



CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Environment & Sustainable Infrastructure Division

TO: Chair and Members Public Works Committee	WARD(S) AFFECTED: CITY WIDE
COMMITTEE DATE: January 17, 2011	
SUBJECT/REPORT NO: Quick Wins - Transfer of Funds (PW08074b) - (City Wide)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department	PREPARED BY: Carla Ippolito (905) 546-2424, Extension 2448 Jill Stephen (905) 546-2424, Extension 4621 Geoff Rae (905) 546-2424, Extension 4483
SIGNATURE:	

RECOMMENDATION

- (a) That the amount of \$177,000 be transferred from the Rapid Transit Reserve account # 108047 to the Rapid Transit Studies Capital Budget account # 49412-5300855100 to fund 2010 expenditures relating to Quick Win projects;
- (b) That starting in 2011, the annual expenditures related to Quick Win Projects, be funded from the Rapid Transit Reserve #108047.

EXECUTIVE SUMMARY

The City of Hamilton received funding of \$29.8million from the Ministry of Transportation to be used for municipal capital expenditures for transit vehicles and infrastructure to support rapid transit line improvements to the King-Main (B-Line) and the James - Upper James (A-Line) Corridors.

Within two years, the City has utilized approximately \$16.7million with the purchase of 18 Articulated 60 foot Buses as well as A-Line feasibility work and studies relating to topographic/legal surveys along the B-Line.

The remaining \$13.1million projects have been identified as follows:

- 1) Mixed-use building at Mohawk College with HSR transit amenities
- 2) Park-and-Ride Facility at the HSR Transit Centre, Upper James Street
- 3) McNab Transit terminal customer service technology

- 4) Transit Priority Measures investigation and Pilot Program
- 5) A-Line and B-Line Transit Amenities and additional Planning, Design and Engineering (PDE) Studies.

These works have been initiated and approximately \$177,000 for feasibility studies and design work has been incurred for 2010. These expenditures are related to the remaining Quick Win projects and are to be funded by the Rapid Transit Reserve # 108047.

Alternatives for Consideration - See Page 4

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: The Rapid Transit Reserve # 108047 was established to fund Quick Win projects. There is currently a balance of \$13.8million remaining in the reserve. There are sufficient funds to accommodate 2010 expenditures and future Quick Win expenditures.

Staffing: N/A

Legal: The Province required a municipal by-law to be passed and enacted that reaffirmed the funding would be used for the intended purposes of the grant.

HISTORICAL BACKGROUND

Metrolinx 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. Their Regional Transportation Plan (RTP) provides a strategic, long-term vision for a coordinated transportation system across the GTHA and will guide decision making about future infrastructure investment.

The Province, through Metrolinx, approved Hamilton's "Quick Wins" 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.

The amount of \$16.7million of the \$29.8 million awarded to the City of Hamilton has been utilized for the purchase of 18 Articulated 60 foot Buses as well as A-Line feasibility work and studies relating to topographic/legal surveys along the B-Line.

The priorities for the remaining \$13.1million are identified as:

Mixed -use building at Mohawk College with HSR transit amenities: 2010/2011/2012

The mixed-use/multi-modal facility at Mohawk College can be utilized to improve coordination of public transit needs for the College, St. Joseph's Healthcare (across from the college) and A-Line services and connections. During 2010, feasibility studies were initiated at a cost of approximately \$65,000.

Park-and-Ride Facility at the HSR Transit Centre: 2010/2011

Presently, the Mountain Transit Centre (MTC), located adjacent to the A-Line, is being utilized during the day as an informal Park-and-Ride facility by transit passengers. Given the availability of land at the front of the MTC to provide additional parking and transit amenities and encourage transit ridership, it is recommended that this facility be expanded with proposed road improvements on Upper James Street at the MTC to facilitate the A-line service and construct Hamilton's first transit-oriented Park-and-Ride facility. During 2010, preliminary design work was initiated with a cost of approximately \$72,000.

McNab Transit Terminal Customer Service Technology: 2011

These improvements will include passenger amenities to improve transit connections between the Downtown Transit Terminal, A&B lines and other key connection points and nodes. Includes the installation of LCD Transit information screens.

Transit Priority Measures investigation and Pilot Program: 2010/2011

In order to coordinate the implementation of transit priority measures along the A-Line with other capital work projects, additional studies are required to further define the impacts of transit priority implementation initiatives, identify costs, coordination opportunities, property and technology requirements for implementation. During 2010, feasibility studies were initiated at a cost of approximately \$39,850.

A/B Line Transit Amenities and additional Planning, Design and Engineering (PDE) Studies: 2011/2012

Options include bigger shelters, benches, landing pads, passenger information screens. Further studies to gather information required for the potential implementation of a rapid transit system along the B-Line as required in relation to the PDE studies.

The total 2010 expenditures on these projects for feasibility studies and design work is \$177,000.

POLICY IMPLICATIONS

The City of Hamilton has numerous policies and plans in place that support rapid transit in Hamilton. A few of the key documents are outlined below. A full list and description of supporting policies can be found as part of previous staff reports, including PW08043d, which was unanimously endorsed by Council on October 29, 2008.

Provincial Policies

- Regional Transportation Plan (November 2008) for the GTHA
- MoveOntario 2020
- Places to Grow

Hamilton Plans/Policies/Visions

- Corporate Strategic Plan
- Transportation Master Plan (TMP)
- Growth Related Integrated Development Strategy (GRIDS)

- Vision 2020
- Hamilton Transit Ridership Growth Plan
- Public Works Strategic Plan
- Air Quality and Climate Change Strategic Plan
- Corporate Energy Policy

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 proposed Rapid Transit Vision Statement 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 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

In order to implement the Quick Win projects, a coordinated effort between our Public Works Transit and Strategic Planning sections is required. Consultation among these sections as well as Metrolinx is imperative and continues to be ongoing.

Consultation with our Corporate Services department was also undertaken.

ANALYSIS / RATIONALE FOR RECOMMENDATION

The City of Hamilton received funding of \$29.8million from the Ministry of Transportation to be used for municipal capital expenditures for transit vehicles and infrastructure to support rapid transit line improvements to the King-Main (B-Line) and the James – Upper James (A-Line) Corridors. The Rapid Transit Reserve # 108047 was established and included these monies.

The recommendations outlined in this report support the use of the reserve to fund the expenditures relating to the above-noted mandate.

ALTERNATIVES FOR CONSIDERATION

Alternative 1 - Do not approve the reserve transfer

If we do not utilize the reserve monies for its intended use, the Province will recover up to and including the amount of funds provided. This will negatively impact the reputation of the City of Hamilton and future funding requests.

CORPORATE STRATEGIC PLAN

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

Skilled, Innovative & Respectful Organization

- ◆ More innovation, greater teamwork, better client focus

The collaboration of the Transit and Strategic Planning sections to deliver the quick win projects supports teamwork.

Financial Sustainability

- ◆ Financially Sustainable City by 2020
- ◆ Effective and sustainable Growth Management
- ◆ Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner
- ◆ Generate assessment growth/non-tax revenues
- ◆ Sustainable Tri-parti Government Agreement

Social Development

- ◆ People participate in all aspects of community life without barriers or stigma

Environmental Stewardship

- ◆ Aspiring to the highest environmental standards

Healthy Community

- ◆ Plan and manage the built environment
- ◆ Adequate access to food, water, shelter and income, safety, work, recreation and support for all (Human Services)

APPENDICES / SCHEDULES

None