
Subject: Award of Tender 2023-T-249 GO Station Precinct Development Project

Report to: Public Works Committee

Report date: Tuesday, August 13, 2024

Recommendations

1. That Contract 2023-T-249 GO Station Precinct Development Project in the City of St. Catharines, **BE AWARDED** to the lowest compliant bidder, Rankin Construction Inc., at their bid price of \$34,880,190 (including 13% HST).

Key Facts

- This report seeks Council's approval to award Contract 2023-T-249 GO Station Precinct Development Project in the City of St. Catharines, to the lowest compliant bidder Rankin Construction Inc.
- The scope of works included are:
 - St. Paul Street West CNR Bridge replacement (Niagara Region, CNR, St. Catharines)
 - Station access road from Ridley Road to the St. Catharines GO Station (Niagara Region and City of St. Catharines)
 - Ridley Road Reconstruction (City of St. Catharines)
- These projects are required to replace the bridge to reinstate critical traffic flow and provide critical train connections and multi-modal access to the train station area providing for a fully functioning transit hub.
- The Purchasing By-law 02-2016, as amended, in accordance with Schedule B, requires that Council approve tender awards greater than \$5,000,000.

Financial Considerations

The total Capital Project budget for this project is \$39,455,204 with the Region contributing \$18,833,375 and partners contributing \$20,621,829.

- Council initially approved \$13,250,000 for the environmental assessment, detailed design, property acquisition and utility relocations for the bridge replacement project.
- Council approved an additional \$14,600,000 in 2024 to meet the Region's project needs for a total project budget of \$27,850,000.

- Council approved a gross budget adjustment of \$6,805,204 for The City of St. Catharines in June 2024 for a total project 10RC1566 budget of \$34,655,204. The City of St. Catharines is a cost sharing partner in the project and has a total contribution of \$8,088,454 (including non-recoverable HST) related to reconstruction of Ridley Road, storm sewer construction/rehabilitation, sanitary sewer rehabilitation, watermain replacement and sidewalk upgrades.
- The Canadian National Railway (CNR) is a cost sharing partner in the project and has a total contribution of \$12,533,375 (including non-recoverable HST) related to the replacement of St. Paul Street W. CNR Bridge.
- To facilitate the redevelopment of the existing station for the GO Station Precinct, an additional \$4,800,000 was approved for project 20001322.
- The final cost sharing contribution from The City of St. Catharines and the Canadian National Railway will be based on actual construction values.

A full budget breakdown can be found in Appendix 2 to Report PW 25-2024 - Total Estimated Project Cost.

Analysis

The St. Paul Street West CNR Bridge is past its useful life, is currently unsafe and closed to traffic and needs to be replaced.

The existing structure is 102 years old, built circa 1922, and has far exceeded its intended design life. The accelerated deterioration of the bridge poses risk to health and safety of the public. Niagara Region and CNR agreed to close the bridge based on a condition inspection report in the fall of 2023.

The current station site is inadequate to support existing levels and planned expansion of both GO rail and bus service.

Built in 1917 by the Grand Trunk Railway, the iconic St. Catharines Train Station at 5 Great Western St. was acquired by Niagara Region in 2023 from VIA Rail. The site is undergoing extensive redevelopment to preserve its heritage features and modernize its functionality. The station serves GO Train, GO Bus Route 18k, VIA Rail's Maple Leaf line and once redeveloped, will serve all Niagara Transit connections.

Niagara Region is leading the site redevelopment because of synergies with the redevelopment of the St. Catharines Train Station into a multi-model transit hub

including additional improvements to Great Western Street necessary to improve access to the transit station.

Combining project into one tender improves efficiency, project delivery and costs.

The decision to combine the reconstruction of the St. Paul Street bridge, the redevelopment of the existing station site and the reconstruction of Ridley Road was the result of the economy of scale and reduced schedule to minimize disruption to the community. The bridge replacement would have to happen at the same time as the site works with no guarantee that the same contractor would have both projects resulting in coordination difficulties and more years of disruption to the community.

Alternatives Reviewed

- (i) Do nothing (not recommended):
 - If Council chooses not to move forward with this project, the bridge will remain closed and the Region would forfeit development of the GO Station Precinct which is intended to serve GO Train, GO Bus Route, VIA Rail line and Niagara Region Transit connections. Subsequently, the project would be closed.
- (ii) Do not approve tender award and procure as separate project (not recommended):
 - This will result in an increase to the overall construction costs for all involved stakeholders and will only increase the duration of construction activities which will increase the disruption to the community for the works associated with the GO Station Precinct Development Project.

Relationship to Council Strategic Priorities

The recommendations contained in this report serve to support the following strategic priorities of Council:

- Effective Region
- Prosperous Region

Effective Region, the Regional road network serves to provide critical links for the movement of goods throughout the Region. Many transport services rely upon the Regional Road network to assist in the movement of goods to businesses across the Region. Businesses count on the continuity of the Regional Road system to effectively

plan routing to minimize travel times and maximize efficiencies. The recommendations in this report are intended to restore the current link that is not available in the timeliest manner.

Prosperous Region, the current recommendation invests and enhances access to transit, active transportation, and other transportation systems in the region. The current recommendations are part of the GO Station Precinct overall plan.

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Appendices

Appendix 1	Key Plan
Appendix 2	Total Estimated Project Cost
Appendix 3	Summary of Bids Received
Appendix 4	Pertinent Reports