

CITY OF HAMILTON

***PUBLIC WORKS DEPARTMENT
Capital Planning and Implementation Division
and
Transit Division***

Report to: Chair and Members Public Works Committee	Submitted by: Gerry Davis Acting General Manager Public Works Department
Date: May 30, 2008	Prepared by: Jillian Stephen Extension 6392 Jim Dahms Extension 1858 Don Hull Extension 1860

SUBJECT: Metrolinx Regional Transportation Plan Process and “Quick Win” Service Enhancements - “A-Line” and “B-Line” (PW08074) - (City Wide)

RECOMMENDATION:

- (a) That the General Manager of Public Works, be authorized and directed to:
- (i) Implement “Stage 1” of a new “A-Line” Rapid Transit Service, initially operating between the Airport and the Downtown, in September 2009 as detailed in the Alternatives Section of this report;
 - (ii) Permanently allocate \$475,000, from the remaining uncommitted balance, in Provincial Gas Tax funding to fund the operating cost of Stage 1 of the “A-Line”;
 - (iii) Increase the Complement of Transit Mechanics by one (1) from forty-two (42) to forty-three (43);
 - (iv) Increase the complement of Transit Bus Operators by three (3) from 399.3 to 402.3 to allow for implementation of Stage 1 of the “A-Line”;
 - (v) Sole-source for the provision of 18 New Flyer Low-Floor Diesel/Electric 60-foot Articulated buses at a gross cost of \$16,500,000;
 - (vi) Approve \$350,000 in one time capital funding from Federal Gas Tax monies for the installation of two articulated bus hoists at the Mountain Transit Facility;

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- (b) That the General Manager of Public Works be authorized and directed to increase the complement of Transit Bus Operators by three (3) at such time as Stage 2 of the “A-Line” is ready to be implemented;
- (c) That the General Manager of Public Works be authorized and directed to increase the complement of Transit Bus Operators by two (2) at such time as Stage 3 of the “A-Line” is ready to be implemented;
- (d) That the General Manager of Public Works be authorized and directed to increase the complement of Transit Bus Operators by six (6) at such time as Stages 2 and 3 of the “B-Line” improvements are ready to be implemented;
- (e) That the General Manager of Public Works be directed to report to Public Works Committee at key milestones in the Metrolinx Regional Transportation Process.

Gerry Davis
Acting General Manager
Public Works

EXECUTIVE SUMMARY:

On March 31 2008, the Province of Ontario and the Ministry of Transportation formally notified the City of a commitment of \$29,800,000 of a total \$32,800,000 to Hamilton through their MoveOntario 2020 Quick Win projects as detailed in the Financial section of this report to support:

- B-Line improvements
- A-Line implementation

Implementation of these improvements will be conducted in stages, as follows:

- Purchase eighteen articulated hybrid buses in June 2008 for September 2009 delivery
- Implement Stage 1 of the A-Line Bus Rapid Transit (BRT) Service in September 2009. This will be a peak period only service, operating at thirty minute headways.
- Implement Stage 1 of the B-Line BRT improvements, including replacement of remaining 40’ buses with articulated hybrids in September 2009.
- Implement Stage 2 of the B-Line BRT improvements, including service expansion or enhancement.
- Implement Stage 2 of the A-Line BRT service. This will be all day service, operating at twenty minute headways.
- Implement Stage 3 of the A-Line BRT service. This will be all day service, operating at fifteen minute headways.

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This report recommends introduction of a new “A-Line” Bus Rapid Transit service and improvements to the existing “B-Line” Bus Rapid Transit Service in September 2009. This new route, the A-Line, similar in design to the existing B-Line, will operate substantially on Upper James Street and will serve key destinations including the Airport, Mohawk College, GO Transit bus and rail station on Hunter Street, the Central Business District (CBD) and ultimately the waterfront and the rail station on James Street north subsequent to a commitment from GO Transit and/or VIA Rail to deliver service from this station. The proposed “start-up” service will initially operate on limited service hours. Over time, it is expected the service will expand to full 24/7 all-day service comparable to the existing B-Line service. The recommendations of this report do not preclude conversion of these routes to light rail transit (LRT) should Council decide to pursue LRT following the public consultation process currently ongoing for rapid transit. The BRT vehicles which would be purchased pursuant to the recommendations of this report could be redeployed to other routes if LRT is implemented on the A-Line and/or the B-Line.

Infrastructure for the A-Line implementation and B-Line improvements outlined in this report, including all fleet, bus shelters and lane improvements, etc. will be fully funded from the Provincial MoveOntario 2020 Quick Win grant. Staff will report back to Public Works Committee later in 2008 with recommendations regarding the allocation of non-fleet capital funding from the MoveOntario 2020 Quick Win reserve for infrastructure improvements.

Staff is recommending sole source of the eighteen New Flyer Low-Floor Diesel/Electric 60-foot Articulated buses at a gross cost of \$16,500,000. New Flyer is the only current Canadian manufacturer of this fleet with this engine type (Diesel/Electric). Sole source will also ensure delivery of the fleet in time for the September 2009 launch contingent upon Council’s approval of the recommendations contained in this report prior to the end of June 2008.

Staff is also recommending an increase in Fleet Mechanics from the current complement of forty-two to forty-three. An additional Mechanic is required, on average, for each fleet expansion of five buses. The recommendations in this report require an expansion of three sixty foot buses. This fleet expansion, when combined with the 2008 service enhancements requirements of five expansion fleet, thereby increasing the fleet complement from 206 vehicles to 213, compels a requirement for at least one additional Mechanic.

Staff is also recommending an increase in Transit Bus Operators from the current complement of 399.3 to 402.3. The addition of three peak period vehicles from Monday to Friday (Stage 1 A-Line implementation) requires an increase in the Transit Bus Operator complement of three positions.

As well, improvements to the B-Line will require an increase in the Transit Bus Operator complement of six positions, once service expansion or enhancements are made. Once Stage 2 of the A-Line is ready for implementation, three additional Transit Bus Operators will be required. Two additional Transit Bus Operators will then be required for Stage 3 of the A-Line implementation.

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Ongoing operating costs are the responsibility of the Municipality. Staff is recommending that \$475,000 of the remaining uncommitted balance in the Provincial Gas Tax reserve of \$483,062, be allocated on a permanent basis to fund the proposed “start-up” A-Line service.

This is the first allocation of funding to flow to Hamilton, termed “Tranche 1” and “Tranche 2” projects by the Metrolinx Board, since the most recent announcement by the Province in December 2007 earmarking some \$300 million in planned investment in Transportation initiatives for Hamilton through the Provinces recently created Metrolinx agency. Allocation of the funds in Tranche 1 and Tranche 2 is conditional upon the funds being used to support High Order Transit. The A-Line modelled after Hamilton’s very successful existing east/west **B-Line** service.

This funding announcement is the outcome of several meetings between City staff and Metrolinx staff, requested submissions and two presentations to the Metrolinx Board. City staff were asked to develop proposals for short-term “Quick Wins” projects with a one-year implementation period. The proposals had to conform to local Municipal policies which for Hamilton included Vision 2020, Public Works Transportation Master Plan and Transit Ridership Growth and Asset Management Plans.

In all, staff has presented 10 potential projects totalling an estimated \$106 million in “one-time” capital funding that would meet the Metrolinx criteria and included:

- James Street (north end) Rail Station infrastructure to support GO Transit and Via Rail service (funding committed under a separate announcement);
- Cycle and pedestrian network and/or infrastructure investments (funding committed under a separate announcement);
- Vehicle improvements - 60-foot Hybrid articulated fleet on the balance of the B-Line;
- Intelligent Transportation systems - new GPS/CAD/AVL on all Transit vehicles (HSR & DARTS), automated stop announcement on HSR fleet, and security cameras on HSR fleet;
- Downtown Multi-modal Transportation Terminal - funding for an expanded McNab Street terminal;
- **Improvements to the current B-Line service** - upgrade to full Rapid Transit;
- New Waterdown Commuter Link to Aldershot GO Transit station, Burlington GO Transit Station, Burlington Downtown Terminal and Hamilton Downtown Terminal;
- **New Airport, Mohawk College, Hamilton Hunter Street GO Transit Station, Downtown, Waterfront, James North GO/Via train station Rapid Transit connector service;**
- New South-mountain, Ancaster, Industrial Park, East Mountain Power Centre, Eastgate Mall Rapid Transit connector service;
- New Ancaster Meadowlands, Central Mountain, Centre Mall Rapid Transit connector service.

Additional detail will be provided to Council in the staff presentation accompanying this report.

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The Province is encouraging the City of Hamilton to invest this first round of funding in a new Airport, Mohawk College, Hamilton Hunter Street GO Transit Station, Downtown, Waterfront, James North GO/Via train station Rapid Transit connector service.

Staff is proposing a limited introduction of the Province’s preferred service introduction in recognition of very constrained available operating funds with a funding plan provided in detail in the Financial Section of this report.

In addition, the Mountain Transit Facility has only one maintenance hoist capable of accommodating articulated buses, and it is at capacity for the current fleet of seven articulated buses. Purchase of the recommended eighteen additional articulated buses will require a retrofit of two existing conventional two post hoists to three post hoists. Transit has received an estimated quote of \$350,000 to complete this work for budget purposes.

BACKGROUND:

The information/recommendations contained within this report have City wide implications.

The Province, through Metrolinx has approved “Tranche 1” and “Tranche 2” Hamilton “quick win” proposals intended for capital funding to upgrade the existing B-Line and for a new “A-Line” Rapid Transit (BRT) service. These projects will provide a new express transit service connecting the Downtown, GO Bus & Train station on Hunter Street, Mohawk College, and the Airport, as a precursor to future Rapid Transit or Light Rail service on Upper James Street. Funding has also been included to upgrade the remaining 40’ buses on the B-Line to 60’ articulated hybrids.

Metrolinx Regional Transportation Plan

Metrolinx (formerly the GTTA, or Greater Toronto Transportation Authority) was created by the Government of Ontario to develop and implement transportation plans for the Greater Toronto and Hamilton Area (GTHA), including the Cities of Hamilton and Toronto, and the Regions of Durham, York, Peel and Halton. The Regional Transportation Plan (RTP) will provide a strategic, long-term vision for a coordinated transportation system across the GTHA and will guide decision making about future infrastructure investments.

The Province has announced \$11.5 billion new funding towards implementation of the RTP over the next twelve years and is hoping to attract one third funding of \$6 billion from the Federal Government bringing the total capital investment from the two levels of government to \$17.5 billion.

The first stage of the RTP process was the development of Green Papers. Seven Green Papers have been released for public comment, including:

- Towards Sustainable Transportation
- Mobility Hubs
- Active Transportation
- Transportation Demand Management
- Highways and Roads
- Transit

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- Moving Goods and Delivering Services

The Green Papers were made available for public review and were also reviewed by an Advisory Committee and a Multi-Disciplinary Expert Review Panel. The Green Papers will become White Papers, then a draft RTP, followed by the Final RTP. The draft RTP is anticipated in July 2008 and the Final RTP is expected in the fourth quarter of 2008.

A summary of the groups that have been included in the consultation process is included under “Relevant Consultation”. The consultation will be designed to reach as many people and as many viewpoints as possible.

The Regional Transportation Plan (RTP) will be built around three “pillars”, or key themes, including People, The Environment and Our Economy. The RTP will improve quality of life by providing a more sustainable transportation system across the GTHA, by providing better mobility for all ages and means, by offering greater choice between modes of travel, and by improving comfort, convenience and safety. Our impact on the environment will be reduced through the RTP by limiting energy consumption and emissions, and by exploring energy-efficient, low emission transportation choices. The RTP will support a competitive economy across the GTHA through the design of a transportation system that considers the needs of businesses to move goods and deliver services, is affordable to all users, and allocates costs fairly.

The Green Papers include a summary of current conditions, a review of best practices from around the world, an outline of potential challenges to implementation, and a summary of incremental and bold steps that consider the three pillars and achieve the RTP goals.

As is evident from the titles of the Green Papers, a common theme throughout these papers is offering convenient, comfortable and safe alternatives to single occupancy vehicle travel. There is also a strong focus on transit, particularly inter-regional connections. Some of the incremental steps mentioned in the Green Papers can be implemented rather easily, but implementation of the bold steps, and of the Regional Transportation Plan, will require a change in mindset for many groups including governments, developers, businesses and the general public.

Regional Transportation Plan - City of Hamilton Role

Prior to the release of the Green Papers for public review, they were first reviewed by Technical Advisory Groups (TAGs), consisting of municipal and provincial staff, and relevant agencies (such as Tradeport International, and the Greater Toronto Airports Authority). Staff from Public Works, Planning and Economic Development, Corporate Services and Public Health participated on the TAGs. The role of the TAGs was to provide comments based on their areas of expertise, not based on the organization they represent. The TAG comments were used to revise the Green Papers, and then the Green Papers were made available for public review.

The public review stage for the Green Papers provided the opportunity to comment from a City of Hamilton perspective. Staff review teams were established to review and comment on each of the Green Papers. This same group will also review and comment on the White Papers (released in May 2008) and the draft Regional Transportation Plan.

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The Green Papers that will make up portions of Metrolinx’s Regional Transportation Plan (RTP) set a bold vision for reducing dependence on the single occupancy vehicle. Successful implementation of the strategies GTHA-wide will mean a major change in how people move about in this region. If Hamilton is successfully going to implement its share of the RTP, commitment to the goals and implementation of the RTP is required.

Implementation of portions of the RTP that affect Hamilton will mean a focus on the development of Downtown as a mobility hub, increased focus on live/work opportunities and transit oriented development, an acceleration of rapid transit initiatives, and an increased focus on transit and active transportation. Implementation of the RTP will also require capital and operating funding from the Province, and potentially the formation of an inter-agency/inter-regional implementation team to help municipalities move towards the RTP objectives.

“Quick Win” Proposal for James/Upper James Rapid Transit (A-Line) - Tranche 1

At their August 24, 2007, meeting, the GTTA (now Metrolinx) Board approved a Hamilton “quick win” proposal intended for the purchase of 6 articulated hybrid buses for the start-up of the A-Line Rapid Transit service, at a total cost of \$5.5 million. This project will increase service levels on the Downtown; Hunter Street GO Transit terminal; Mohawk College and the Airport. This project has also been approved by the Province in an announcement made in December 2007, and capital funding, as outlined in this report, was subsequently received.

Additional “Quick Win” Projects Approved by Metrolinx Board - Tranche 2

At their November 23, 2007 meeting, the GTTA (now Metrolinx) Board approved three additional “quick win” proposals for Hamilton. The first was \$17.4 million to be used for twelve new hybrid articulated buses, and for customer waiting areas for the B-line between McMaster University and Eastgate Square. This project will result in more frequent service, more capacity, and more comfort provided by a dedicated fleet of high-tech, hybrid articulated buses. This is seen as a foundation investment towards ultimate rapid transit on the B-line corridor. The second project includes \$6.9 million for passenger amenities on the A-line. This will build on \$5.5 million “quick win” commitment for six new articulated hybrid buses dedicated to this corridor and is a foundation investment towards ultimate rapid transit on the A-line corridor.

Thirdly, the Board approved \$3.0 million for GO/VIA platform at James Street North. Works would include a new platform, passenger amenities and park-and-ride lot. This would offer Hamiltonians more choice in travel modes and more convenient access to GO and VIA inter-regional train networks, and would enable two-way rail commuting potential.

Provincial funding of the capital portion of the Tranche 2 projects has also been received.

ANALYSIS/RATIONALE:

Regional Transportation Plan - City of Hamilton Implications

The Green Papers that will make up portions of Metrolinx’s Regional Transportation Plan (RTP) set a bold vision for reducing dependence on the single occupancy vehicle,

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and in many portions of these papers on private automobiles in general. If even some of the strategies are successfully implemented GTHA-wide, there will be a major change in how people move about in this region.

One key theme that comes through in the Green Papers, is that a change in the current way of thinking of transportation, transportation networks, and transportation funding is necessary, across the GTHA, at all levels of government, by developers and by members of the general public. From a Hamilton perspective, this is particularly evident in the following areas:

- Other jurisdictions (in Canada and abroad) have established funding methodologies or budgets that support the interrelationships between active transportation and transit. For example, Translink, the regional transportation agency in Vancouver, allocates \$6M annually to cycling (bike lockers at stations, instruction, other bike facilities). The interrelationship between active transportation and transit isn't one that we have developed yet, but having staff dedicated to Transportation Demand Management and Alternative Transportation will help;
- Zoning needs to be supportive of active transportation, transit and TDM. Requirements for showers and bike storage, reduced minimum parking requirements and set maximum requirements are examples of changes that should be considered;
- Hamilton may not have the same level of congestion on its streets that other GTHA municipalities, but there is still the challenge related to the fact that many of the improvements (rapid transit, bike lanes, wider sidewalks) would take place within existing rights-of-way with existing development on either side of the right-of-way (ROW). What we can actually fit in the ROW is therefore constrained, and we will often have to choose between wider sidewalks, bike lanes, HOV lanes, two-way conversions, etc.; we cannot fit everything in most ROWs.

If Hamilton is successfully going to implement its share of the RTP, commitment to the goals and implementation of the RTP is required. A multi-disciplinary, cross-departmental “RTP Implementation Team”, similar to the cross-departmental review teams that are currently in place, is warranted, if there is the commitment to work towards RTP implementation. Staff is already working on some of the initiatives proposed in the RTP, but not always in a coordinated fashion with other sections, divisions or departments.

Implementation of the RTP that affect Hamilton will mean a focus on the development of Downtown as a mobility hub, increased focus on live/work opportunities and transit oriented development, an acceleration of rapid transit initiatives, and an increased focus on transit and active transportation. Implementation of the RTP will also require capital and operating funding from the Province. The Green Papers recognize that communities may face challenges in implementing the RTP and have proposed an inter-agency/inter-regional implementation team to help municipalities move towards the RTP objectives.

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ALTERNATIVES FOR CONSIDERATION:

The Table below presents a staging plan for the implementation of Rapid Transit in the A-Line corridor. Stage 1 is being recommended at this time to take advantage of the remaining Provincial Gas Tax funding. Stage 3 represents the full implementation of Rapid Transit in this corridor with a service level comparable to the existing B-Line. Staff will recommend, at a future date, advancing to Stages 2 and 3, as Ridership grows and funding becomes available.

SERVICE ENHANCEMENTS	Current Rte. 27 Upper James	A-Line Stage 1	Current Rte. 27 Upper James	A-Line Stage 2	Revised Rte. 27/35 Up.James / College	A-Line Stage 3	Revised Rte. 27/35 Up.James / College
HEADWAY							
Early Morning	20	0	20	0	20	0	30
Morning Peak	15	30	15	20	20	15	30
Mid-day	20	0	20	20	20	15	30
Afternoon Peak	15	30	15	20	20	15	30
Early Evening	30	0	30	0	30	0	30
Late Evening	30	0	30	0	30	0	30
VEHICLES IN SERVICE							
Early Morning	3	0	3	0	3	0	2
Morning Peak	5	3	5	4	4	6	3
Mid-day	4	0	4	4	4	6	3
Afternoon Peak	5	3	5	4	4	6	3
Early Evening	2	0	2	0	2	0	2
Late Evening	2	0	2	0	2	0	2
TOTAL PEAK VEHICLES	5	3	5	4	4	6	3
BUS OPERATORS		3		6		8	
TOTAL OPERATING ANNUAL INCREASE (\$)	\$1,275,000	\$1,700,000		\$2,030,000		\$2,230,000	
INCREASE in FTEs		\$475,000		\$330,000		\$200,000	
				3		2	

Alternative 1 - Direct Staff to Implement Stage 2 or 3 of the Proposed A-Line

In the alternate, Council could direct the implementation of either Stage 2 or Stage 3 Service level on the A-Line at this time thereby making an advanced commitment from the 2009 Levy budget for the ongoing operating cost of this service enhancement.

Alternative 2 - Do Not Approve Operating Funding for the Proposed A-Line

The alternative to the recommendations of this report is to not approve the allocation of Provincial Gas Tax Funding to the operating costs of the start-up rapid transit along the A-Line (James/Upper James Corridor). This alternative is not recommended for the following reasons:

- Using Provincial Gas Tax moneys to operate the A-Line allows the service to run without drawing funds from other programs in the Transit Operating Budget which would negatively impact existing service levels;

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- Implementation of the A-Line start-up rapid transit service is in-line with a number of Council endorsed policies and plans, including the Transportation Master Plan, Transit Ridership Growth Plan and Asset Management Plan, and achieving the goals of these plans, and of Vision 2020 of doubling transit rides per capita by 2031 becomes more difficult without rapid transit in place.

Alternative 3 - Direct Staff to Implement Stages 2 and 3 of the B-Line Improvements

Only Stage 1 of the B-Line improvements is recommended at this time, however Council could direct the implementation of Stage 2/3 Service level on the B-Line at this time thereby making an advanced commitment from the 2009 Levy budget for the ongoing operating cost of this service enhancement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial Implications

The Table below summarizes Council’s committed and planned ongoing Provincial Gas Tax expenditures and identifies an account balance of \$483,062. Operating expenditures related to recommendation (ii) in this report in the amount of \$475,000 will be committed from the remaining balance in the Provincial Gas Tax account on an ongoing basis to the introduction of an “A-Line” Bus Rapid Transit (BRT) service identified as “Stage 1” in the Alternatives section of this report.

2009 Estimated Prov Gas Tax Revenue		(11,007,122)
HSR Enhancements	2,968,420	
ATS Enhancements	1,778,950	
In Lieu of Fare Increase	<u>2,326,690</u>	
Ongoing Operating Commitment		7,074,060
Replacement - Add'l 3 per year	1,500,000	
12 Year Bus Life	<u>1,500,000</u>	
Ongoing Capital Commitment		3,000,000
Centennial Parkway	300,000	
Rymal Rd (Pritchard to Hwy 56)	<u>150,000</u>	
2009 Enhancements		450,000
2009 Provincial Gas Tax Available Funds		<u><u>(483,062)</u></u>

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The Table below summarizes the Province’s award of \$32.8 million to Hamilton through Metrolinx for Capital enhancements to the B-Line and for introduction of an “A-Line” Bus Rapid Transit (BRT) service identified as “Stage 1” in the Alternatives section of this report. Capital expenditures related to recommendation (iii) in this report respecting the acquisition of 18 New Flyer Low-Floor Diesel/Electric 60-foot Articulated buses at a gross cost of \$16,500,000 are highlighted.

GO Train Platform development at James Street North Project Components	Recommendation (iii) - acquisition of 18 Diesel/Electric Hybrid Articulated Buses
Land acquisition	\$0
Remaining planning, design and engineering work	\$2,250,000
Passenger amenities (stops, stations, hubs) – significant stations as separate line items	\$750,000
Additional fleet acquisition	\$0
TOTAL	\$3,000,000
Vehicle Improvements - 60’ Hybrids on Beeline Project Components	Recommended Expenditures outlined in the report
Land acquisition	\$0
Remaining planning, design and engineering work	\$0
Passenger amenities (stops, stations, hubs) - significant stations as separate line items	\$0
Additional fleet acquisition	\$7,300,000 8 Artic Hybrids
TOTAL	\$7,300,000
B-Line: Improvements to current Beeline service first implemented in 1986, McMaster - Downtown - Eastgate Project Components	Recommended Expenditures outlined in the report
Land acquisition	\$0
Remaining planning, design and engineering work	\$800,000
Passenger amenities (stops, stations, hubs) - significant stations as separate line items	\$5,600,000
Additional fleet acquisition	\$3,700,000 4 Artic Hybrids
TOTAL	\$10,100,000
A-Line: New Airport Connector, Airport - Mohawk College - Hamilton GO Station - Downtown - Waterfront Project Components	Recommended Expenditures outlined in the report
Land acquisition	\$0
Remaining planning, design and engineering work	\$900,000
Passenger amenities (stops, stations, hubs) - significant stations as separate line items	\$6,000,000
Additional fleet acquisition	\$5,500,000 6 Artic Hybrids
TOTAL	\$12,400,000
TOTAL CAPITAL Project Components	Recommended Expenditures outlined in the report
Land acquisition	\$0
Remaining planning, design and engineering work	\$3,950,000
Passenger amenities (stops, stations, hubs) - significant stations as separate line items	\$12,350,000
Additional fleet acquisition	\$16,500,000 18 Artic Hybrids
TOTAL	\$32,800,000

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Recommendations regarding allocation of Quick Win reserves to “passenger amenities” as outlined above, will follow in a separate report later in 2008, but could include shelters, marketing and other items that will attract new riders and provide a high level of service to both new and current transit users.

Legal Implications

A Council bylaw committing the funds to the A-Line and B-Line Rapid Transit projects has been submitted to the Province in accordance with Provincial requirements.

Staffing Implications

An increase in the Complement of Transit Mechanics by one to Forty-three is required. An additional Mechanic is required, on average, for each fleet expansion of five buses. The recommendations in this report require an expansion of three sixty foot buses. This fleet expansion, when combined with the 2008 service enhancements requirements of five expansion fleet, thereby increasing the fleet complement from 206 vehicles to 213, compels a requirement for at least one additional Mechanic.

An increase in the Complement of Transit Bus Operators from the current complement of 399.3 to 402.3 is also required. The addition of three (3) peak period vehicles from Monday to Friday on the A-Line requires an increase in the Transit Bus Operator complement of three positions.

Five additional Transit Bus Operators will be required for the implementation of Stage 2 of the A-Line (3 Transit Bus Operators) and for the implementation of Stage 3 of the A-Line (2 Transit Bus Operators). Enhancements to, or expansion of the B-Line requires an increase in the Transit Bus Operator complement of six positions.

POLICIES AFFECTING PROPOSAL:

Provincial Policies

The RTP is built around *Places to Grow - A Growth Plan for the Greater Golden Horseshoe* and the Urban Growth Centres (UGC)s identified in *Places to Grow*. Places to Grow supports revitalized downtowns and urban areas, and sets minimum density targets in order to support increased transit usage, and financial viability of transit; a key theme that is carried through the Green Papers. The Green Papers recognize that, to meet the growth targets set in *Places to Grow*, an integrated and sustainable transportation will be required, as will a plan to guide future infrastructure investments. The GTHA transportation system will need to support the efficient movement of goods and people throughout the region, and beyond.

In June 2007, the Province of Ontario announced their \$17.5 billion MoveOntario 2020 plan which will deliver 52 rapid transit projects, including two rapid transit lines for Hamilton. The “quick win” projects described in this report for the B-line and the A-line are on MoveOntario 2020 corridors.

Hamilton Policies

The Hamilton Transportation Master Plan (TMP) identified three routes for future rapid transit: the existing B-Line along the Main/King corridor from Eastgate Square to McMaster University, the James/Upper James corridor from Downtown to the Airport

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(now known as the A-Line), and an east-west Mountain route. The Metrolinx Board approvals of Tranche 1 and Tranche 2 provide funding for two of these identified routes. The Hamilton Transportation Master Plan also sets a goal of 20% reduction in vehicle kilometres travelled over current trends by 2031: the RTP goals are in line with, or more aggressive than, the TMP goals. The TMP focus on reducing single occupancy vehicle use and encouraging the use of transit and active transportation are also echoed in the RTP.

The Hamilton Transportation Master Plan (and the Master Plans for Water and Wastewater, and for Stormwater) were completed as part of the GRIDS process. GRIDS identified a “Nodes and Corridors” approach as the preferred growth strategy. The RTP is also based on a similar approach, and connects key “nodes” (Urban Growth Centres) with rapid transit “corridors”. The Downtown node from GRIDS is an Urban Growth Centre, and the primary corridors of James/Upper James, and Main/King are taken from GRIDS and the TMP and included in the RTP.

There are a number of ideas common to both Vision 2020 and the RTP. Key theme areas of Vision 2020 which are also supported by the Regional Transportation Plan include: Local Economy, Consuming Less Energy, Improving Air Quality, Changing our Mode of Transportation, Land Use in the Urban Area, Personal Health and Well-Being, and Community Well-Being and Capacity Building.

The majority of the guiding principles of the Hamilton Transit Ridership Growth Plan are also themes of the Green Papers. These guiding principles are:

- The need to improve services and safety for existing riders so they become ambassadors for transit;
- Adoption of strategic approach that considers transit's role in the larger transportation, social, economic and environmental context, including the ability for transit to facilitate the City's growth management objectives and policies for a more balanced transportation system;
- The need to pursue initiatives that are cost-effective with high visibility, and those that improve the image of the transit system;
- The benefits of marketing the transit system as an important city service and one that requires attention to position Hamilton for future economic success, community well-being, affordability for passengers and environmental sustainability.

Public Works Strategic Plan

Participating in the Regional Transportation Plan process helps us to achieve our strategic priority of being the leader in the “greening” and stewardship of the City. The RTP will improve air quality and the environment through the reduction in greenhouse gas emissions, the use of energy-efficient modes of transportation, and the reduction of single occupancy vehicle use.

RELEVANT CONSULTATION:

Metrolinx Regional Transportation Plan

Consultation on the Green Papers, White Papers and draft Regional Transportation Plan has included, and will include: Municipal staff, Provincial and Federal

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governments, Technical Advisory Groups (TAGs), Advisory Committee, Multi-Disciplinary Expert Review Panel, Transit oversight organizations, Transit operators, Transit users, Ontario’s labour sector, Private operators, Industry associations, Driver advocates (includes Canadian Automobile Association), Steel industry and other relevant business sectors, Cycling organizations, Pedestrian advocates, Development industry, Infrastructure investment community, Infrastructure building community, educational organizations, Chambers of Commerce/Boards of Trade, Service organizations, Health organizations, Youth organizations, Cultural/ethnic organizations, Tourism organizations, Social service organizations, and the media.

Staff review teams were established for each of the Green Papers, and include staff from Public Works, Public Health, Planning and Economic Development, Corporate Services and Community Services. The same staff team is also currently reviewing the White Papers.

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**

Community well-being is enhanced through the support of increased use of transit and other sustainable modes of transportation. Public health is improved through a reduction in emissions and an increase in active transportation.

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

A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

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

Compact, mixed use development minimizes land consumption and servicing costs. Rapid Transit lines can initiate higher levels of economic development.

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**