

CITY OF HAMILTON

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

Report to: Chair and Members Public Works Committee	Submitted by: Gerry Davis, CMA Acting General Manager Public Works Department
Date: March 27, 2009	Prepared by: Jillian Stephen Extension 4621 Lisa Zinkewich Extension 1473

**SUBJECT: Rapid Transit Studies Project - Budget Increase for A & B Line
Implementation Studies - (PW08074a) - (City Wide)**

RECOMMENDATION:

That the budget for the Rapid Transit Studies Project - 5300855100 be increased by \$400,000 for use as outlined in Report PW08074a and that the increase be funded from the Rapid Transit Reserve - 108047.

Gerry Davis, CMA
Acting General Manager
Public Works Department

EXECUTIVE SUMMARY:

As part of Report FCS08021 a Metrolinx reserve fund was established in order to receive and track Provincial funding being provided to the City by Metrolinx. These funds were being distributed as a result of the Province's MoveOntario 2020 announcement, which focused on improving and constructing transit related infrastructure and enhancing the link between active transportation and public transit. The funds were provided as part of Tranche 1 and Tranche 2 Metrolinx "Quick Win" projects. These projects focused on the purchase of articulated hybrid buses and providing improvements to the existing B-Line express bus service (Main/King corridor), initiating a new express bus service along the A-Line (James/Upper James corridor), installing bicycle racks on buses and providing secure and safe bicycle parking. By-Law Nos. 08078 and 08085 (Appendix A) authorized the receipt of the funds, requiring them to be applied to expenditures for transit vehicles and related infrastructure.

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In order to move forward with these projects, funds must be transferred from reserve fund 108047 to the Rapid Transit Studies Account 5300855100. The funds to be transferred include \$100,000 in order to undertake an A-Line Implementation Study and \$300,000 to undertake topographic and legal surveys along the B-Line corridor, Eastgate Square to University Plaza and along the A-Line from Main Street to the Waterfront. The total transfer is in the amount of \$400,000.

The Rapid Transit Team is ready to move forward with the implementation of these studies, which will result in visible short term benefits for the City of Hamilton, its transit system and the community as it begins to provide greater options for alternative modes of travel. Improvements to both the A-Line and the B-Line transit corridors are in line with numerous City policies and plans that are in place to support sustainable transportation, including the City's Corporate Strategic Plan, the Transportation Master Plan and the Rapid Transit Vision Statement. The intent of these studies is also in line with the Provincial funding letter received March 2008. Metrolinx and appropriate staff from Public Works and Corporate Services have been consulted in regards to the transfer of funds for the projects outlined in this report.

Report PW08074a seeks the authority to allow the transfer of the funds in the total amount of \$400,000 from the Metrolinx reserve fund 108047 to the Rapid Transit Studies account 5300955100, in line the by-laws associated with report FCS08021 (in conjunction with PW08045).

BACKGROUND:

In June 2007, the Province of Ontario announced their MoveOntario 2020 plan which is aimed at improving public transit in the Greater Toronto and Hamilton Area (GTHA). Metrolinx, the Provincial agency charged with implementing the MoveOntario 2020 vision, has taken a two-step approach to funding projects that fall under this mandate, "Quick Win" projects and Regional Transportation Plan projects. "Quick Win" projects are those projects that would have an immediate impact on providing sustainable transportation options within the municipalities of the GTHA. Regional Transportation Plan projects are projects that are larger in scope and capital cost, and that would take a number of years to plan, design and implement. Four rapid transit corridors have been identified for funding as part of the Regional Transportation Plan, in addition to three "Quick Win" projects. Funding for the "Quick Win" projects was received by the City as part of two separate letters dated March 31, 2008.

As part of Tranche 1 and Tranche 2 Metrolinx "Quick Win" funding, the City received \$29.8 Million to be used for municipal capital expenditures for transit vehicles and infrastructure to support A-Line and B-Line improvements. The funds are to be used for the purchase of articulated hybrid buses and improvements to the existing B-Line express bus service (Main/King corridor) and a new express bus service along the A-Line (James/Upper James corridor). The 18 articulated hybrid buses, purchased under PW08074 (June 2008), will be used to increase service levels, as a precursor to future rapid transit improvements proposed as part of the Regional Transportation Plan. The remaining funds will be used for improvements and new service/passenger amenities to customer waiting areas for both the A-Line and B-Line. These improvements will result in more frequent service, more capacity, and more comfort provided by a dedicated fleet

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of high-tech, hybrid articulated buses in the short term. This is seen as a foundation investment towards ultimate plans for rapid transit on these corridors.

Tranche 1 "Quick Win" funding also included \$190,987 to the City to be used to purchase and install bicycle racks on buses and to provide secure and safe bicycle parking. This program has subsequently been titled the BikeLinx program, with a goal of enhancing the links between active transportation and public transit.

Upon receipt of the funding, the City of Hamilton was required to enact by-laws indicating agreement with the terms of the funding and to set-up a Metrolinx related reserve fund. The funding was received, reserves were established and by-laws 08078 and 08085 (Appendix A) enacted as a result of report FCS08021 (in conjunction with PW08045), which were approved at Council on April 23, 2008. Presently, Rapid Transit Team staff is prepared to proceed with projects directly related to the above noted Tranche 1 and Tranche 2 "Quick Win" announcements.

The A-Line, prior to service commencement will be undergoing a full corridor review for the development of short (immediate), medium and long-term rapid transit options for the corridor. The short and medium alternatives will focus primarily on Bus Rapid Transit service implementation, with the long term focusing on full rapid transit (either LRT or BRT), subject to Provincial funding through the implementation of the Regional Transportation Plan. It is anticipated that the short term options developed as part of this A-Line corridor review, will be implemented using the remaining "Quick-Win" funds. Once costs have been developed for the short term implementation options, a subsequent report will be written requesting the transfer of additional funds.

The B-Line topographic and legal surveys will be utilized in order to determine where potential opportunities exist to implement short term service improvements for the existing B-Line BRT (lite) service. Given that the B-Line corridor has also been identified as a top 15 priority project for implementation as part of the Regional Transportation Plan, the topographic and legal surveys will also be used to help facilitate the more detailed design exercise required for this corridor, as it continues to move closer towards full rapid transit implementation.

In order to move forward with these projects, funds must be transferred from reserve fund 108047 to the Rapid Transit Studies Account 5300855100. The funds to be transferred include \$100,000 in order to undertake an A-Line Implementation Study and \$300,000 to undertake topographic and legal surveys along the B-Line corridor, Eastgate Square to University Plaza and along the A-Line from Main Street to the Waterfront. The total transfer is in the amount of \$400,000.

ANALYSIS/RATIONALE:

These projects will help Hamilton successfully implement a sustainable transportation system, in line with the recommendations of the Transportation Master Plan and the projects outlined in MoveOntario 2020. The projects that can be implemented as a result of the funding from the Province will result in visible short term benefits for the City of Hamilton, its transit system and the community as alternative modes of travel are being provided. The Rapid Transit Team is ready to move forward with the work required to move towards implementation.

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ALTERNATIVES FOR CONSIDERATION:

Alternative 1 - Do not transfer funds from reserve fund 108047 to the Rapid Transit Studies Account 5300855100

This alternative is not recommended. The “Quick Win” funds are to be used to for programs that would provide an immediate impact on sustainable transportation options within the municipalities of the GTHA. If these funds are not spent in line with the intent of the funding letter, the Province has the ability to request funds be returned. In addition, if the funds provided are not utilized in a timely manner, it sends the message to the Province that Hamilton is not ready to implement strategies and programs that support sustainable transportation. This reflects poorly on the readiness of the City to receive other potential funding in the future and implement projects that meet Provincial objectives and City policies.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial Implications

The funds have been set aside in a Metrolinx related reserve fund set-up for the tracking of these projects, in accordance with staff reports PW08043 and FCS08021. Funds in the amount of \$400,000 are being requested to be transferred from reserve fund 108047 to the Rapid Transit Studies account 5300855100 for use in line with “Quick Win” funding agreements. The funding breakdown is \$100,000, in order to undertake an A-Line Implementation Study and \$300,000 to undertake topographic and legal surveys along the B-Line corridor, Eastgate Square to University Plaza and along the A-Line from Main Street to the Waterfront. Metrolinx has been advised that the City will be drawing on the Metrolinx reserve fund for the above noted projects, and approved this approach given that the above noted projects are in line with the funding letters received March 31, 2008.

Staffing Implications

There are no staffing implications associated with the recommendations of this report.

Legal Implications

Should it be determined that the City of Hamilton does not use the funds for which they are intended, as outlined in Reports PW08043 and FCS08021, the Province has the right to recover funds. Reports detailing expenditures shall be submitted to the Province and the Province may request an independent audit of the projects.

POLICIES AFFECTING PROPOSAL:

The City of Hamilton has numerous policies and plans in place that support sustainable transportation 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 Report PW08045.

Provincial Policies

- *Regional Transportation Plan (November 2008) for the GTHA – “The Big Move”*
- *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*
- *Rapid Transit Vision Statement*

The significance of providing sustainable transportation options is identified under Focus Area 4 (Growing our Economy) and 7 (Healthy Communities) of our Corporate Strategic Plan. The proposed projects that will be implemented using the “Quick Win” funds address 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 and cycling)

In addition the implementation of “Quick Win” projects 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.

The Rapid Transit Vision statement, approved by Council on January 28, 2009 developed a guiding principle behind the planning for and delivering of a rapid transit system for the City of Hamilton. The projects associated with this staff report carry forward that vision statement as it relates to the provision of high quality, safe, environmentally sustainable and affordable transportation options.

RELEVANT CONSULTATION:

The following groups have been consulted in regards to this report: Transit, Capital Planning and Implementation, Operations & Maintenance and Corporate Services.

CITY STRATEGIC COMMITMENT:

By evaluating the “**Triple Bottom Line**”, (community, environment, and 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.

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Economic Well-Being is enhanced. Yes No

Compact, mixed use development minimizes land consumption and servicing costs. Improved transit and mode choices and required infrastructure can initiate higher levels of economic development.

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

Yes No

Through the development of a guiding vision and ensuring collaboration between City Departments and Provincial officials, all potential natural, social and economic impacts will be considered and evaluated.

Do the options you are recommending make Hamilton a City of choice for high performance public servants? Yes No

A highly functional and sustainable transit system provides a viable transportation options for those commuting to/from work and has been shown to attract creative ambitious staff to live and work in the same community.

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APPENDIX A - By-Law No.08078 and By-law No. 08085

Authority: Item 5, Public Works Committee
Report 08-007 (PW08045)
CM: April 23, 2008

Bill No. 078

CITY OF HAMILTON

BY-LAW NO. 08-078

To Authorize the Receipt of Funding from Metrolinx to enhance the links between active transportation and public transit through the provision of safe and secure bike storage and the expansion of the bike/bus rack program.

WHEREAS at their August 24, 2007 meeting, the GTTA (now Metrolinx) Board approved a GTHA wide "quick win" project for Bicycle Promotion Initiatives, known as BikeLinx, for the municipalities of the Greater Toronto and Hamilton Area (GTHA);

AND WHEREAS in a letter dated March 31, 2008, attached to this By-law as Schedule A, the Metrolinx Board provided the City of Hamilton with funds in the amount of \$190,987, subject to an authorizing by-law being received no later than April 30, 2008;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

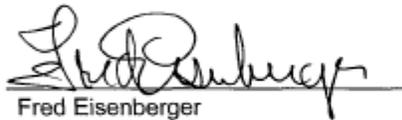
1. The City of Hamilton is authorized to receive a payment of \$190,987 from Metrolinx as committed at their August 24, 2007 meeting for the provision of safe and secure bike storage and the expansion of the bike/bus rack program.
2. The payment of \$190,987 shall be:

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- (a) used to purchase and install bicycle racks on buses (\$24,000) as well as secure and safe bicycle parking as defined by Metrolinx (\$166,987);
- (b) deducted, in full or in part, from future provincial transit funding allocations, if the City of Hamilton is found not to be in compliance with the terms outlined by Metrolinx in the letter attached as Schedule A.

3. This By-law shall come into force on the day it is passed and enacted.

PASSED and ENACTED this 23rd day of April, 2008.



Fred Eisenberger
Mayor



Kevin C. Christenson
City Clerk

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Authority: Item 5, Public Works Committee
Report 08-007 (PW08045)
CM: April 23, 2008

Bill No. 085

CITY OF HAMILTON

BY-LAW NO. 08-085

To Authorize the Receipt of Funding from the Province of Ontario for municipal capital expenditures for transit vehicles and infrastructure in the City of Hamilton, to support:

- **BLine improvements, King - Main Corridor; and**
- **ALine improvements, James – Upper James Corridor.**

WHEREAS in its 2007 Ontario Economic Outlook and Fiscal Review (Fall Economic Statement), the Province of Ontario committed to one-time funding to expand public transit across Ontario;

AND WHEREAS in a letter dated March 31, 2008, attached to this By-law as Schedule A, the Minister of Transportation informed the City of Hamilton that it is a recipient of such funding, subject to an authorizing by-law being received no later than April 30, 2008;

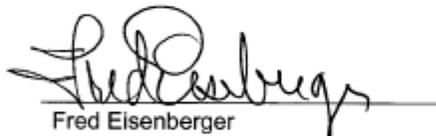
NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. The City of Hamilton is authorized to receive a payment of \$29,800,000 from the Province of Ontario as committed in the 2007 Ontario Economic Outlook and Fiscal Review and 2008 Ontario Budget for municipal capital expenditures for transit vehicles and infrastructure.
2. The payment of \$29,800,000 shall be

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- (a) used for municipal capital expenditures for transit vehicles and infrastructure to support Bline improvements, King – Main Corridor and Aline improvements, James – Upper James Corridor
 - (b) be subject to a final summary report to the Ministry detailing expenditures, use of provincial funding, and outcomes achieved, for which the Ministry may request an independent audit of the project; and
 - (c) deducted, in full or in part, from future provincial transit funding allocations, if the City of Hamilton is found not to be in compliance with the terms outlined by the Ministry in the letter attached as Schedule A.
3. This By-law shall come into force on the day it is passed and enacted.

PASSED and ENACTED this 23rd day of April, 2008.


Fred Eisenberger
Mayor


Kevin C. Christenson
City Clerk