

CITY OF HAMILTON

***PUBLIC WORKS DEPARTMENT
Capital Planning & Implementation Division***

Report to: Chair and Members Public Works Committee	Submitted by: Gerry Davis, CMA General Manager Public Works Department
Date: September 14, 2009	Prepared by: Jill Stephen Extension 4621

SUBJECT: Rapid Transit Procurement Procedures (PW09085) (City Wide)

RECOMMENDATION:

- (a) That the upset limit of \$100,000 be waived for assignments requiring the use of the Consultant Roster (Purchasing Policy #9) for Rapid Transit related projects;
- (b) That for projects requiring the use of Purchasing Policy exemptions related to the use of roster assignments on Rapid Transit projects, staff will provide information updates on the assignments exempted from these purchasing policy requirements;
- (c) That IBI Group be approved as a single source consultant for the undertaking of a required Rapid Transit and traffic detailed evaluation and modelling study, as outlined in Report PW09085.

Gerry Davis, CMA
General Manager
Public Works Department

EXECUTIVE SUMMARY:

On April 1, 2009, the Province of Ontario announced \$3 million funding for the ongoing planning and technical studies related to Hamilton's rapid transit initiative. The required funding agreement is currently being drafted and it is envisioned that the money will be paid to Hamilton on a milestone basis. Similar to other funds received from Metrolinx, the timing and completion of these studies impacts the ability of Metrolinx to further fund rapid transit in Hamilton.

The B-Line Rapid Transit Project is one of the Top 15 projects in "The Big Move", the Regional Transportation Plan prepared by Metrolinx. On October 29, 2008, Council

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approved Report PW08043d pursuing the B-Line as the first line to move to design and construction. Staff have continued to stress with Metrolinx that the B-Line is well suited to be an early success for Hamilton, the Province and Metrolinx, and by having the B-Line open by Summer 2015, it would be available for residents, employees, athletes, fans and tourists and residents to use should the Toronto 2015 Pan Am Games bid be successful.

Metrolinx is currently completing the Benefits Case Analysis (BCA) for the B-Line. When this is presented to the Metrolinx Board, it is anticipated that they will also be making a decision on the technology, funding and timing for rapid transit on the B-Line. While we do not know what Metrolinx staff will recommend to their Board for the B-Line, staff have been strongly encouraged by Metrolinx to have a preliminary design for the B-Line complete by March 2010. This date is important because it aligns with the announcement of the Provincial Budget for 2010/11. Staff therefore have less than six months to complete the design. Based on these short timelines, it is recommended that alternative procurement procedures be put in place for rapid transit assignments. In addition, it is recommended that the traffic modelling required to support the preliminary design be awarded to IBI Group due to their previous experience in transportation planning and traffic modelling in Hamilton, their rapid transit work experience in other municipalities and their distinct set of qualifications and abilities that make them the consultant best suited for this task.

The estimated cost for traffic modelling is \$230,000, and the project will be funded from 5300855100 - Rapid Transit Studies

BACKGROUND:

As part of the Province's MoveOntario 2020 vision, Metrolinx completed a Regional Transportation Plan (RTP, 2008) for the Greater Toronto Hamilton Area (GTHA), which included four rapid transit corridors for Hamilton. The City of Hamilton has since endorsed its own vision for rapid transit, which includes the RTP corridors, plus an additional corridor and future corridor expansions. This overall City of Hamilton rapid transit vision is referred to as "B-L-A-S-T".

Hamilton's first and second rapid transit corridors, the B-Line and A-Line respectively, have been identified by Metrolinx as fifteen year projects, with the B-Line being identified as a top fifteen year priority project. As such, rapid transit planning in Hamilton has been accelerated, with the City of Hamilton working closely with Metrolinx to secure funding; \$3 Million in funding for ongoing planning and technical studies in Hamilton was announced by the Province on April 1, 2009. The required funding agreement is currently being drafted and it is envisioned that the money will be paid to Hamilton on a milestone basis. Similar to other funds received from Metrolinx, the timing and completion of these studies impacts the ability of Metrolinx to further fund rapid transit in Hamilton.

The B-Line Rapid Transit Project is one of the Top 15 projects in "The Big Move", the Regional Transportation Plan prepared by Metrolinx. On October 29, 2008, Council approved Report PW08043d pursuing the B-Line as the first line to move to design and construction. Staff have continued to stress with Metrolinx that the B-Line is well suited to be an early success for Hamilton, the Province and Metrolinx, and by having the B-Line open by Summer 2015, it would be available for residents, employees, athletes,

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Rapid transit assignments have always been completed under tight timelines to meet the requirements and expectations of Metrolinx. In the past, these studies have been of a smaller scale, and the Roster system has been an integral part of ensuring that the time sensitive requirements have all been met. However, Rapid Transit staff are now being strongly encouraged to have a preliminary design complete for the B-Line in advance of the March 2010 Provincial Budget Announcement. Completing all the requirements of a preliminary design in less than six months is extremely ambitious and projects need to be assigned very quickly. In addition, the cost of the assignments will exceed the current roster limit. Staff are recommending waiving the upset roster limit of \$100,000 for Rapid Transit projects to allow assignments to be given to qualified roster consultants without having to go through a lengthy Request for Proposal process.

In addition, staff would be recommending awarding the required traffic modelling to IBI Group based on their expertise, experience and knowledge of Hamilton's traffic and transportation networks. IBI Group is one of the roster consultants for transportation planning, which includes requirements for experience in traffic modelling and rapid transit projects.

ANALYSIS/RATIONALE:

Due to an accelerated timeline and the number of studies required by the Province, a quick turn around time to assign projects to consultants is necessary. Due to the variety and scope of specific Rapid Transit projects, several assignments may be compromised if constrained by the Roster cost limit of \$100,000.00. Work plans for roster assignments can be developed quickly and the purchase orders are straight forward. A Request for Proposal process can take two to three months from issuing the RFP to the time the consultant begins work. With less than six months to complete a preliminary design, Rapid Transit staff need to assign projects as quickly as possible.

Pending approval of the recommendations of this report, the upper cost limit for rapid transit project would be waived, for all Roster categories under the 2009-2010 Roster. Any projects, not related to Rapid Transit, would continue to be subject to the Roster cost limit of \$100,000.00.

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Traffic modelling is required to support the preliminary design of the B-Line corridor and staff recommend that IBI Group be retained to complete this work for the following reasons:

- IBI has experience in using all three of the computer tools required for this task EMME2, Synchro/Simtraffic and Vissim
- IBI has actually modelled high level traffic flow, diversion and decision-making for downtown Hamilton using EMME2, so that model is has been developed and is already available, at least for the a.m. peak period
- IBI has created and have available the basic model for Synchro for the whole downtown, which is not an inexpensive undertaking. Preparing the base model is time-consuming as well, so hiring IBI saves time on a very tight schedule
- IBI has developed a special module for signal operation under Vissim, which is not yet available from the software supplier, and may not be available elsewhere
- IBI has experience with Transit Priority design and modelling in the Region of York, as well as actual implementation, which is critical to providing modelling that can be trusted
- IBI has developed the Transportation Master Plan, the Downtown Transportation Master Plan and is working on several analyses for the Rapid Transit Project including the Transition Assessment all of which provide a head-start in understanding the City, its priorities and plans

All of the above means that IBI has the ability to undertake the work more quickly and at a lower cost. Staff is not aware of any other consultant with this distinct set of credentials for this project.

The estimated cost for traffic modelling is \$230,000, and the project will be funded from 5300855100 - Rapid Transit Studies

ALTERNATIVES FOR CONSIDERATION:

The alternative is the current process with the current Roster cost limits, as per the approved Roster for 2009-2010, with all Rapid Transit projects that cannot be undertaken under the existing Roster cost limit to undergo a formal RFP process.

This alternative is not recommended due to the length of time that would be lost due to the formal purchasing process.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Due to stringent time limitations attached to Metrolinx funding, it is necessary to streamline and fast track rapid transit implementation, in order to avoid the risk of losing further funding from Metrolinx.

It is recommended that no upset cost limit will be imposed on roster Rapid Transit projects.

The estimated cost for traffic modelling is \$230,000, and the project will be funded from 5300855100 - Rapid Transit Studies. As noted in Recommendation (c), staff recommends that IBI Group be retained to complete this work.

There are no legal or staffing implications.

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POLICIES AFFECTING PROPOSAL:

All Rapid Transit assignments would be subject to the requirements of the 2009-2010 approved Roster (Purchasing Policy 9), except for the upper limit defined as part of this process.

The significance of providing Rapid Transit is identified under Focus Areas 4 (Growing our Economy) and 7 (Healthy Community) of our Corporate Strategic Plan. The Rapid Transit Vision Statement, and rapid transit projects, addresses the importance of Key Activities 4.4.5 (improve access to employment areas by public transit), and 4.6.5 (improve access to residential areas by public transit), as well as Desired End Result 7.4 (increase alternative transportation usage in areas such as transit ridership, walking, cycling).

In addition, the Rapid Transit Initiative in general aligns with the Corporate Vision “to be the best city in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities”, Our Mission (by engaging our citizens and by providing high quality services in an environmentally sustainable way), and the Strategic Themes of job creation and image.

RELEVANT CONSULTATION:

Staff from Corporate Services (Purchasing) and from Public Works (Traffic Engineering & Operations) were consulted during the preparation of this report.

CITY STRATEGIC COMMITMENT:

By evaluating the “**Triple Bottom Line**”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. **Yes** **No**

Using pre-qualified roster consultants ensures that all successful candidates have been screened for the appropriate experience and knowledge. This is to the benefit of implementing a Rapid Transit system in Hamilton because it draws from the best of the best to ensure that the vision of Rapid Transit is actualized, in a timely manner.

Environmental Well-Being is enhanced. **Yes** **No**

Streamlining the procurement process is key in ensuring that this sustainable form of transportation is ready for implementation as soon as possible.

Economic Well-Being is enhanced. **Yes** **No**

Streamlining the procurement process is key in ensuring that Hamilton will be ready with a preliminary design for the B-Line in advance of the 2010/11 Provincial Budget announcement. This in turn increases the potential for Hamilton to receive rapid transit funding in the short term.

Does the option you are recommending create value across all three bottom lines?

Yes **No**

Do the options you are recommending make Hamilton a City of choice for high performance public servants?

Yes **No**

Using the Roster process, Rapid Transit staff have more flexibility in matching the project and skill set of the available consultant. As such, long term savings will be reflected in staff resources and time, therefore assisting to guide recommendations for decision-making.