

**CITY OF HAMILTON**

**PUBLIC WORKS DEPARTMENT**  
*Transportation, Energy and Facilities Division*

<b>TO:</b> Chair and Members Public Works Committee	<b>WARD(S) AFFECTED:</b> Ward 11
<b>COMMITTEE DATE:</b> November 5, 2012	
<b>SUBJECT/REPORT NO:</b> Quick Wins - Park-and-Ride Facility and Associated Improvements at the Mountain Transit Centre (PW11079c) - (Ward 11)	
<b>SUBMITTED BY:</b> John Mater, C.E.T. Acting General Manager Public Works Department	<b>PREPARED BY:</b> Don Hull Director of Transportation (905) 546-2424, Extension 1860
<b>SIGNATURE:</b>	Christine Lee-Morrison Manager, Mobility Programs and Special Projects (905) 546-2424, Extension 6390

**RECOMMENDATION**

- (a) That the General Manager, Public Works, be authorized and directed to issue a Purchase Order to McCormick Rankin Corporation a Member of the MMM Group, for design and engineering consulting services related to the Park-and-Ride Facility and Associated Improvements at the Mountain Transit Centre, to be charged to Project ID 5300855100 and funded from the Metrolinx Quick Wins Reserve #108047 in accordance with Purchasing Policy #11(2) Non-Competitive Procurement; and,
- (b) That the General Manager, Public Works, be authorized to provide a copy of report PW11079(c) to the Metrolinx CEO and Chair of the Metrolinx Board for their information.

**EXECUTIVE SUMMARY**

In 2008, the City of Hamilton received a \$29.8 million capital grant through *Metrolinx Quick Wins* to implement transit ridership growth initiatives on the A-Line and B-Line.

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The Quick Wins projects, listed in the Financial section of this report, include the construction of the City's first Park-and-Ride facility at the Mountain Transit Centre at an "all-in" estimated cost of \$4.5 million.

This report recommends direct award of a consulting assignment to McCormick Rankin Corporation to complete the engineering and detailed design work for the facility at an upset limit of \$400,000. McCormick Rankin has provided consulting services on this project since inception. Staff has been in regular contact with Metrolinx staff respecting the status of the Quick-Wins projects. While Metrolinx staff continues to express strong support for this project, they caution that the Agreement between the City and Metrolinx requires that all projects be completed by December 31, 2013. As such, staff is recommending direct award of the next stage of consulting work to McCormick Rankin so as to ensure that a construction tender is let in early 2013 and to further ensure completion of the project by year end 2013.

To date, the City has undertaken a functional planning investigation to determine the feasibility and design options at the Mountain Transit Centre for a Park-and-Ride facility. A copy of the preliminary site plan is attached as Appendix A. The next steps would be to obtain site plan approval, undertake detailed engineering design, tender and construction. The engineering consultant firm of McCormick Rankin Corporation a Member of the MMM Group (MRC) was retained by the City to undertake the feasibility study, including an initial stormwater management analysis. As MRC has done this initial work, they are best suited to continue with the detailed design work for this project. As this project exceeds the limit for roster assignments under procurement policy no. 9 and a Request for Proposal has not been issued under policy 5.4, in accordance with By-Law No. 11-297 A By-law to Adopt and Maintain a Procurement Policy for the City of Hamilton, Council approval is required to assign the design and engineering work to MRC. A Request for Proposal is not recommended due to the time sensitivity of this project, which could jeopardize provincial funding.

**Alternatives for Consideration - See Page 6**

<b>FINANCIAL / STAFFING / LEGAL IMPLICATIONS</b>
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**Financial:** In 2008, the City of Hamilton received \$29.8 million from Metrolinx "Quick Wins" to be used for transit capital expenditures to support A-Line and B-Line transit ridership growth initiatives. These monies were placed in a Metrolinx Quick Wins Reserve #108047. A Park-and-Ride Facility at the Mountain Transit Centre was identified as a Quick Wins project in Staff Report PW08074(b) and more recently, Information Report PW11079.

The remaining Quick-Wins Projects and budget estimates include :  
**Cost estimates as of August 2012**

<b>Project</b>	<b>Estimated Costs</b>
Mohawk College Transit Terminal	\$ 4,300,000
Mountain Transit Centre Park-N-Ride	\$ 4,500,000
Transit Priority – King Street Transit-Only Lane	\$ 300,000
Technology - MacNab Terminal	\$ 565,000
A & B Line Amenities	\$ 1,400,000
Making the Case Report	\$ 500,000
Parking and Loading Report	\$ 127,000
Rapid Transit 2012 Workplan	\$ 852,000
	<hr/> <b>\$ 12,544,000</b> <hr/>

The estimated cost of the Park and Ride Facility and associated improvements is \$4.5 million including engineering and detailed design. The engineering and detailed design component is approximately \$400,000. As of December 31, 2011, the Quick Wins Reserve balance is approximately \$14.2 million. There are sufficient funds to accommodate Recommendation (a).

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

## **HISTORICAL BACKGROUND**

As of March 2012, \$16.7 million has been utilized for:

- Vehicle Purchase: Eighteen (18), 18.3m (60 ft) Low-floor articulated buses
- Engineering Survey: Ground Control & Topographic mapping for design purposes
- B - Line: Photo & Mapping inventory
- A - Line: Bus Rapid Transit Feasibility Study

The remaining \$13.1 million (excludes interest) has been allocated to the following projects (as noted above):

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1. Mohawk College Transit Terminal
2. Mountain Transit Centre Park-N-Ride
3. Transit Priority - King Street Transit-Only Lane
4. Technology - MacNab Terminal
5. A & B Line Amenities
6. Making the Case Report
7. Parking and Loading Report
8. Rapid Transit 2012 Workplan (which includes the Electromagnetic Field work with McMaster University and the Maintenance Storage Facility and Phasing Options)

A Park-and-Ride Facility at the Mountain Transit Centre was identified as a remaining Quick Wins project in Staff Report PW08074(b) and more recently, Information Report PW11079.

**Park-and-Ride facility at the HSR Headquarters on Upper James Street**

The intention of this project is to provide the first Park-and-Ride facility in the City of Hamilton. The Park-and-Ride would be located at the City's Mountain Transit Centre, which is serviced by our A-Line express route 20 as well as route 27 Upper James. The Mountain Transit Centre is also the terminus of the Glanbrook Transcab service, where passengers can transfer to either of the foregoing routes. In addition, the Mountain Transit Centre houses the maintenance and storage function for the HSR fleet and transit administration including accessible transit service. Currently, transit users have been observed unofficially parking at the Mountain Transit Centre to access the transit services. The park-and-ride would promote the use of public transit by permitting the commuter to park their vehicle in an area outside the urban core and not contribute to traffic congestion, while reducing parking demand and improving air quality. The outcome of providing the City's first Park-and-Ride facility will be to provide convenient parking for HSR passengers, with the goal of increasing ridership on not only the A-Line but other HSR routes.

The City has undertaken a functional planning investigation to determine the feasibility and design options at the Mountain Transit Centre for a park-and-ride. The following is a summary of the components of the proposed option:

- Bus bays (5) and passenger shelters (including amenities and security features such as CCTV) to service the A-Line, Upper James, Transcab and DARTS (accessible transit).
- A commuter parking lot for kiss-and-ride and park-and-ride (approx. 70 spaces).
- Stormwater management improvements. The site currently exhibits flooding during major storm events (including flooding of the garage and administration building). With the addition of more impervious surface area at the site, existing

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flooding and drainage issues need to be rectified and have been included in this proposal. The proposal includes a new stormwater management pond and improved drainage system for the site.

- Widening of the roadway and the addition of turning lanes in front of the site, to improve access for buses, commuters and other users.

A copy of the preliminary site plan is attached as Appendix A. The next steps would be to obtain site plan approval, undertake detailed engineering design, tender and construction.

### **POLICY IMPLICATIONS**

The Park-and-Ride Facility at the Mountain Transit Centre project is part of an overall quick wins funded package of enhancements to the A and B Lines, as reported to Metrolinx on an ongoing basis. The project aligns with a number of Public Transportation initiatives including:

- the HSR Transit Operational Review (2010), which recommends that the City implement the park-and-ride at the Mountain Transit Centre to better serve customers.
- supports the intent of the Corporate Strategic Plan (14.1 i, iii, v) take an integrated, multi-modal, public transportation approach, deliver higher-order transportation and enhanced transit service as well as enhance conventional transit service levels within the A Line and B Line corridors.
- the Transportation Master Plan towards promoting and increasing public transit as a means to reduce traffic congestion, improve air quality and work towards a 12% modal share for transit by 2031.
- The Big Move Regional Transportation Plan.

As this project exceeds the limit for roster assignments under Procurement Policy # 9 and a Request for Proposals has not been issued under Policy # 5.4, in accordance with By-Law No. 11-297 A By-law to Adopt and Maintain a Procurement Policy for the City of Hamilton, Council approval is required to assign the design and engineering work to McCormick Rankin Corporation a Member of the MMM Group at an approximate cost of \$400,000. This is a time sensitive project, due to Provincial expectations related to quick wins funding, therefore a Request for Proposal is not recommended.

### **RELEVANT CONSULTATION**

Mobility Programs and Special Projects staff have consulted with Engineering Services, Public Works, to develop the work plan for MRC and Procurement, Corporate Services, regarding purchasing policy.

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Metrolinx has been consulted regarding the City's intention of proceeding with the Park and Ride Facility and Associated Improvements at the Mountain Transit Centre under the Quick-Wins program.

**ANALYSIS / RATIONALE FOR RECOMMENDATION**

As discussed in the Historical Background Section of this report, it is recommended that the Mountain Transit Centre facility be upgraded with road improvements on Upper James Street, a new Park-and-Ride facility and stormwater management improvements. A functional planning investigation has been completed. The engineering consultant firm of McCormick Rankin Corporation a Member of the MMM Group (MRC) was retained by the City to undertake the feasibility study, including the initial stormwater management analysis. As MRC has done this initial work, they are best suited and would be most efficient to continue with the detailed design work for this project. Should a new firm be retained to continue with the project, additional time would need to be allocated for a review of the feasibility work. Furthermore, a Request for Proposal process can take several months. Under the City's agreement with Metrolinx on the Quick Wins, the expectation is that work should be completed by 2013. As such it is very important that the City move forward as quickly as possible so as to not jeopardize the provincial funding for this project.

**ALTERNATIVES FOR CONSIDERATION**

**Alternative 1** - Direct Staff to go through a Request for Proposal to retain a consult to undertake the engineering and detailed design component this study.

This alternative is not recommended because the Request for Proposal process can take several months to complete. This project is time sensitive in that quick wins funds should be spent by 2013. Furthermore, McCormick Rankin Corporation a Member of the MMM Group would be the most efficient firm to carry on with the work as they have done the feasibility studies.

**Alternative 2** - Direct Staff Not to Proceed with the Park and Ride Facility and Associated Improvements at the Mountain Transit Centre

Should the project not proceed, the funds must be allocated to another Metrolinx Quick Wins initiative and be expended prior to December 31, 2013. This is not recommended.

**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***

- ◆ A culture of excellence
- ◆ 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

***Intergovernmental Relationships***

- ◆ Acquire greater share of Provincial and Federal grants (including those that meet specific needs)

***Growing Our Economy***

- ◆ An improved customer service
- ◆ A visitor and convention destination

***Social Development***

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

***Environmental Stewardship***

- ◆ Reduced impact of City activities on the environment

***Healthy Community***

- ◆ Plan and manage the built environment

**APPENDICES / SCHEDULES**

Appendix "A" - Park and Ride Facility and Associated Improvements at the Mountain Transit Centre Conceptual Site Plan

APPENDIX 'A'

