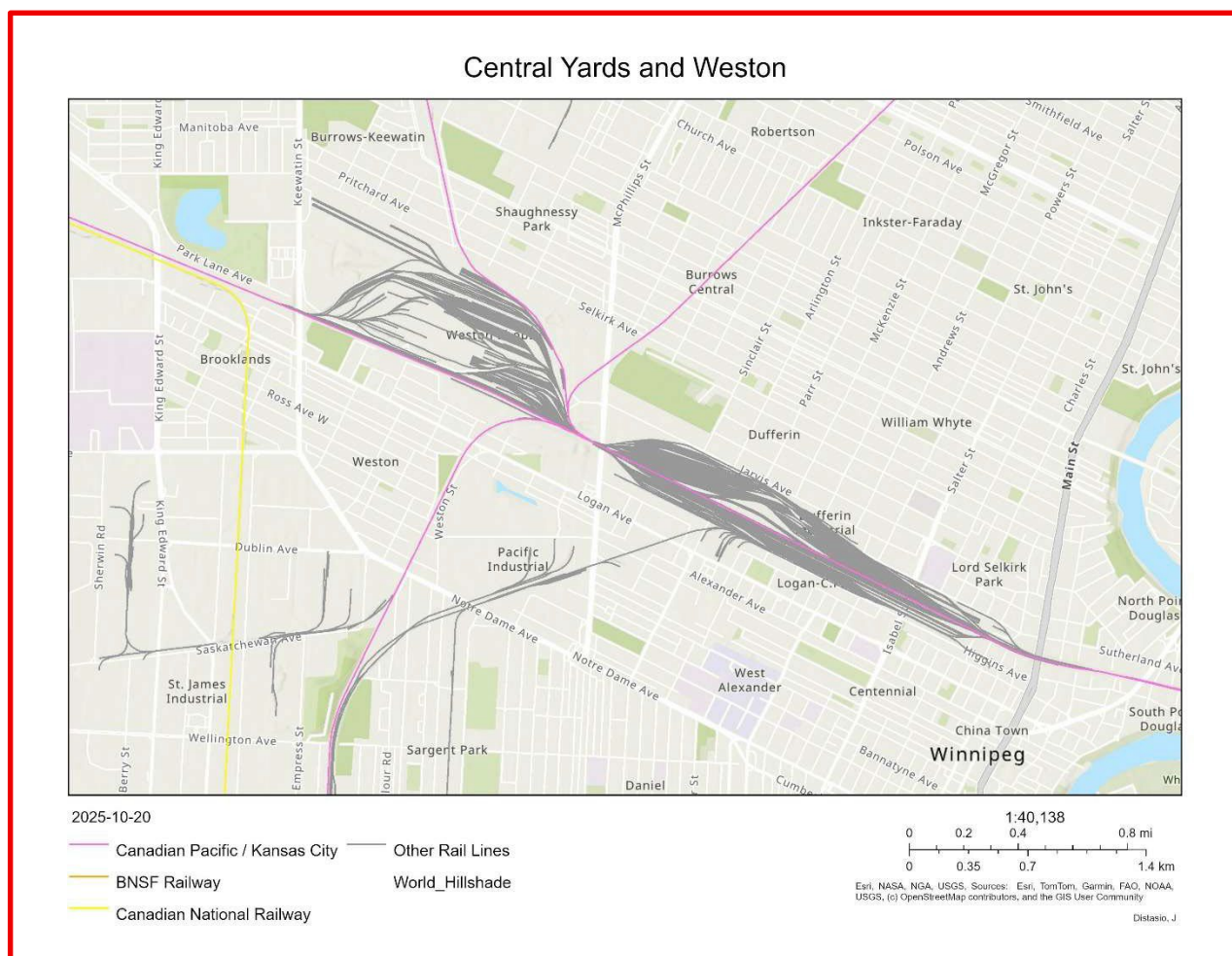


Figure 2

2. Point Douglas

- A community consultation hosted by the Social Planning Council in June 2025 identified noise and air pollution as primary concerns.
- WRRS has committed to examining environmental factors, partnering with university researchers to assess impacts and inform mitigation strategies.

3. River Heights

- Community engagement led by Minister Moroz and Minister Lisa Naylor.
- Key issues include multiple grade crossings, noise, and redevelopment potential (Figure 3).
- Advisory Board member Kathleen Bluesky (CEO, Treaty One) identified opportunities for a transit corridor linked to the Naawi-Oodena project.
- Ongoing discussions with BNSF officials aim to inform recommendations expected early 2026.

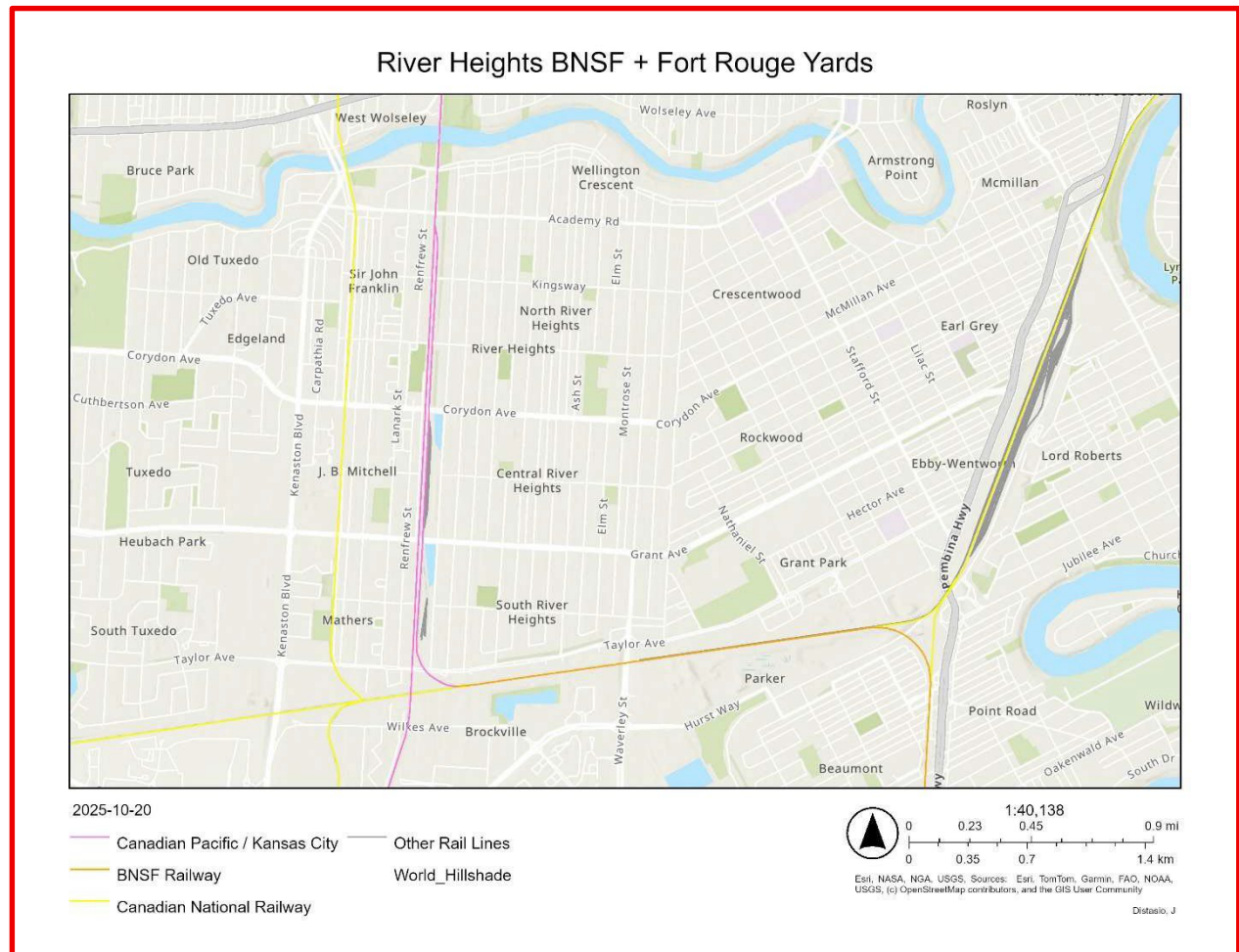


Figure 3

4. St. Boniface / City Water District Rail Line

- The St. Boniface area has been identified as a complex area that has extensive rail activities by multiple operators that have implications for current residents and also proposed developments.
- A comprehensive three-phase action plan is under development, guided by MLA Robert Loiselle and Councilor Matt Allard.
- The rail lines present safety, noise, and land-use challenges, limiting housing and recreational development on the former Stockyards site.
- A site tour with the Mayor highlighted opportunities for inner-city infill projects integrating housing and recreation.
- WRRS is collaborating with International Institute for Sustainable Development (IISD) researchers to develop a cost–benefit algorithmic model to evaluate potential outcomes.
- The Canada Infrastructure Bank has identified this project as a promising economic development initiative.

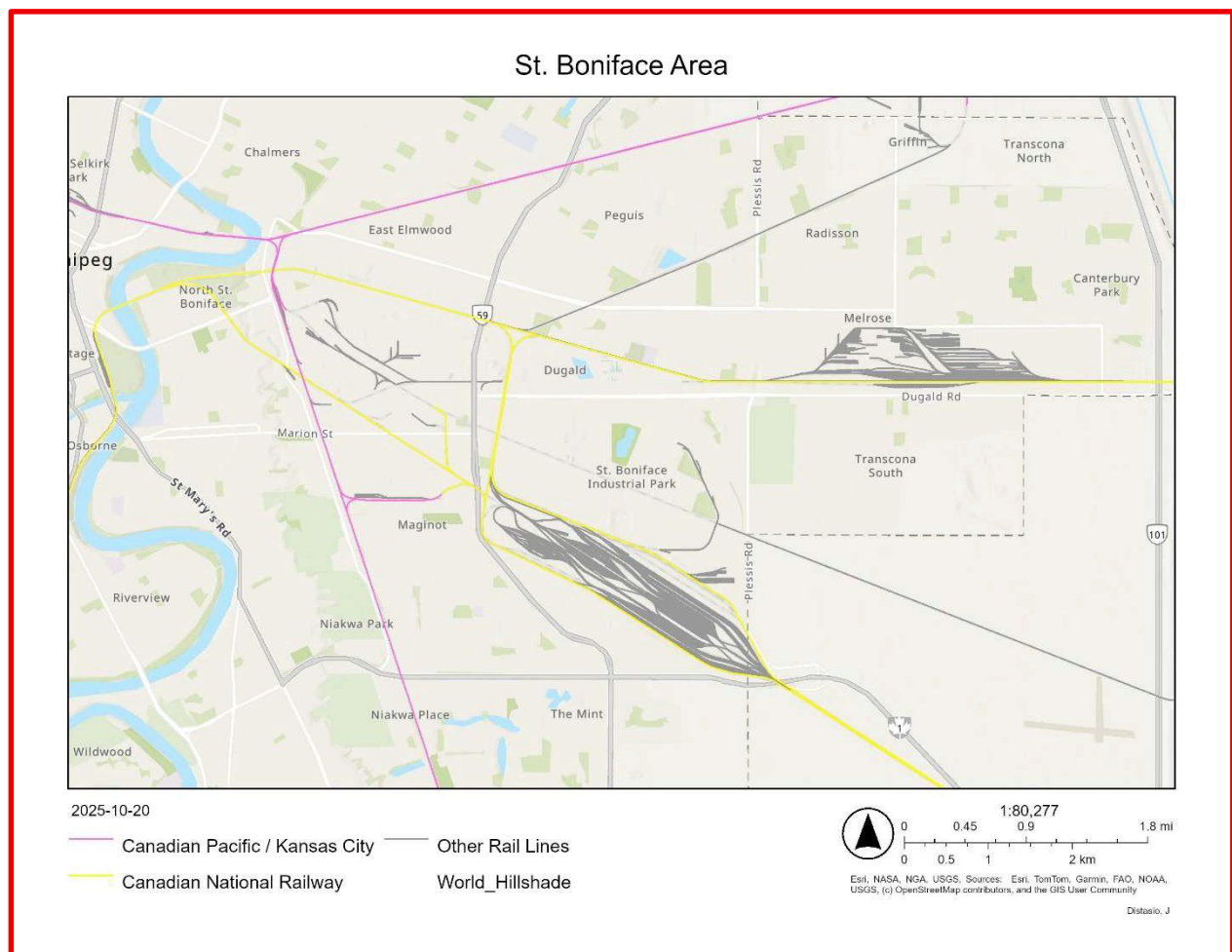


Figure 4

5. CPKC Rail Yards

- The 200-acre central site divides Winnipeg north and south, occupying valuable land suitable for housing, green space, commercial use, and transit integration. Potential removal could enhance safety, reduce hazardous material transport, and reconnect neighbourhoods.
- The Arlington Bridge replacement project has been identified for consideration in WRRS analysis.
- A Probe Research survey indicates 70% public support for yard removal, though a similar proportion express concerns about cost.
- WRRS is conducting a comprehensive assessment of cost, feasibility, and long-term economic impacts of a number of scenarios.
- Rail officials have outlined ongoing modernization efforts and benefits of the CP–Kansas City merger, which could open new trade corridors from Canada to Mexico with significant implications for exports.

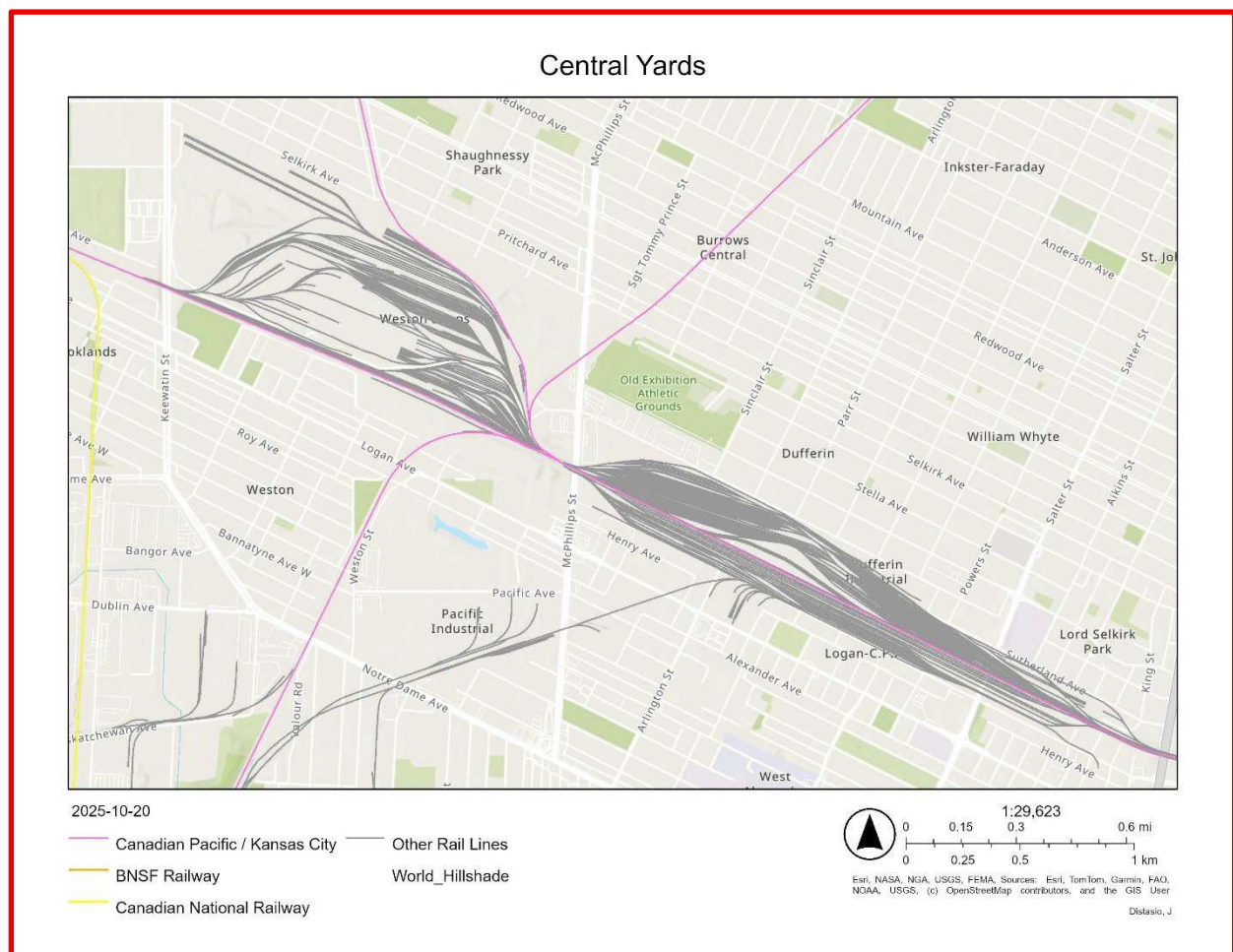


Figure 5

These pilot initiatives are refining engagement tools, testing design frameworks, and developing scalable models for potential citywide applications.

6.2 Emerging Priorities

Several emerging priorities are shaping the focus and direction of the Winnipeg Rail Relocation Study:

- **Safety:** Community consultations consistently highlight safety as a top concern. Risks include derailments, accidents at grade crossings, and hazardous materials transport, particularly given the length of modern trains. While safety measures have improved since the Lac-Mégantic incident, regulatory and infrastructure constraints continue to present challenges. Winnipeg has over 230 grade crossings, making enhanced safety protocols and risk mitigation a priority.
- **Indigenous Partnerships:** Supporting First Nations, Métis, and urban Indigenous participation in redevelopment, economic development, and investment opportunities remains a core objective.
- **Sustainability and Equity:** Rail relocation offers opportunities to enable affordable housing, transit-oriented development, recreation, and access to health services, while promoting social and environmental equity.
- **Technological Innovation:** Leveraging modern rail technologies, automation, and AI to enhance safety, efficiency, and environmental performance.
- **Explore regional opportunities for enhanced rail infrastructure within the City, the Capital Region and in Manitoba.**
- **Global Connectivity:** Positioning Winnipeg within a shifting landscape of international trade, tariffs, and supply chain logistics to maximize economic opportunity.
- **National Integration:** Aligning with Canada's infrastructure strategy to strengthen Winnipeg's role as a north-south and east-west transportation hub.

This vision also supports Manitoba's broader priority of strengthening the Port of Churchill as a northern trade gateway. An efficient connection between Churchill and Winnipeg could enable a Churchill-Mexico trade corridor, enhancing export opportunities and supporting national defense logistics modernization.

7.0 Preliminary Recommendations

Based on the findings and progress outlined in this interim report, the Winnipeg Rail Study Group WRRS advancing work on the following key recommendations:

1. Rail Corridor Conversion Projects
 - Assessing and identifying underutilized or abandoned rail corridors.
 - Prioritize pilot initiatives, such as the Westland (Brooklands) corridor, for conversion into green and active transportation spaces, enhancing community connectivity and public health.
 - Establish clear guidelines and design standards to ensure corridors are safe, accessible, and environmentally sustainable.
2. Assess Feasibility of Incremental Rail Relocation
 - Conduct technical and financial analyses for relocation or consolidation of central rail yards (e.g., CPKC and St. Boniface yards) to reduce safety risks, minimize hazardous material transport, and unlock land for redevelopment.
 - Develop phased implementation plans that maintain operational continuity while progressively reducing impacts on residential and commercial areas.
3. Strengthen Safety and Risk Management Measures
 - Implement enhanced safety protocols at all grade crossings, particularly in residential neighborhoods.
 - Adopt risk-mitigation strategies for hazardous goods transport, informed by national and international best practices.
 - Integrate real-time monitoring, predictive analytics, and AI technologies to identify potential safety hazards proactively.
4. Promote Inclusive Indigenous and Community Participation
 - Expand Indigenous economic development partnerships, including potential urban reserve projects and joint ventures in rail-adjacent redevelopment zones.
 - Continue structured community listening and reaction sessions to ensure that local knowledge and lived experience inform policy and design decisions.
5. Unlock Economic and Housing Opportunities
 - Redevelop underused rail lands for mixed-use, transit-oriented development, incorporating affordable housing, commercial space, and green infrastructure.
 - Leverage redevelopment to generate municipal tax revenue, create jobs, and support local economic diversification.

6. Leverage Multimodal and Technological Integration

- Integrate rail modernization efforts with road, air, and logistics networks to maximize Winnipeg's role as a north–south and east–west transportation hub.
- Utilize emerging rail and AI technologies to improve operational efficiency, reduce environmental impact, and strengthen freight and passenger connectivity.

7. Establish Pilot Monitoring and Evaluation Frameworks

- Implement rigorous evaluation protocols for pilot areas to measure community, environmental, and economic outcomes.
- Use pilot results to inform citywide and regional expansion strategies, ensuring that lessons learned guide scalable implementation.

8. Plan for Long-Term Transformation

- Develop a comprehensive rail strategy that aligns with urban planning, climate objectives, and trade corridor priorities that considers the city, the capital region and the province.
- Ensure that the strategy balances safety, operational efficiency, community wellbeing, and economic opportunity, positioning Winnipeg as a national leader in sustainable transportation planning.

Conclusion

This Interim Report outlines the progress, insights, and preliminary findings of the WRRS to date. The study has demonstrated that Winnipeg's rail network is both a critical economic asset and a source of community challenges, including safety risks, noise, environmental impacts, and land-use constraints.

The WRRS's work has identified a range of actionable opportunities to:

- Enhance public safety and reduce community impacts,
- Promote Indigenous and community participation,
- Unlock economic and housing potential, and
- Modernize Winnipeg's transportation system to support national and continental connectivity.

The pilot projects and community engagement activities undertaken to date have provided valuable insights into the feasibility, design considerations, and community priorities associated with rail relocation and corridor repurposing. These initiatives also establish scalable models for broader citywide transformation.

The study represents a once-in-a-generation opportunity to:

- Reimagine Winnipeg's rail infrastructure,
- Reposition the city as a multimodal transportation hub, and
- Create inclusive, sustainable, and economically vibrant urban spaces.

The next phase of the WRRS's work will focus on refining pilot projects, expanding citywide strategies, and preparing final recommendations that balance operational efficiency, safety, community wellbeing, and economic growth.

By integrating technical expertise, community input, and Indigenous partnerships, the WRRS is laying the foundation for a modern, connected, and resilient rail network that supports Winnipeg's long-term growth and leadership in Canada's transportation landscape.

Appendices

Appendix 1: Research and Administrative Team

Appendix 2: Advisory Board Membership