
Subject: St. David's Road Interchange Reconstruction and Multi-Use Path Construction

Report to: Public Works Committee

Report date: Tuesday, July 9, 2019

Recommendations

1. That the Chief Administrative Officer **BE AUTHORIZED** to execute the agreement between the Regional Municipality of Niagara (Niagara Region) and the Ministry of Transportation (MTO) pertaining to the construction, cost sharing and future maintenance of the Multi-Use Path (MUP) and associated interchange reconfiguration works for the St. David's Road Interchange.
2. That a gross capital budget adjustment in the amount of \$1,470,784 gross and \$0 net **BE RECEIVED** (and **INITIATED**) for the St. David's Road Interchange Reconstruction and Multi-Use Path Construction, and that the project **BE FUNDED** from cost sharing agreements with both the City of St. Catharines and City of Thorold and with Provincial Funding through the Ontario Municipal Commuter Cycling (OMCC) Program as outlined in Appendix A.

Key Facts

- The purpose of this report is to seek Council approval for the CAO to execute an agreement between Niagara Region and the MTO related to the construction of a MUP on St. David's Road from the most westerly interchange ramp to the most easterly interchange ramp and realign the capital budget for this project with known costs and external funding/cost sharing.
- Region Staff have coordinated with City of St. Catharines and City of Thorold Staff on a cost sharing arrangement for this work.
- Once completed, MUP will contribute to a major link that is required to move pedestrians and cyclists from residential areas east of Hwy 406 to the Brock District.
- Updating costing, cost sharing and external funding associated with this project require a budget adjustment to increase the gross expenditure budget by \$1,470,784 to reflect the total amounts owed to the MTO for the project.
- This proposed budget adjustment is fully funded by external funding and updated cost sharing amounts between the City of St. Catharines and the City of Thorold.
- Per Budget Control By-Law, Council approval is required if the gross adjustment amount being requested is greater than \$1,000,000.

Financial Considerations

Region Staff have worked together with the MTO, City of St. Catharines and the City of Thorold on a plan to extend pedestrian and cycling facilities across the Hwy 406 corridor. In order to construct these facilities in a manner that is safe for the future users, modifications to the existing interchange ramps are necessary.

The cost of these works is in the order of \$3,982,016 (including 1.76% non-refundable HST), of which Niagara Region is responsible for 50%, the City of St. Catharines is responsible for 25% and the City of Thorold is responsible for 25%.

In addition to the works related to the MUP, the MTO has also completed the sign change on Hwy 406 to reflect the previous renaming of St. David's Road to Sir Isaac Brock Way. The cost of the sign change over is in the order of \$288,768 (including 1.76% non-refundable HST).

The total cost due to the MTO is \$4,270,784 (including 1.76% non-refundable HST) inclusive of the MUP construction and the sign change over.

All three cost sharing partners applied to the MTO's OMCC Program Grant and all three partners received varying levels of funding through the Program to offset costs on this project.

Niagara Region received OMCC Program Grant funds in the order of \$2,066,367, which will be partially utilized to offset a portion of the cost of this project as noted in Appendix A. The OMCC Program Grant requires a minimum contribution of 20% by Niagara Region toward the total eligible costs of the project.

In 2018, Council approved project 20000497 (St. David's Road Interchange Improvements at HWY 406) in the amount of \$2,800,000 of gross costs. Updated costing, external funding, and cost sharing associated with the project require an additional \$1,470,784 be added to the project for a total revised gross budget of \$4,270,784.

Funding for the proposed budget adjustment will be provided by the OMCC grant and additional cost sharing from the City of St. Catharines and the City of Thorold. This adjustment would also result in less Capital Levy funding required in the amount of \$627,506, and less development charges required in the amount of \$418,337 associated with this project. See details of the budget adjustment to funding in Appendix A – Total Estimated Project Cost.

Once the project is complete and Niagara Region has received the invoice and made payment to the MTO, Staff will invoice the City of St. Catharines and the City of Thorold for their respective cost share amounts for the project.

Analysis

In 2015, the MTO commenced an Environmental Assessment on a group of structures in and around Hwy 406 and Hwy 58 including the St. David's Road interchange. Region Staff sent a request to the MTO related to this program requesting that the MTO include provisions for pedestrians and cyclists on their bridge structure over Hwy 406.

Conversations between the parties occurred around the ability to safely add these features to the road section given the close proximity to high-speed highway ramps. Region Staff presented a case for the addition of these features on behalf of Niagara Region and our local Municipal partners.

Staff worked with MTO to review and provide guidance on the preferred treatments on the intersecting high-speed ramps. In late 2016, MTO and Region Staff arrived at a design that all parties felt was safe and accomplished the goals of the affected road authorities.

In March 2017, a MUP was solidified by the tender call of the MTO bridge structure project including the requested active transportation facilities.

In order to complete the connections to the MUP constructed by the MTO Niagara Region has planned works on both the east and west ends as follows:

On the east end of the MUP Niagara Region has a project extending from the east ramp terminal to Collier Road. This project includes the replacement of aging infrastructure, illumination upgrades, urbanization and the extension on the MUP through the entire limits. This Regional project is planned for late 2019/2020 construction.

On the west end, Niagara Region has a project planned to extend the MUP from the west ramp terminal back to Schmon Parkway. This project includes for the extension of the MUP and the construction of two gateway features into the Brock District. Funding for this project was approved in 2019, and construction is planned for late 2019/early 2020.

Other work in the surrounding area will complete further connectivity such as the International Plaza that is being constructed along the frontage of the Niagara Region building. This project is inclusive of a MUP that will fill in the last link between the above mentioned extensions and the previous constructed MUP on Merrittville Hwy.

Once completed, connectivity for pedestrians and cyclists will be realized from Richmond Street at Decew Road in the City of Thorold to St. David's Road at Collier Road in the City of St. Catharines/Thorold. The City of St. Catharines and City of Thorold have future plans to extend this MUP further to the east in a subsequent joint project.

Region Staff have negotiated a maintenance agreement with the City of Thorold for the previous completed sections of the MUP and have obtained agreement in principle to extend that maintenance agreement to include future portions of the MUP.

See Appendix A for Key Map.

Alternatives Reviewed

A number of crossing alternatives at the interchange were reviewed; however, the current alternative was the safest alternative to address the need for active transportation facilities ensuring safety for all users.

Relationship to Council Strategic Priorities

Active transportation improvements is a key strategy in the Region's Transportation Master Plan under Moving People and Goods. The Brock District Plan is a catalyst for future development of the Brock area and will transform the surrounding area into a best in class experience for visitors, students and those working/living in the area. This is in line with positioning Niagara globally with the experience when visiting this district.

Other Pertinent Reports

PDS 34-2016	Brock District Plan
PW 45-2015	Rehabilitation of the St. David's Road Overpass
PW 90-2014	Proposed Street Name Change, Regional Road 71 St. David's Road, City of St. Catharines and City of Thorold

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Appendices

Appendix A	Total Estimated Project Cost	6
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PW 41-2019 APPENDIX A
Total Estimated Project Cost
Gross Budget Increase with External Funding and Cost Sharing
St. David's Road Interchange Reconstruction and Multi Use Path Construction

Total Estimated Project Cost (20000497)*

Total Estimated Project Cost - Construction








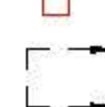
Council Approved Budget	Budget Increase/ Reallocation	Revised Council Approved Budget	Expended & Committed as of 06/01/2019	Forecast	Budget Remaining
(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (C)-(D)-(E)
2,800,000	1,470,784	4,270,784	-	4,270,784	-

Project Funding Sources

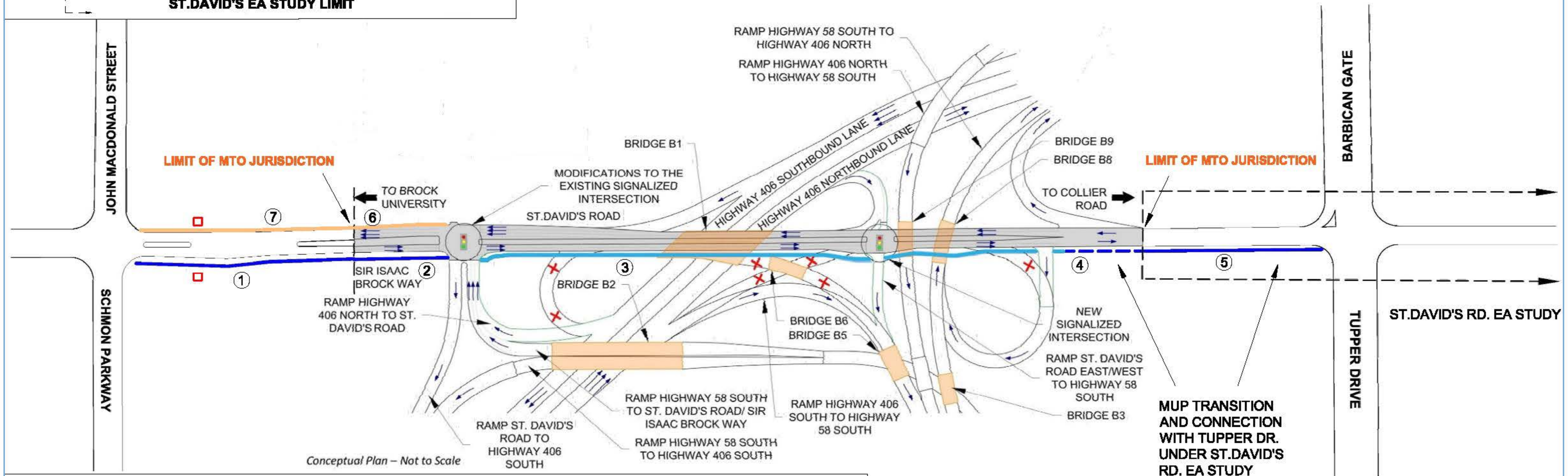
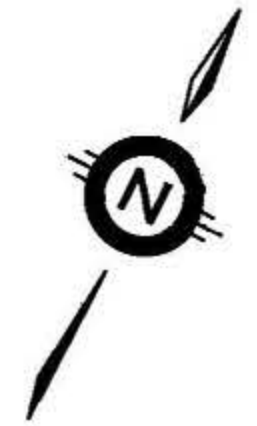
Reserve-Infrastructure Deficit / Capital Levy	(1,140,000)	627,506	(512,494)	(1,140,000)	627,506	-
Development Charges - Roads	(760,000)	418,337	(341,663)	-	(341,663)	-
Cost Sharing - St. Catharines	(900,000)	(95,504)	(995,504)	-	(995,504)	-
Cost Sharing - Thorold	-	(995,504)	(995,504)	-	(995,504)	-
Provincial Funding - Ontario Municipal Commuter Cycling (OMCC) Program	-	(1,425,620)	(1,425,620)	-	(1,425,620)	-
	(2,800,000)	(1,470,784)	(4,270,784)	(1,140,000)	(3,130,784)	-

*All costs include 1.76% non-refundable HST.

LEGEND

-  REMOVAL OF INFRASTRUCTURE
-  NEW CONSTRUCTION / IMPROVEMENT
-  4.0 m WIDE MULTI-USE PATH
-  SIDE WALK
-  MUP WEST EXTENSION
-  TRAFFIC FLOW DIRECTION
-  GATEWAY (EXACT LOCATION TO BE DETERMINED)
-  ST.DAVID'S EA STUDY LIMIT

Appendix B PW 41-2019



NOTE

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| ① ② | MUP WEST EXTENSION (REGION) | ⑥ | SIDEWALK (MTO) |
| ③ | MUP ON ST.DAVID'S RD. OVERPASS AT HWY 406 / HWY 58 (MTO) | ⑦ | SIDEWALK (REGION) |
| ④ | MUP EAST TRANSITION (UNDER MTO BY REGION) | | |
| ⑤ | MUP EAST END CONNECTION (REGION) | | |