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*SIXTH MEETING OF THE TRANSIT COMMITTEE  
TO BE HELD ON WEDNESDAY, JUNE 18, 2008 AT 2:00 P.M.  
IN THE COMMITTEE ROOM C-11, TOM DAVIES SQUARE*

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## **COUNCILLOR CALLAGHAN, CHAIR**

1. Declarations of Pecuniary Interest

### **MANAGER'S REPORTS**

### **PAGE NO.**

2. Report dated June 13, 2008 from the General Manager of Growth & Development regarding Transit Services - New Garage ..... **1 - 4**  
**(RECOMMENDATION PREPARED)**

(This report provides background information and requests approval to move up the schedule of the construction of the new garage and for an RFP for architectural services.)

3. Report dated June 13, 2008 from the General Manager of Growth & Development regarding Sunday Transcab Services and Sunday Handi Transit Services ..... **5 - 7**  
**(RECOMMENDATION PREPARED)**

(This report provides the estimated costs related to potential Sunday Transcab Services and Sunday Handi Transit Service.)

### **INITIATIVE UPDATE**

4. Summer Pass for Youth
5. Budget Impact - Cost for Fuel
6. Stop Announcements
7. Transit Service to Chelmsford
8. Next Meeting

**ADJOURNMENT** (RECOMMENDATION PREPARED)

**COMMITTEE MEMBERS**

Councillor Berthiaume  
Councillor Callaghan  
Councillor Dupuis

**DISTRIBUTION**

Mayor and Members of Council  
M. Mieto  
C. Matheson  
D. Nadorozny  
G. Clausen  
C. Hallsworth  
L. Hayes  
P. Thomson  
R. Sauvé  
R. Gauthier  
P. McCauley  
T. Beadman  
M. Leduc  
D. Martel  
A. Haché

**ANGIE HACHÉ  
CITY CLERK**

**LIZ COLLIN  
PLANNING COMMITTEE SECRETARY**

# Request for Decision Transit Committee



Type of Decision									
Meeting Date	June 18, 2008				Report Date	June 13, 2008			
Decision Requested	X	Yes		No	Priority	X	High		Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
Transit Services - New Garage

Budget Impact / Policy Implication		Recommendation	
X	This report has been reviewed by the Finance Division and the funding source has been identified.		
<p>There is no budget impact as the funds have been identified in the 2008 Operating Budget.</p>		<p>That Transit Committee approve the development of a feasibility study for a new transit garage.</p>	
X	Background Attached	Recommendation Continued	

**Recommended by the Department**


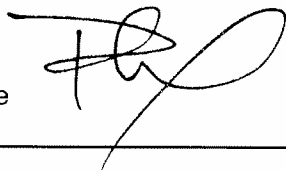
*Doug Nadorozny*  
 Doug Nadorozny  
 General Manager of Growth and Development

**Recommended by the C.A.O.**

*Mark Mieto*  
 Mark Mieto  
 Chief Administrative Officer

Date: June 13, 2008

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Report Prepared By	Division Review
 Roger Sauvé Director of Transit Services	 Name Title

### Executive Summary

The transit garage facility has been identified as a building requiring complete replacement. Temporary life safety repairs have been completed over the past few years in order to ensure the safety of transit employees.

### Background

#### Transit Building Evaluation as per the 1990 and 1992 consultants' reports.

The existing Sudbury Transit Bus Facility is a single storey, U-shaped building with a total floor area of approximately 57,300 square feet. The original building was constructed in 1971 and consisted of a storage area, bus fuelling and wash area, and one repair bay and an office area. In 1974 and 1977 bus storage areas and five repair bays were added to the complex. In 1989, two bays in the bus storage area were converted to a body work shop and a preparation and paint spray booth.

In 1990, the City of Sudbury commissioned Group Eight Engineering Limited to carry out a building evaluation report. The purpose of that report was to evaluate the architectural, structural, mechanical, and electrical systems of the Transit garage in order to develop a long-range capital plan to upgrade the building. They commented on:

1. Building systems that were in violation with current building codes.
2. Building systems that have significant maintenance and operational deficiencies.
3. Building systems that were in need of improvement to bring the overall facility to the standards of a modern transit maintenance garage.

The Group Eight report did identify a number of systems that do not conform to the Building Code and many systems that require replacement and upgrading. They identified a cost estimate of approximately \$1.5 million to bring the building to current code standards and an estimate of \$5.2 million to totally upgrade and modernize the facility. They also identify a budget figure of \$6.4 million to construct a new facility of comparable size and function.

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On January 24, 1992, personnel from J. L. Richards & Associates Limited with extensive experience in building science technology in the architectural, structural, mechanical, and electrical fields, carried out an inspection of the existing bus repair and storage facility in order to assess, in general, the condition of the various building systems and to evaluate their remaining service.

As well, the purpose of the inspection was to provide an independent review in order to give J. L. Richards & Associates Limited the ability to cast an opinion as to whether the existing building can be salvaged as part of a major renovation program or whether it should be demolished and a new facility constructed instead.

### **Consultants' Comments and Recommendations:**

All building systems including roofing, exterior wall assemblies, floors, overhead doors, mechanical ventilation and heating, lighting, power distribution, etc., have reached their service lives. With the exception of the equipment in the paint spray booth, body repair shop and preparation areas, all mechanical equipment and miscellaneous building systems have no salvage value. Building services require replacement.

The administration area, washrooms, locker rooms, lunch rooms, women's facilities, etc., are of poor quality and of inadequate size and space. The entire area requires enlargement and upgrading to bring it to modern building standards.

Buses tend to stack in front of the overhead door to the fuelling lane as they await to be refueled. Regularly, due to the poor arrangement of the functions within the building, these buses interfere with buses either entering or leaving at least two of the repair bays. This, in turn, affects the efficiency of the facility. To correct this deficiency, a major renovation to relocate the fuelling lane would be needed.

In conclusion, the entire facility requires upgrading, enlargement and re-layout of functions. Building systems as well as most of the operating equipment is obsolete and in need of replacement. It is the experience of J. L. Richards & Associates Limited that, in general, renovations of this nature are equally or more expensive than *new* construction. Therefore, refurbishment, renovation and upgrading of the existing facility is not recommended. Rather, the building should be demolished and a new facility, with proper layout of operating functions, should be implemented. It is the opinion of this firm, that the construction of a new facility with salvaged equipment from the 1989 renovation (paint spray booth and miscellaneous equipment), is the most feasible and cost effective alternative.

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## Current Status

Over the past few year repairs have been made to the existing transit garage in order to ensure the safety of transit employees and to extend the life of the facility. A new skin has been installed on the roof of the building in order to stop the rain water from leaking through into the light fixtures and electrical outlets, new garage doors were installed in order to reduce the energy consumption, the administration section was also renovated in order to accommodate the increase in staff and to provide adequate change room and washroom facilities for the maintenance staff.

Temporary repairs to the building have allowed the city to move forward with more pressing capital needs such as the replacement and expansion of the transit fleet. With a long term funded capital plan in place consideration can now be given to replacing the transit garage.

Further to the recommendations of the consultants in 1990 and 1992, the existing building is not capable of supporting any future expansion to the transit fleet. The facility is at capacity with buses being parked in wash bays, mechanical bays and the body shop. With the introduction of the Bike rack program staff had to recommend that only a few busses be equipped with racks because there was simply no room to accommodate bike racks on every bus. Currently our busses must be parked bumper to bumper in order to have them all fit in the garage.

Our current facility also restricts our ability to purchase different types of equipment such as articulated busses and hybrids. We do not have a maintenance facility which would allow us to service and maintain these busses.

In 1990 the estimated cost to replace the transit garage was \$6,400,000. The following is a list of properties who are currently building new facilities:

Edmonton	\$100,000,000	250 bus capacity
Brampton	\$38,000,000	200 bus capacity
St John	\$22,000,000	62 bus capacity

The replacement of the transit garage has been a capital project which remained unfunded for many years. In our long term capital plan we had targeted the replacement of the garage in 2015 with a funded capital expense of \$9,000,000. It is clear that the needs and the estimated costs have changed over the past few years.

It is recommended that Transit Committee approve the development of a feasibility study for a new transit garage, with the aim of advancing the time line in order to see the completion of the new garage before 2015.

Staff will return with finance options at a later date once costs have been determined. The estimated cost for a feasibility study is approximately \$20,000 which can be allocated from the existing Gas Tax Envelope which will be underspent due to the delay in implementing the extended service hours.

# Request for Decision Transit Committee



Type of Decision										
Meeting Date		June 18, 2008				Report Date		June 13, 2008		
Decision Requested		X	Yes		No	Priority		X	High	Low
		Direction Only				Type of Meeting		X	Open	Closed

Report Title
Sunday TransCab Services and Sunday Handi Transit Services



Budget Impact / Policy Implication		Recommendation
X	This report has been reviewed by the Finance Division and the funding source has been identified.	
<p>There is no budget impact as both initiatives will be funded by Provincial Dedicated Gas Tax revenues.</p>		<p>That Handi Transit and TransCab Services be increased on Sundays and statutory holidays in all areas of the City of Greater Sudbury to coincide with the increase to the conventional Transit system.</p>
X	Background Attached	Recommendation Continued

**Recommended by the Department**

*Doug Nadrozny*  
 Doug Nadrozny  
 General Manager of Growth and Development

**Recommended by the C.A.O.**

*Mark Mieto*  
 Mark Mieto  
 Chief Administrative Officer

Report Prepared By	Division Review
 Roger Sauvé Director of Transit Services	 Name Title

### Executive Summary

This report will provide an estimated cost to provide TransCab and Handi Transit Service on Sundays and statutory holidays in all areas of the City of Greater Sudbury where TransCab and Handi Transit Services are currently provided.

### Background

#### Description:

TransCab is a service which extends Transit routes to those low population areas of the City of Greater Sudbury which are geographically distant and which have low transit use. This service is currently offered from Monday to Saturday leaving customers in transcab areas without public transportation on Sundays.

Handi Transit is a door to door service provided to customer with physical disabilities. This demand based service is a parallel system which has the same coverage and service hours as the conventional transit system. With the increase to the conventional system on Sundays and statutory holidays, the Handi Transit system will have less service hours.

### Impact

On June 21<sup>st</sup>, 2008 the conventional transit system will be increased to address the growing demand for increased late night and Sunday service to the commuter areas. This increase in service will ensure transportation for an ever expanding list of businesses and organizations that operate 24 hours. As an example, Contact Centres have indicated that they are having trouble recruiting and retaining employees due to transportation problems.

TransCab service is currently provided to routes in Long Lake, Richard Lake, Nickel Centre, Onaping/Levack, Whitefish, Skead and to the former Radar base. Because of the distances covered and the low ridership, it is more economical to provide demand based transportation services by means of taxi which connects to the bus route than to deliver



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conventional transit service. With the ever increasing cost of fuel it is likely that this service will be regularly used as transcab customers are typically travelling the longest distances.

The projected annual cost of providing TransCab service to our existing service areas on Sundays and statutory holidays is \$40,000.

Extending Handi Transit service hours to match our new conventional Transit service hours would mean adding one bus for four (4) hours in the three commuter areas and two buses for four (4) hours in the core of the city. These numbers do not reflect the maximum number of buses approved for the service areas but do reflect the number of buses currently used to provide Sunday and Holiday service.

The cost recovery generated by service area is as follows:

Valley	5.5%
Walden	6.0%
Rayside	3.2%
Sudbury	13.5%

**Average % 7.05%**

Additional service required to harmonize with the conventional system:

Valley	1 bus x 4 hrs	\$29.24	= \$116.96
Walden	1 bus x 4 hrs	\$29.24	= \$116.96
Rayside	1 bus x 4 hrs	\$29.24	= \$116.96
Sudbury	2 bus x 4 hrs	\$28.11	= <u>\$224.88</u>

Total = \$557.76

Annual cost including statutory holidays (62)	= \$34,581.12
Average revenue percentage for all areas	= 7.05%
Annual net cost	= \$32,143.15

Both initiatives can be financed with gas tax funding as they both ridership growth initiatives and incremental costs. As both projects are reliant on the conventional system they could be funded by gas tax during the trial period. At the completion of the trial period all three services will return to council for consideration.

It is recommended that Handi transit and TransCab services be increased on Sundays and Statutory holidays in all areas of the City of Greater Sudbury to coincide with the increase to the conventional transit system.