



City of Hamilton Report for Information

To: Chair and Members
Light Rail Transit Sub-Committee

Date: June 26, 2025

Report No: PED25184

Subject/Title: Hamilton LRT Procurement and Conceptual Design Update

Ward(s) Affected: (City Wide)

Recommendations

That Report PED25184 respecting the Hamilton LRT Procurement and Conceptual Design Update **BE RECEIVED** for information.

Key Facts

- Metrolinx is the project owner of the Hamilton LRT and is responsible for project delivery functions, including procurement, design and construction.
- Procurement strategy is structured into two distinct main packages: the first consists of Civil and Utilities Works, and second consists of Stops, Rails, and Systems.
- Following the completion of the Request for Qualification (RFQ), the Province released the Request for Proposals (RFP) for the Civil and Utilities Works on May 21, 2025.
- In May 2025, Metrolinx published an updated conceptual design on its website, replacing the previous 2017 concept design and reflecting the latest project refinements. A hyperlink to an updated design is also available on the City website.
- As the project progresses through the procurement process and the design development, enabling work projects to prepare for major construction are ongoing, with some projects being carried out by the City.

Financial Considerations

Metrolinx is responsible for the capital costs of the LRT project. There are no financial considerations resulting from Report PED25184.

Background

The purpose of this Information Report is to provide an update on both the procurement process and conceptual design development for the Hamilton Light Rail Transit (LRT) Project.

Procurement

On November 6, 2024, the Province of Ontario initiated the procurement process for the Hamilton LRT Project with the issuance of a Request for Qualifications (RFQ) for the Civil and Utilities Works. On May 21, 2025, the Province announced the release of the Request for Proposals (RFP) for the Civil and Utilities Works, inviting four shortlisted proponents to submit proposals for this initial package.

The release of the RFP represents a significant milestone, advancing the procurement process to its next stage. The scope will include civil works and utilities along the 14-kilometre corridor, such as utility relocations, roadworks, structures, grade separations, bridges, sidewalks, and traffic control signals.

The four shortlisted proponents invited to participate in the RFP are as follows:

- **Hamilton Synergy Alliance** (Applicant Lead: AtkinsRéalis Major Projects Inc.)
- **Steel City Alliance** (Applicant Lead: Dufferin Construction Company, a Division of CRH Canada Group Inc.)
- **Kenaidan Murphy Joint Venture** (Applicant Lead: Murphy Infrastructure Inc.)
- **Aecon Hamilton Transit LRT Partnership** (Applicant Lead: Aecon Infrastructure Management Inc.)

Once proposals from each of the teams above are evaluated, a contract will be awarded to enter an Alliance Development Phase.

Throughout the Development Phase, the successful team will work collaboratively with Metrolinx and its key stakeholders, including the City, to progress designs and a schedule. Through this phase, construction timing and phasing will be determined. Select enabling work to prepare for further construction will also advance during this phase.

While the project advances through the procurement process, Metrolinx will continue to collaborate with the City and other third-party stakeholders on enabling works. Some of these enabling projects are being delivered by the City on behalf of Metrolinx.

Conceptual Design

The publicly available conceptual design for the Hamilton LRT was originally presented in the 2017 Environmental Project Report (EPR) Addendum. Since then, the design has

undergone several iterations and refinements, with updates communicated to Council through various reports. These updates were also communicated to the public through Metrolinx and the Province.

Metrolinx has published an updated conceptual design on its website to provide a better understanding of the LRT route through Hamilton. It provides a snapshot in time of the Hamilton Light Rail Transit project, and represents the current design for the future LRT, which will continue to be refined as the design progresses. This version consolidates modifications made since the 2017 EPR Addendum, offering a clearer representation of the current base project scope for public reference.

This conceptual design serves as the reference design for the RFP and is subject to further changes during the Development Phase. It is important to note that the design does not currently incorporate any of the City's proposed betterment items. Betterments, funded by the City, will be presented to Council for approval prior to their integration into the overall design.

For reference, the conceptual design of the 2017 Environmental Project Report (EPR) Addendum can be accessed on the [City website](#).

The updated conceptual design can be accessed on the [Metrolinx website](#). A hyperlink to an updated design is also available on the City website.

Synopsis of Design Refinements

The booklet, posted on Metrolinx's website, provides a snapshot of the conceptual design in the Hamilton Light Rail corridor and it will continue to be refined as the project progresses.

Design work is ongoing and will continue on the City identified themes of:

- Pedestrian Environment
- Cycling Facilities and Connectivity
- Transit Connectivity
- Streetscape Elements
- Traffic Network
- Infrastructure Opportunities

Of some note, the conceptual design is inclusive of additional cycling infrastructure and measures which improve customer convenience such as:

- on Main Street West (Cootes to Longwood), the third eastbound vehicular lane has been eliminated in favour of bi-directional cycling infrastructure;
- on Main Street West (Macklin to Dundurn) and on Dundurn Street (Main to King), of bi-directional cycling infrastructure has been provided; and
- Scott Park and Eastgate stops have been shifted to the north to provide improved stop layouts and direct connections to the Bernie Custis Secondary School, Bernie Morelli Recreation Centre, Hamilton Stadium, Eastgate Square and the existing HSR Bus Terminal as users will board/alight by the sidewalk rather than in the middle of the road.

Adjustment of the vehicular lanes provided, include:

- elimination of third eastbound lane on Main Street West (Cootes to Longwood) in favour of bi-directional cycling infrastructure, as mentioned above;
- conversion of the eastbound lane on King Street West (Dundurn to Margaret) to a second westbound lane (Dundurn to Strathcona) which reduces complexities for all users in the King and Dundurn intersection, mitigates property impact on the north side and provides additional westbound vehicular capacity;
- elimination of eastbound lane on King Street West (Ray to Queen) to reduce complexities for all users in King and Queen intersection and to minimize impacts to the Scottish Rite Club property;
- conversion of the eastbound lane on King Street West (Bay to James) to a second westbound lane (John to Bay) to reduce complexities for all users in King and James intersection and improve vehicular circulation around arena and shopping district;
- elimination of eastbound lane on King Street West (Spring to Wellington) to reduce complexities for all users at King and Wellington intersection, however eastbound through traffic access will be maintained for local traffic and service and emergency vehicles;
- conversion of the eastbound lane on King Street West (Gage to the Delta) to a second westbound lane and the introduction of short road segments north of the LRT guideway to maintain connectivity for local traffic and service and emergency vehicles;
- elimination of eastbound lane on Main Street East (the Delta to Balmoral) as part of a major redesign of the Delta intersection (Main at King) to facilitate the City's decision to convert Main Street to two way operation;
- elimination of both an eastbound and westbound lane on Queenston Road (Strathearne to Parkdale) to mitigate the volume of vehicles travelling in the corridor; and
- lane adjustments coupled with other factors have contributed to adjustments in the stop configurations at Dundurn, James, Mary, Wellington, Scott Park, Gage Park, Queenston, Parkdale and Eastgate.

Additionally, the design concept reflects the previously announced major design realignment that:

- eliminated the LRT-only bridge across Cathedral Park;
- shifted the route to run along Dundurn and Main;
- shifted access to the Operations and Maintenance Storage Facility (OMSF) from along Longwood Road to along Frid Street;
- eliminated works on the Longwood Road bridge; and
- is inclusive of two-way conversion of Main Street West (Dundurn to Paradise).

The above provides a current snapshot of the conceptual design in the Hamilton Light Rail corridor. The design will continue to be refined as the project progresses.

Analysis

The information provided in this report is consistent with the roles and responsibilities outlined in the Memorandum of Understanding (MOU) between the City, Metrolinx and the Ministry of Transportation, which was ratified in September 2021.

Alternatives

Not applicable

Relationship to Council Strategic Priorities

The implementation of the Hamilton LRT project will support and improve Strategic Priorities identified by Council in the following areas:

1. Sustainable Economic & Ecological Development
 - 1.1. Facilitate the growth of key sectors
 - 1.2. Accelerate our response to climate change
2. Safe & Thriving Neighbourhoods
 - 2.1. Make sure people can safely and efficiently move around by foot, bike, transit or car
3. Responsiveness & Transparency
 - 3.1. Prioritize customer service and proactive communication

Previous Reports Submitted

- [Hamilton Light Rail Transit \(LRT\) Project Update](#) (PED18116) to General Issues Committee (May 31, 2018)
- [Hamilton Light Rail Transit \(LRT\) Project Update](#) (PED19100) to General Issues Committee (May 15, 2019)
- [Hamilton Light Rail Transit \(LRT\) Project Update and Other Metrolinx Initiatives](#) (PED19100(a)) to General Issues Committee (December 4, 2019)
- [Hamilton Light Rail Transit \(LRT\) Project Memorandum of Understanding](#) (PED21176/CM21012/LS21034) to General Issues Committee (September 8, 2021)
- [Hamilton Light Rail Transit \(LRT\) Design Update](#) (PED22118) to LRT Sub-Committee (May 16, 2022)
- [Hamilton Light Rail Transit \(LRT\) Design Update](#) (PED22118(a)) to LRT Sub-Committee (July 18, 2022)
- [Hamilton Light Rail Transit \(LRT\) Governance Frameworks and Design Update](#) (PED23139) to LRT Sub-Committee (June 2, 2023)
- [Hamilton Light Rail Transit \(LRT\) Project Update](#) (PED25052) to LRT Sub-Committee (February 20, 2025)

Consultation

Metrolinx

Appendices and Schedules Attached

Not applicable

Prepared by: Abdul Shaikh, Director - LRT Project Office
Planning & Economic Development, LRT Project Office

Chris McCafferty, Manager, Design - LRT Project Office
Planning & Economic Development, LRT Project Office

Submitted and recommended by: Abdul Shaikh, Director - LRT Project Office
Planning & Economic Development, LRT Project Office