

Date: June 23, 2020	Originator's files:
To: Mayor and Members of Council	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: July 8, 2020

Subject

Request for Authority to Enter into Cost Sharing Agreement with Metrolinx to undertake the Dundas Bus Rapid Transit Corridor Preliminary Design and Transit Project Assessment Process

Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to enter into a Cost Sharing Agreement with Metrolinx and any amendments and/or ancillary documents thereto, to undertake the Preliminary Design and Environmental Assessment / Transit Project Assessment Process (TPAP) for the Dundas Bus Rapid Transit Corridor, all in a form satisfactory to the City Solicitor.

Background

As recommended in the report titled "Investing in Canada Infrastructure Program - Public Transit and Community, Culture and Recreation Funding Applications" to Budget Committee on October 2, 2019 from the Commissioner of Corporate Services and Chief Financial Officer, the City has submitted an application for implementation funding to the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP) focussed on developing bus priority infrastructure on a 2 km segment of the Lakeshore Road Corridor and on a 7 km segment of the Dundas Street Corridor.

The report titled "Request for Authority to Enter into Letters of Intent with Metrolinx for Rapid Transit Corridor Preliminary Design and Transit Project Assessment Process Studies" from the Commissioner of Transportation and Works and approved by Council on April 22, 2020, supported the development of an administrative/cost sharing agreement with Metrolinx to be brought back to Council at a future date for approval.

Based on the executed Letter of Intent for the Dundas BRT dated April 30, 2020, the City's Rapid Transit Office has been working closely with Metrolinx Project Planning staff and released a cooperative procurement for the Dundas BRT Preliminary Design and TPAP on June 19, 2020. Concurrently, the Metrolinx and City teams have developed a Cost Sharing Agreement for the project. This report is seeking authority to enter into this Cost Sharing Agreement.

Comments

The City of Mississauga (the “City”) had identified through the 2019 to 2022 Roads Service Area Capital Program, funding requirements to undertake preliminary design work and complete environmental assessment approvals for the Dundas BRT, Lakeshore HOT and Downtown Mississauga Terminal and Transitway Connection.

The Dundas BRT corridor was identified as a priority transit project for the City, as well as a priority in Metrolinx’s ‘2041 Regional Transportation Plan’. Metrolinx has recently completed an Initial Business Case for the Dundas corridor from Kipling Station, in the City of Toronto, through the City of Mississauga, Halton Region, to the Village of Waterdown in the City of Hamilton.

The City and Metrolinx share a mutual interest in advancing approvals for the Dundas BRT based upon our respective priorities. As the boundaries and study requirements overlap, a joint approach was supported and a Cost Sharing Agreement has been developed to support jointly undertaking the Preliminary Design and securing TPAP approvals for the Dundas BRT. While the overall work is to be undertaken based on the full Metrolinx corridor, the City will cost share the components and manage the study elements associated with the Mississauga segment to ensure they satisfy our ICIP application requirements and timelines of reaching substantial completion by March 31, 2027.

This collective study approach will ensure a consistent review of the entire corridor and will build upon existing similar procurement work recently undertaken by Metrolinx to expedite anticipated procurement timelines and result in a cost sharing approach that benefits both parties. Based upon negotiations with Metrolinx, the City will be responsible for 21.25% of the overall study costs which represents approximately half of the costs associated with the Mississauga segment. The Metrolinx procurement also advances some costly eligible elements such as detailed utility mapping and topographical survey work within the shared budget envelope to better position this project for the ICIP funding and timelines.

The City and Metrolinx have also been working together on the details of the study procurement documents which have now been released to the market by Metrolinx. The procurement process is expected to be completed by the end of the summer.

In order to support the tight ICIP timelines and in advance of selecting the overall study vendor, Metrolinx is commencing some early environmental investigation studies and the City will be undertaking some topographical survey work.

Financial Impact

In the 2019 Capital Budget and Forecast, the Roads Service Area received initial funding of \$3.5 million in project PN19-107 and multi-year funding (2021-2022) of \$7.5 million for total funding of \$11 million to conduct preliminary design and Environmental Assessment/TPAP

Studies for the Dundas BRT Corridor. The Cost Sharing Agreement with Metrolinx could result in a potential 50% savings that will reduce the City's funding contribution.

Conclusion

The City of Mississauga and Metrolinx have developed a cooperative procurement package to undertake the next phase of work for the Dundas BRT corridor that satisfies the various requirements and timelines. Based upon the executed LOI, the procurement process for the Dundas BRT Preliminary Design/TPAP Study has commenced.

This Corporate Report is seeking the authority to execute a Cost Sharing Agreement with Metrolinx to undertake the Preliminary Design and TPAP study for the Dundas BRT. The procurement process for the study is expected to be completed by the end of the summer.



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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