



Report

Committee of Council

Standing Committee of the Council
of the Corporation of the City of Brampton

Date: 3 October, 2007

File: T65

Subject: Hurontario Corridor – Joint Rapid Transit Study with Mississauga
– Ward 3 and 4

Contact: Dave Roberts, Project Director, AcceleRide

OVERVIEW:

- The recent provincial MoveOntario 2020 funding announcement included as one of its 52 projects Light Rail Transit (LRT) on the Hurontario corridor from Port Credit in Mississauga to Queen Street in downtown Brampton.
- Brampton is implementing AcceleRide Bus Rapid Transit (BRT) on the Hurontario corridor.
- The City of Mississauga has initiated a rapid transit feasibility study for its part of the Hurontario corridor.
- Senior staff members from Brampton and Mississauga are recommending that a study be done jointly for the full corridor.
- The Province of Ontario has agreed to fund 50% of the study cost, using funds from the provincial contribution to the AcceleRide project (through AcceleRide capital account 074800).
- Brampton's local share would be \$300,000, funded from the AcceleRide capital account #064800.

Recommendations

1. THAT, the report from Dave Roberts, Project Director, AcceleRide, dated October 3, 2007, titled "Hurontario Corridor – Joint Rapid Transit Study with Mississauga – Ward 3 and 4", be received;
2. THAT, the City of Brampton join with the City of Mississauga in carrying out a joint Higher-order Transit feasibility study of the Hurontario/Main corridor, with the following provisions:

- a. The procurement process and administration of the study be carried out by the City of Mississauga and the consultant contract be with the City of Mississauga;
 - b. The cost of the study be shared equally with the Province of Ontario, with the local share split between the two cities according to their respective corridor lengths, and with Brampton's share being 25% of the local cost;
 - c. Brampton's local share of the study (\$300,000) be funded from the AcceleRide capital account #064800 and the provincial share of Brampton's portion (\$300,000) be funded from the \$95 million Provincial funding grant already received for the AcceleRide project, through AcceleRide capital account #074800;
3. THAT, staff be authorized to negotiate and the Mayor and City Clerk be authorized to execute an agreement with the City of Mississauga for the joint funding of the Higher-Order Transit Feasibility Study of the Hurontario/Main Corridor on such terms and conditions as are acceptable to the Commissioner of Works and Transportation and in a form of agreement acceptable to the City Solicitor."

Background

The Hurontario/Main corridor is one of the two corridors for the first phase of the AcceleRide Bus-Rapid-Transit project, scheduled for implementation in 2010. This follows from the recently-completed Transportation and Transit Master Plan, which identified Hurontario/Main as a priority higher-order transit corridor and one that could connect to a similar service in Mississauga. The implementation plan for AcceleRide is complete and approved and funding from both the Provincial and Federal governments has been secured. The AcceleRide Project Office within Brampton Transit has been established and implementation activities are underway.

The City of Mississauga is also planning rapid transit for the Hurontario corridor within their city. Earlier this year, they issued a Request for Pre-qualification and Expression of Interest for a feasibility study, from which they short-listed several consultant teams. Mississauga's planning work also envisions integration of their services on the corridor with those of Brampton. Discussions have already been initiated and continue between senior staff of the two cities regarding the development of strategies to achieve this.

The Provincial Places to Grow Plan identifies both downtown Brampton and Mississauga City Centre as Urban Growth Centres, and identifies the Hurontario corridor between them for "Proposed Higher Order Transit to 2031". Urban Growth Centres are to be focal areas for commercial, recreational, cultural, entertainment and higher-density residential uses, along with corresponding infrastructure investments. They are to serve as high-density employment centres that will attract major employment uses and are to accommodate a

significant share of population growth, planned to accommodate a minimum of 200 persons and jobs per hectare. Furthermore, the Provincial Growth Plan places a priority on serving this growth through transit infrastructure.

On June 15, 2007, the Province announced a multi-year \$17.5 billion transit funding program called MoveOntario 2020. Among the 52 rapid transit initiatives identified is a Light Rail Transit (LRT) corridor on Hurontario Street from Lakeshore Road in Mississauga to Queen Street in Brampton (downtown). The MoveOntario 2020 projects are intended to support the Provincial Places to Grow Plan (2006) and are to receive full capital funding from upper-tier governments with two-thirds from the Province and an assumption of obtaining a further one-third from a future federal funding commitment. The Province has indicated that they are prepared to proceed with project funding once priorities have been assessed even in the absence of federal funding and may also consider some role with respect to the longer-term operating implications. MoveOntario 2020 is intended to be a twelve-year program with two-thirds of the projects to be completed by 2015. In addition, a new fast-tracked Environmental Assessment approval process for these projects is expected to be forthcoming. Further details, priorities and recommendations would be established through the Greater Toronto Transportation Authority (GTTA).

The GTTA is currently in the process of developing a Regional Transportation Plan, which will look at the spectrum of modal needs that include but are not limited to the components identified in the MoveOntario 2020 funding announcement. The GTTA has made it clear that notwithstanding a project's inclusion as part of the MoveOntario 2020 announcement, each project including recommended technology will need to be assessed and priorities determined. For Hurontario, this means that BRT, transit priority measures and other technologies will be reviewed in addition to LRT.

Current Situation

Even though the implementation plan for AcceleRide is in place and implementation activities have started, the Provincial announcement raises questions on the longer-term needs and likely approaches for Higher-Order Transit on the Hurontario corridor. The AcceleRide initiative as it currently stands is for a relatively modest mixed-traffic form of rapid transit in the near term and higher forms (e.g. exclusive center-median transitway) are suggested for the longer-term but have not been developed. It also stresses the need for full integration of transit on the corridor with Mississauga, both in the short and longer terms. The Province has indicated that the MoveOntario announcement, even though it includes the suggestion of LRT on the corridor, does not affect or change its earlier commitment to AcceleRide but does suggest the need for further study for longer-term solutions.

A meeting was recently held with senior Brampton and Mississauga staff to discuss proceeding with a corridor study in partnership and addressing issues of

improved service integration on the Hurontario Street corridor. It was agreed that corporate reports would be prepared to respective Councils recommending that a feasibility study proceed in partnership for the area from Port Credit in Mississauga to Queen Street in Brampton.

The study will need to take a holistic approach in assessing the corridor and looking at transportation and landuse issues together. The Hurontario/Main corridor is identified as an intensification corridor in the new Official Plan, which may accommodate significant population and employment supported by a high level of transit service. The intent is to examine and review the range of potential higher-order transit alternatives that are feasible for the Hurontario Street corridor and provide clear guidance on the viability and steps required to achieve each feasible alternative, along with complementary and supporting land use. The study will include the coordination of near-term initiatives for improving transit in the corridor (e.g. AcceleRide and Mississauga's proposed "pre-rapid-transit" limited-stop service), although it is not expected to delay the implementation of the first phase of AcceleRide.

The study cannot determine a preferred alignment or technology for the corridor, as that will need to be evaluated and confirmed through a separate Environmental Assessment Study and/or the proposed "fast-tracked" Provincial approval process that is still to be released. The RFP will also have provisions to enable the potential sole sourcing of a further contract to the successful vendor for undertaking an EA or "fast-tracked" approval process if it is deemed appropriate and warranted.

To proceed with the study, City of Brampton staff would be an active member of the Mississauga Steering and Technical committees; the project would continue to utilize the existing City of Mississauga procurement process with Request for Proposals to be developed jointly and issued to the previously short-listed vendor teams. The City of Mississauga is to administer the study and will be the designated client in terms of the eventual contract with the successful consultant.

The procurement process should be completed with the successful vendor team established prior to the end of the year. In addition, the successful consultant will need to be quickly established and in a position to respond to related queries by the GTTA as they develop a Regional Transportation Plan and assess project funding priorities which are anticipated in early 2008. Study completion is anticipated for the end of 2008.

An agreement between the two municipalities will be required for the funding of the study. Mississauga has established a budget of \$4.4 million to cover all project costs, including an eventual Environmental Assessment. Of this, they have made \$1.8 million available for the feasibility study, although this will need to be increased to cover the extension of the study area to include Brampton as far as Queen Street (estimated as an additional \$600,000).

The Province of Ontario has already committed to funding 50% of the study cost and the remaining local share is to be tentatively split between the two cities on a linear kilometre basis of the corridor as defined for the study (i.e. Port Credit to Queen Street), estimated to be about 25%. The Province has further confirmed that Brampton can use the provincial funding already received for the AcceleRide project to cover its local share of the study. Thus, Brampton's share, estimated to be \$600,000, would be split evenly between the province and the City. The City's local share, \$300,000, would come from the AcceleRide capital account. A subsequent agreement for the joint funding of this study will be developed.

The following is therefore recommended:

1. THAT, the report from Dave Roberts, Project Director, AcceleRide, dated October 3, 2007, titled "Hurontario Corridor – Joint Rapid Transit Study with Mississauga – Ward 3 and 4", be received;
2. THAT, the City of Brampton join with the City of Mississauga in carrying out a joint Higher-order Transit feasibility study of the Hurontario/Main corridor, with the following provisions:
 - a. The procurement process and administration of the study be carried out by the City of Mississauga and the consultant contract be with the City of Mississauga;
 - b. The cost of the study be shared equally with the Province of Ontario, with the local share split between the two cities according to their respective corridor lengths, and with Brampton's share being 25% of the local cost;
 - c. Brampton's local share of the study (\$300,000) be funded from the AcceleRide capital account #064800 and the provincial share of Brampton's portion (\$300,000) be funded from the \$95 million Provincial funding grant already received for the AcceleRide project, through AcceleRide capital account #074800;
3. THAT, staff be authorized to negotiate and the Mayor and City Clerk be authorized to execute an agreement with the City of Mississauga for the joint funding of the Higher-Order Transit Feasibility Study of the Hurontario/Main Corridor on such terms and conditions as are acceptable to the Commissioner of Works and Transportation and in a form of agreement acceptable to the City Solicitor."

Respectfully submitted,

Dave Roberts
Project Director, AcceleRide

Suzanne Bass
Director, Brampton Transit

Concur:

Thomas W. Mulligan, P.Eng.,
Commissioner of Works and Transportation