TO: Chair and Members  
Public Works Committee  
WARD(S) AFFECTED: CITY WIDE

COMMITTEE DATE: March 1, 2010

SUBJECT/REPORT NO:  
Articulated Bus Hoist Upgrade (PW10020) - (City Wide)

SUBMITTED BY:  
Gerry Davis, CMA  
General Manager  
Public Works Department

PREPARED BY:  
Mark Selkirk  
Vehicle Maintenance Supervisor  
(905) 546-2424, Extension 5968

SIGNATURE:  

RECOMMENDATION:

That Staff be authorized to use Purchasing Policy 11 to single source the purchase and installation of a low excavation, three-post articulated transit bus hoist from Novaquip Lifting Systems Inc. at an upset limit of $350,000 with the understanding that this capital project, ID 5300851803, has been previously approved by Council and will be fully funded from transit dedicated Federal Gas Tax.

EXECUTIVE SUMMARY

This capital project as previously presented to Council contemplated retro-fitting two existing forty foot conventional transit bus hoists to accommodate sixty foot articulated buses in conjunction with the Purchase of eighteen articulated buses as per staff report PW08074.

This Capital project could not be initiated until after the DARTS program was relocated to the Wentworth Street facility which occurred in November 2009.

In the interim period since the original approval of this Capital project by Council, the Original Equipment Manufacturer supplier of this type of hoist has gone out of business, while a vendor of an entirely new type of hoist technology has entered the market.

This report recommends single source purchasing of this new technology based on the combined early success of this hoist in use in transit operations in other municipalities.
and the environmental advantages of this new hoist technology as identified in the Analysis/Rationale for Recommendation Section of this report.

Alternatives for Consideration - See Page 4

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<tr>
<th>FINANCIAL / STAFFING / LEGAL IMPLICATIONS</th>
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<tr>
<td><strong>Financial:</strong> There are no financial implications. Adequate budget has been proposed in capital funding from Federal Gas Tax monies as approved in report PW08074.</td>
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<td><strong>Staffing:</strong> None</td>
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<td><strong>Legal:</strong> None</td>
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<th>HISTORICAL BACKGROUND</th>
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<td>Prior to the HSR operation returning to the Mountain Transit Centre (MTC) in 2000, the fleet was maintained and dispatched from the 330 Wentworth Street North facility, now occupied by Central Fleet. Major repairs were still being performed at the Mountain facility. The 330 Wentworth Street facility was equipped with three bays designed to maintain and service the fifteen Articulated buses in service at that time. Each of these bays was equipped with three post hoists. The MTC currently has only one bay equipped with a three post hoist.</td>
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<td>With the acquisition of seven new Diesel/Electric Hybrid 60' Articulated buses in 2006/2007, the HSR was able to maintain a fleet of that size (7) at the MTC. The Articulated fleet was expanded in 2009 for the enhanced services to the A-Line and B-Line to a total of 25. This expansion provided funding for upgrading two post hoists into three post hoists for the servicing of the increased fleet. Originally it was decided that adding the additional post to an existing two post hoist would be the preferred course of action. HSR staff sought quotes to perform this service. Submissions received from Vendors revealed that the OEM supplier of the original hoists at the MTC, Ford-Smith, was no longer in business and that Vendors would have to design and install “add-on” infrastructure manufactured to connect to the existing Ford-Smith hoists. This project was delayed until the DARTS move from the MTC to Central Garage in November of 2009. In the interim, a new technology, low excavation hoist system, was introduced to the market. The system is described in the “Analysis/Rationale For Recommendation” section.</td>
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<td>The City of Hamilton Purchasing Policy, Section 4.11, Policy for Negotiations allows for the use of negotiations when a single source for the supply of a particular Good and/or Service is being recommended because it is more cost effective or beneficial for the City.</td>
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<td>Single source requests which are $250,000 or greater must have Council approval prior to initiating the negotiation process.</td>
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This recommendation aligns with the Public Works Innovate Now Business Plan by ensuring that equipment is maintained and completes its expected lifecycle, and costs are kept to a minimum.

RELEVANT CONSULTATION

The Transit Section has consulted with other municipalities on the type of hoist being purchased to either upgrade existing facilities, or to equip new facilities. TTC/Wheel Trans and Brampton Transit have installed the ECO Lift, Steril-Koni hoists from Novaquip Lifting Systems Inc. These properties report excellent service and staff acceptance from these devices. Burlington Transit and Oakville Transit have specked these hoists for their expanded/new facilities under construction.

A comprehensive Internet search was performed by Transit staff to find similar, competing technologies from other manufacturers, but none were found.

ANALYSIS / RATIONALE FOR RECOMMENDATION

The technology employed with the ECO Lift hoists provide a number of benefits not realized with conventional lifting equipment. These advantages include:

- Requires only 10.5 gallons of hydraulic oil - Conventional systems require up to 100 gallons of hydraulic oil, contained in a reservoir, to provide fluid to a deep installation hoist. The impact of a rupture to a reservoir this large would have severe environmental impacts.
- Pit depth is only 34" deep and 50" wide - A conventional hoist is excavated to a depth of approximately 8'. This depth is defined as a confined space and requires specialized equipment and training to mitigate the risk to the employee/worker performing the repair. Also, current hoists at the MTC have their fixed post draining directly to ground. The movable posts have drains to direct contaminants to the separator/interceptor. A shallow excavation hoist is constructed with a drain so that no contaminants can enter the ground below providing increased environmental protection.
- ALI/ETL safety certified and meets ALI/ANSI ALCTV 2006 - Meets the most recent compliance standards for lifting devices.
- The ECOLIFT is ecologically friendly and is intended to reduce carbon footprints – The reduction in required amounts of oil, eliminating contaminants from entering the soil, and removing the need to excavate to a depth of 8' or greater, and the associated equipment to do so, all provide an increased level of environmental stewardship.
ALTERNATIVES FOR CONSIDERATION:

The current hoists at the MTC could be modified to have additional posts added thereby providing additional service areas for articulated buses. While it is feasible to do so, this would not provide the environmental and operational benefits being sought by the HSR.

CORPORATE STRATEGIC PLAN

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**Skilled, Innovative & Respectful Organization**

- More innovation, greater teamwork, better client focus

**Financial Sustainability**

- Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner
- Full life-cycle costing for capital
- Address infrastructure deficiencies and unfunded liabilities

**Growing Our Economy**

- An improved customer service

**Environmental Stewardship**

- Reduced impact of City activities on the environment
- Aspiring to the highest environmental standards

APPENDICES / SCHEDULES

None

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Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

Values: Honest, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork