



Hamilton

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 17, 2020
SUBJECT/REPORT NO:	Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) Mobility Feasibility Study (PED20063/PW18008(b)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Steve Molloy (905) 546-2424 Ext. 2975
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

At the February 6, 2019 Public Works Committee meeting, staff was given direction to:

- (d) Report to the Public Works Committee to present the results of the Request for Proposals, for a functional design of the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway, for consideration, prior to awarding the project.

INFORMATION

The Lincoln M. Alexander Parkway (LINC) opened in 1997 and was subsequently followed by the opening of the Red Hill Valley Parkway (RHVP) in 2007. Since January 2013, there have been several motions issued by Council related to these parkways, and they have been the subject of a series of reports including, PW15016, PW16084,

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

PED16161(a), PW17014, PW18008, PED18137, and PW18008(a). A synopsis of some of these reports relating to Report PED20063/PW18008(b) is the following section.

On November 11, 2015, Council directed City staff to report back on the total costs and feasibility to expand the RHVP and the LINC from the current four to six lanes; that the expansion be included as part of the City's overall Master Transportation Plan that was underway at that time; and that subject to future support of Council, the Province of Ontario and the Federal Government is approached to cost share in this capital infrastructure project.

Since the November 2015 Council Direction, there has been formal and informal feedback from Council as part of the various reports below, and through the Capital Budget process. This feedback included the suggestion that a broad range of alternatives should be included in the feasibility study, in addition to an alternative involving widening from four to six lanes. The feedback informed the development of the Terms of Reference (ToR) attached as Appendix "A" to Report PED20063/PW18008(b).

The Request for Proposal (RFP) was posted on the City's Bids and Tenders webpage on February 11, 2020 with an initial closing date of March 11, 2020. A request for extension was granted with a revised closing date of March 20, 2020. Two addendums were issued in response to questions from bid takers. The City received two proposal submissions in response to the RFP from Dillion Consulting Limited and Morrison Hershfield Limited.

Synopsis of Related Reports

PW15091 - December 7, 2015. The LINC & RHVP Safety Review

Implement short-term safety options and increase police enforcement and that would be reported back on progress. The medium and long-term design alternatives of the facilities were deferred until the completion of the City-wide Transportation Master Plan.

PW16084 - October 3, 2016. Expansion of RHVP and Lincoln Alexander Parkway

The estimated capital cost range of \$41 M to \$61 M (excluding street lighting) plus the additional estimated annual operational cost of \$597 K. Identification of these costs will be made to senior levels of government if City Council wishes to pursue this matter. Other improvements/changes might be considered before expanding the parkway facilities, such as the provision of a freeway traffic

management system, ramp metering, increased speed enforcement, increase public transit, and other Transportation Demand Management (TDM) measures.

PED18137 - June 20, 2018. Transportation Master Plan Review and Update

City-wide Transportation Master Plan Review and Update (TMP) confirmed that additional capacity on the RHVP and LINC would be required by 2031. However, benefits would be negated without improvements to MTO highway network at the terminus points. The TMP also concluded that the RHVP/LINC would be suitable for a managed lane approach which would seek to maximize capacity through the designation of High Occupancy Vehicle (HOV) lanes inclusive of transit opportunities such as queue jump lanes for express buses and approaches such as ramp metering prior to full expansion.

PW18008(a) – February 6, 2019. LINC and RHVP Transportation and Safety Update

An illumination review found that lighting is warranted, however, to install these lighting systems an Environment Assessment (EA) will be required. The EA process is more appropriately done holistically to address all the parkways needs. The Report recommended an RFP to establish a comprehensive scope of work that considers a variety of elements that respond to questions and concerns raised by Council over time, the changing needs of the Parkway future use and potential expansion, and the capital needs identified through the study.

2020 Capital Budget

The Council approved 2020 tax supported capital budget allocates \$600 K to undertake the study in Project ID 4032055243. A budget of \$500 K was identified as part of the RFP process. This considers the need for City to cover associated project costs such as meeting venues, public notice advertising, printing, and other related administrative costs.

The pricing submitted by Morrison Hershfield (inclusive of all provisional items) are within the allocated budget identified in the RFP. The pricing provided by Dillion Consulting exceeds the RFP budget but is within the total capital budget without provisional items.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The Request for Proposals process was undertaken consistent with the City's procurement policies.

The project will be undertaken to satisfy the requirements of Phases 1 and 2 of the Municipal Class EA (MCEA) process for Master Plans, as prescribed by the Municipal Engineers Association's (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 and 2015).

RELEVANT CONSULTATION

In developing the ToR, numerous stakeholders were engaged to identify various issues to be addressed as part of the study, in addition to those identified in previous committee reports. These include:

- City of Hamilton, Hamilton Water;
- City of Hamilton, Engineering Services;
- City of Hamilton, Hamilton Street Railway;
- City of Hamilton, Transportation, Operations, and Maintenance;
- City of Hamilton, Transportation Planning;
- City of Hamilton, Landscape Architectural Services;
- City of Hamilton, Development Planning, Heritage and Design; and,
- Hamilton Conservation Authority.

Once the project has been awarded, stakeholder and public engagement will be part of the study in accordance with City practices and the EA process. Engagement will include the Joint Stewardship Board and Indigenous Communities.

ANALYSIS

A ToR was prepared by staff that incorporated the issues identified in previous committee reports, which was released within an RFP on the City's Bids and Tenders webpage as C3-01-20. Two addendums were issued in response to questions from bid takers. The City received two proposal submissions in response to the RFP from Dillion Consulting Limited and Morrison Hershfield Limited.

Evaluation of the proposals was carried out by consensus by Public Works and Planning and Economic Development using a two envelop system. This approach required a minimum technical score to be met prior to opening the pricing details, whereby a price-per-point score is applied to the technical scope to achieve a final scoring result. The technical evaluation was divided into six sections, a minimum score of 120 points out of a possible 160 points was required in order to move to the next phase of evaluation.

Both respondents met the technical minimum requirement and had similar scores. Accordingly, the pricing envelops were opened and applied to the technical score.

While Dillion Consulting had a slightly higher technical score, as a result of the price per point process, Morrison Hershfield achieved the higher overall score. In accordance with the Procurement Policy, Morrison Hershfield is the successful proponent and will be awarded C3-01-20. The total cost submitted by Morrison Hershfield Limited was \$439,500.00 including provisional items and is within the allotted capital budget for this project.

At the conclusion of the study, if it is determined that widening to accommodate improved mobility is feasible and recommended, the preferred alternative solution will be subject to further detailed EAs, permits and approvals, which will take several years to complete. The timing of next steps will vary depending on the preferred option out of this study, and input received.

As this Report addresses the results of the Request for Proposals, for a functional design of the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway, on the Public Works Committee Outstanding Business List, it is appropriate to be identified as complete and removed from the list.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" - Terms of Reference

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