Agenda
Civic Works Committee

7th Meeting of the Civic Works Committee

April 30, 2024

9:30 AM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

Councillors A. Hopkins (Chair), J. Pribil, S. Trosow, S. Franke, D. Ferreira

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact CWC@london.ca or 519-661-2489 ext. 2425.

Pages

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2. Consent

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3. Scheduled Items

4. Items for Direction

4.1 Tree Planting Plan for Harris Park – A.M. Valastro – REQUEST FOR DELEGATION STATUS 58

5. Deferred Matters/Additional Business

6. Adjournment

Integrated Transportation Community Advisory Committee Report

5th Meeting of the Integrated Transportation Community Advisory Committee
April 17, 2024

Attendance

T. Kerr (Acting Chair), R. Buchal, E. Eady, D. Foster, A. Husain, T. Khan, S. Leitch, V. Lubrano, A. Santiago, J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: A. Issa, D. Luthra, A. Pfeffer and E. Poirier

ALSO PRESENT: J. Bos, G. Dales, S. Grady, D. Hall, D. MacRae, A. Miller, N. Moffat, J. Raycroft and S. Wilson

The meeting was called to order at 3:01 PM; it being noted that R. Buchal, E. Eady, D. Foster, A. Husain, T. Khan, S. Leitch and A. Santiago were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Stoney Creek Pathway Connection to the Thames Valley Parkway (TVP)

That it BE NOTED that the presentation, dated April 17, 2024, from D. Hall, Program Manager, Active Transportation, with respect to the Stoney Creek Pathway Connection to the Thames Valley Parkway (TVP), was received.

3. Consent

3.1 4th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 4th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on March 20, 2024, was received.

3.2 Municipal Council Resolution - 3rd Report of the Integrated Transportation Community Advisory Committee

That delegation status BE REQUESTED for the Chair of the Integrated Transportation Community Advisory Committee (ITCAC) when the matter of the recommendations contained within the ITCAC Last Term (2022-2023) Report is considered by the Governance Working Group; it being noted that the Municipal Council resolution, from the meeting held on April 2, 2024, with respect to the 3rd Report of the ITCAC, was received.

3.3 Municipal Council Resolution - 2024 Renew London Infrastructure Construction Program and 2023 Review

That it BE NOTED that the Municipal Council resolution, from the meeting held on April 2, 2024, with respect to the 2024 Renew London Infrastructure Construction Program and 2023 Review, was received.

3.4 Municipal Council Resolution - Mobility Master Plan

That it BE NOTED that the Municipal Council resolution, from the meeting held on April 2, 2024, with respect to the Mobility Master Plan, was received.

3.5 Notice of Planning Application and Notice of Public Meeting - Official Plan and Zoning By-law Amendments - 1105 Wellington Road

That it BE NOTED that the Notice of Planning Application and Notice of Public Meeting, dated April 10, 2024, from C. Maton, Senior Planner, with respect to Official Plan and Zoning By-law Amendments related to the property located at 1105 Wellington Road, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 4:11 PM.

Environmental Stewardship and Action Community Advisory Committee

Report

5th Meeting of the Environmental Stewardship and Action Community Advisory Committee
April 3, 2024

Attendance

B. Samuels (Chair), B. Amendola, R. Duvernoy, A. Hames, M.A. Hodge, C. Hunsberger, A. Pert and L. Vuong and H. Lysynski (Clerk)

ABSENT: C. Mettler, I. ElGhamrawy, A. Ford, M. Griffith and N. Serour

ALSO PRESENT: Councillor S. Franke; M. Fabro, W. Jeffery, V. Kinsley, B. Somers and J. Stanford

The meeting was called to order at 4:32 PM; it being noted that B. Amendola, R. Duvernoy, A. Hames, C. Hunsberger, A. Pert and L. Vuong were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 4th Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the 4th Report of the Environmental Stewardship and Action Community Advisory Committee, from its meeting held on March 6, 2024, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Climate Emergency Action Plan Working Group update

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a discussion with respect to the Climate Emergency Action Plan Working Group update; it being noted that a meeting will be held shortly with A. Sercombe, Manager Public Communications, Corporate Communications to discuss the Climate Emergency Action Plan.

5.2 Urban Agriculture

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee (ESACAC) held a discussion with the Civic Administration with respect to the current status of the Urban Agricultural Strategy and the City of London Food Security team; it being

noted that the Civic Administration will return to the ESACAC in June 2024, to discuss who will be responsible for this file moving forward.

5.3 Business Licensing By-law

That N. Musicco, Manager, Policy and Special Operations, BE INVITED to a future Environmental Stewardship and Action Community Advisory Committee (ESACAC) meeting with respect to the Business Licensing By-law; it being noted that the ESACAC held a general discussion with respect to invasive species and the Business Licensing By-law.

7. Adjournment

The meeting adjourned at 5:07 PM.

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **Contract Award: Tender RFT-2024-039 – Colonel Talbot Road Two Lane Upgrade**
Date: **April 30, 2024**

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the Colonel Talbot Road Two Lane Upgrade project, from 150 m south of Southdale Road West to James Street (RFT-2024-039):

(a) The bid submitted by J-AAR Civil Infrastructures Limited, at its tendered price of $17,643,353.17, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by J-AAR Civil Infrastructures Limited was the lowest of seven bids received and meets the City's specifications and requirements, in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy;

(b) AECOM Canada Ltd., **BE AUTHORIZED** to complete the contract administration and construction inspection for this project in accordance with the estimate, on file, at an upset amount of $1,546,230.00, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;

(c) the Civic Administration **BE AUTHORIZED** to approve Memorandums of Understanding between the Corporation of the City of London and private property owners and public utilities in relation to the cost-sharing of servicing works contained within the Colonel Talbot Road Two Lane Upgrade project;

(d) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;

(e) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;

(f) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work;

(g) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract for the material to be supplied and the work to be done relating to this project (RFT-2024-039); and,

(h) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Linkage to the Corporate Strategic Plan

Municipal Council's Strategic Plan identifies "Mobility and Transportation" as a strategic area of focus. This report supports the Strategic Plan by identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- June 19, 2012 - Civic Works Committee – London 2030 Transportation Master Plan
- October 2012 - Planning and Environmental Committee – The Southwest Area Secondary Plan Report
- September 7, 2016 - Civic Works Committee - London ON Bikes Cycling Master Plan
- May 6, 2019 – Strategic Priorities and Policy Committee - Approval of 2019 Development Charges By-Law and DC Background Study
- May 10, 2022 – Civic Works Committee – Colonel Talbot Road Two-lane Upgrades from Southdale Road to James Street– Appointment of Consulting Engineer

1.2 Purpose

This report recommends award of the construction tender, RFT-2024-039, for the Colonel Talbot Road Two Lane Upgrade project from 150 m south of Southdale Road West to James Street to J-AAR Civil Infrastructures Limited. It also recommends that the existing consulting agreement with AECOM Canada Ltd. be extended to include the contract administration and construction supervision phases that are required for the project.

This project will also accommodate and contains infrastructure for servicing adjacent private housing developments. This servicing work will be included in the construction project at the cost of the private developer. This approach will ensure effective coordination to promote development of these housing units while also minimizing future traffic disruption and resident disturbance. Legal agreements have been prepared with the assistance of Legal Services to address this work and it is recommended that the Director of Transportation and Mobility be authorized to execute these Memorandums of Understanding on the city's behalf. A similar memo agreement is also planned with a utility company for cost sharing of utility relocations within the contract.

1.3 Background

Colonel Talbot Road from 150 m south of Southdale Road to James Street, is classified as a Civic Boulevard with average daily traffic volumes of approximately 14,000 vehicles per day. It is a critical north-south connection through a rapidly developing area in southwest London. The current roadway consists of a rural cross-section with open ditches and does not include important amenities such as sidewalks, cycling facilities, and streetlights.

The need for the Colonel Talbot Road Two Lane Upgrade project was first identified in the 2019 Development Charges Study. As the surrounding area develops, Colonel Talbot Road must be improved to better serve all users, whether walking, cycling, riding transit, or driving, and provide the necessary municipal services to accommodate that growth.

A map of the project limits is shown below.

Figure 1 - Limits for Colonel Talbot Road Two Lane Upgrade Project

The Climate Emergency Screening Tool was applied to this project and highlighted the importance of a connected walking and cycling network as key components to enable sustainable mobility. The project is expected to mitigate climate impacts through the addition of active transportation infrastructure and additional street trees and is not expected to increase the number of single occupant vehicle trips. The project will also adapt to climate change by including low-impact development strategies and improved stormwater capacity in the area.

Reconstruction to a Civic Boulevard complete street standard is recommended as a cost-effective approach to promote sustainable mobility choices.

2.0 Discussion and Considerations

2.1 Project Description

The scope of the Colonel Talbot Road Two Lane Upgrade Project includes:

- Completing the conversion of Colonel Talbot Road from the current rural road cross section with ditches and gravel shoulders, to a two-lane urban corridor with new storm sewers and curbs.
- Improving the street light network by illuminating the corridor to enhance safety
- Completing the active transportation network to improve connectivity between the Lambeth and Bryon areas. This includes new sidewalks, boulevard bike paths and multi-use pathways.
- Additional features to improve pedestrian safety such as a new pedestrian crossing at Diane Crescent / Royal Magnolia Drive
- Replacing two culverts that are at the end of their expected life, with new larger culverts.
- Coordinating servicing works, including sanitary sewers, to support ongoing development along the corridor.
- Installing a local watermain to service future growth and improve the overall water distribution system.

- Introducing additional turning lanes and localized medians to optimize traffic flow and improve access management.
- Adding streetscaping features such as trees, benches, and waste receptacles.

2.2 Public Engagement and Consultation

Two public meetings were held to discuss this project with residents. The initial public meeting, held on June 27, 2023, introduced the project to the public and allowed those who attended to view conceptual designs of the planned improvements, view the different options for the Kilbourne intersection and the recommended design, and view plans for walking and cycling facilities and urban design features along the corridor. The second public meeting, held on November 2, 2023, allowed the public to view near-final designs of the planned improvements and the traffic management and construction staging schemes. Both meetings were well attended, and the feedback provided allowed staff to refine the design to better serve the users of the corridor. Consultation with the Integrated Transportation Community Advisory Committee and other interested parties also occurred during the design phase and project information was also available through the city's website.

2.3 Advance Works

This project required the advance relocation of various utilities including London Hydro and Enbridge Gas. Coordination with these utility companies has been underway in support of the project to ensure that the necessary utility relocations are completed in a timely and efficient manner.

Tree removals have been completed in advance of the utility relocations and the upcoming construction activities. Replacement and additional trees will be incorporated as part of this project.

2.4 Construction Schedule and Traffic Management

A detailed traffic staging and pedestrian management plan has been developed in anticipation for construction. These plans balance mobility and access during all stages of construction while allowing the project to be completed in a timely and cost-effective manner.

The project will predominantly be constructed over two years (2024-2025), with surface asphalt and permanent pavement markings planned for 2026. Due to the limited road width, the works between James Street and Pack Road will require a full closure of Colonel Talbot Road. Construction activities are planned to be undertaken in the following stages:

- In 2024, Colonel Talbot Road will be closed from James Street to Clayton Walk, for most of the construction season.
- In 2025, a shorter section between Clayton Walk and Pack Road, will also require a road closure, expected to occur in the spring and summer. The remaining works, between Pack Road and Southdale Road, can be constructed using a temporary road allowing two-way traffic.
- In 2026, surface asphalt will be applied in the summer months, with limited impacts to traffic.

The traffic management plan will be communicated, monitored, and adjusted during construction based on traffic conditions. Access to homes and businesses will be maintained and detours will be in place during the road closures.

Temporary traffic calming measures will be implemented in surrounding neighbourhoods to assist in managing cut-through traffic.

3.0 Financial Impact/Considerations

3.1 Procurement Process

The request for tenders (RFT) was published on March 5, 2024. Tenders for the Colonel Talbot Road Two Lane Upgrade project (RFT-2024-039) were opened on April 5, 2024. Seven contractors submitted prices as listed below, including contingency, and excluding HST:

Contractor	Company Name	Tender Price Submitted
1.	J-AAR Civil Infrastructures Limited	$17,643,353.17
2.	CH Excavating (2013)	$18,484,097.39
3.	PV-EX Construction Ltd.	$18,560,681.05
4.	Bre-Ex Construction Inc	$18,887,149.53
5.	L82 Construction Ltd	$19,502,893.79
6.	Birnam Excavating Ltd.	$19,722,309.29
7.	291 Construction Ltd	$20,470,237.67

All tenders have been checked by AECOM Canada Ltd., Transportation Planning and Design, and Procurement and Supply Operations. No mathematical errors were found, and the bids were determined to be compliant. The submitted low bid from J-AAR Civil Infrastructures Limited is 3% below the tender estimate that was prepared prior to the tender opening. The tender results indicate competitive pricing from the construction industry and represent good value for a project of this size, scope, and complexity recognizing current market and supply chain conditions. All tenders include a contingency allowance of $1,800,000.

Funding for the project is available in the City's Transportation, Stormwater, Sewer, and Water capital budgets.

As per section 13.2(a) of the Procurement of Goods & Services Policy, Committee and City Council must approve award of tenders greater than $6,000,000.

3.2 Consulting Services

AECOM Canada Ltd. was awarded the detailed design of the Colonel Talbot Road Two Lane Upgrade project by Council in May 2022. With the consultant's knowledge and performance during the detailed design phase of the project, the consultant was invited to submit a proposal to carry out the contract administration and construction supervision. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. The review of assigned personnel and hourly rates for various activities are in alignment with the original competitive procurement process and with other similar infrastructure assignments.

The continued use of AECOM Canada Ltd. on this project for construction administration and construction supervision phase is of financial advantage to the city because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. The City's requirement for the creation of record drawings following construction, requires the reviewing professional engineer to seal the drawings based on field verification and

ongoing involvement. This requirement promotes consultant accountability for the design.

In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that AECOM Canada Ltd. be authorized to carry out the remainder of engineering services, as contract administrators, and complete the project for a fee estimate of $1,546,230.00 including contingency and excluding HST. Section 15.2(g) states:

> A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy. This should be to the financial advantage of the City due to the fact that such a consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

3.3 Operating Budget Impacts

Anticipated annual operating costs associated with new additional infrastructure is summarized below:

Service Area	Rationale	Increase in Annual Operating Cost
Road Operations	Additional maintenance required for the new sidewalks and multi-use paths.	$21,500
Traffic Engineering	Additional costs for streetlights, pavement markings at intersections and electrical equipment	$7,400
Forestry and Parks Operations	Additional tree and landscaping maintenance, grass cutting.	$47,310
Sewer Operations	Operating cost for new storm sewer and sanitary sewer improvements	$20,000
Water Operations	Water system improvements	$975

The property tax supported operational budget impacts will be addressed as part of the annual assessment growth case process where appropriate, while the additional water and wastewater costs will be addressed in future budget processes.

Conclusion

Improvements to Colonel Talbot Road are necessary as existing and planned developments in the area will create growth related mobility activities along the corridor. Construction of an urban Civic Boulevard corridor including complete street components such as sidewalks, multi-use paths, localized turning lanes, new storm sewers and drainage, and illumination improvements will ensure that the corridor meets the long-term needs of this growing area.

Civic Administration has reviewed the tender bids and recommends that the construction contract for the Colonel Talbot Road Two Lane Upgrade project be awarded to J-AAR Civil Infrastructures Limited at the submitted tender price of $17,643,353.17, including contingency and excluding HST.

AECOM Canada Ltd. has demonstrated an understanding of the City’s requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and construction supervision services, as it is in the best financial and technical interest of the City. The contract administration assignment is valued at an upset amount of $1,546,230.00, including contingency and excluding HST.

Prepared by:	**Garfield Dales, P.Eng.** **Division Manager, Transportation Planning and Design**
Submitted by:	**Doug MacRae, P.Eng., MPA** **Director, Transportation & Mobility**
Recommended by:	**Kelly Scherr, P.Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**

Appendix A – Sources of Financing Report

c: Steve Mollon, City of London
Lauren Pasma, City of London
Daniel Hall, City of London
John Bos, City of London
Ryan Maguire, AECOM Canada Ltd
J-AAR Civil Infrastructures Limited

Appendix "A"

#24075
March 19, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Tender No. RFT-2024-039
Colonel Talbot Road Two Lane Upgrade
(Subledger RD220008)
Capital Project TS1329 - Colonel Talbot Rd - 300M South of Southdale to James Street
Capital Project TS180519 - TIMMS- PTIS - Transportation
Capital Project TS512323 - Street Light Maintenance
Capital Project TS165519 - Minor Rd Works - Traffic Signals (2019-2023)
Capital Project ES514819 - Wastewater Strategic Links (2019-2023)
Capital Project ES515024 - Pumping Station Optimization and Renewal
Capital Project EW382519 - Watermain - Strategic Links (2019-2023)
Capital Project EW376524 - Infrastructure Renewal Program - Watermains
J-AAR Civil Infrastructures Limited - $17,643,353.17 (excluding HST)
AECOM Canada Ltd. - $1,546,230.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
TS1329 - Colonel Talbot Rd - 300M South of Southdale to James Street					
Engineering	1,470,277	2,245,730	888,426	1,357,304	0
Engineering (Utilities Share)	0	29,943	0	29,943	0
Land Acquisition	130,499	130,499	0	0	130,499
Construction	17,181,461	16,405,405	1,590	15,053,695	1,350,120
Construction (Utilities Share)	0	826,387	0	826,387	0
Relocate Utilities	648,750	648,750	137,650	0	511,100
City Related Expenses	0	603	603	0	0
TS1329 Total	19,430,987	20,287,317	1,028,269	17,267,329	1,991,719
TS180519 - TIMMS- PTIS - Transportation					
Engineering	1,890,278	1,890,278	1,736,632	35,452	118,194
Construction	880,454	880,454	880,454		0
Traffic Signals	8,996,209	8,996,209	3,578,068	393,193	5,024,948
City Related Expenses	14,059	14,059	13,460		599
TS180519 Total	11,781,000	11,781,000	6,208,614	428,645	5,143,741
TS512323 - Street Light Maintenance					
Engineering	300,000	300,000	50,769	46,803	202,428
Construction	2,334,332	2,334,332	740,994	519,093	1,074,245
TS512323 Total	2,634,332	2,634,332	791,763	565,896	1,276,673
TS165519 - Minor Rd Works - Traffic Signals (2019-2023)					
Engineering	454,602	454,602	242,946	13,333	198,323
Construction	4,318,380	4,318,380	2,310,441	147,880	1,860,059
Relocate Utilities	30,447	30,447	30,447	0	0
TS165519 Total	4,803,429	4,803,429	2,583,834	161,213	2,058,382
ES514819 - Wastewater Strategic Links (2019-2023)					
Engineering	529,458	529,458	514,746	4,961	9,751
Construction	7,518,770	7,518,770	6,010,764	55,023	1,452,983
ES514819 Total	8,048,228	8,048,228	6,525,510	59,984	1,462,734
ES515024 - Pumping Station Optimization and Renewal					
Engineering	20,000	20,000	0	2,378	17,622
Construction	3,143,947	3,143,947	0	26,374	3,117,573
City Related Expenses	151,300	151,300	151,300	0	0
Vehicles and Equipment	51,548	51,548	51,548	0	0
ES515024 Total	3,366,795	3,366,795	202,848	28,752	3,135,195
EW382519 - Watermain - Strategic Links (2019-2023)					
Engineering	80,000	81,793	11,221	69,218	1,354
Construction	1,700,917	1,699,124	255,276	767,677	676,171
EW382519 Total	1,780,917	1,780,917	266,497	836,895	677,525

#24075
March 19, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Tender No. RFT-2024-039
Colonel Talbot Road Two Lane Upgrade
(Subledger RD220008)

Estimated Expenditures (Continued)	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
EW376524 - Infrastructure Renewal Program - Watermains					
Engineering	1,229,758	1,243,549	1,229,758	13,525	266
Construction	20,057,910	20,044,119	9,219,479	150,010	10,674,630
EW376524 Total	21,287,668	21,287,668	10,449,237	163,535	10,674,896
Total Expenditures	$73,133,356	$73,989,686	$28,056,572	$19,512,249	$26,420,865
Sources of Financing					
TS1329 - Colonel Talbot Rd - 300M South of Southdale to James Street					
Debenture By-law No. W.-5868-174 (Note 3a)	2,678,420	2,678,420	46,831	2,346,773	284,816
Drawdown from Debt Substitution Reserve Fund	100,211	100,211	100,211	0	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	16,652,356	16,652,356	881,227	14,064,226	1,706,903
Other Contributions	0	856,330	0	856,330	0
TS1329 Total	19,430,987	20,287,317	1,028,269	17,267,329	1,991,719
TS180519 - TIMMS- PTIS - Transportation					
Debenture By-law No. W.-5660-92 (Note 3b)	251,360	251,360	102,744	11,432	137,184
Drawdown from Debt Substitution Reserve Fund	62,840	62,840	62,840	0	0
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,712,400	4,712,400	2,483,446	171,458	2,057,496
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,926,605	3,926,605	2,069,331	142,867	1,714,407
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	2,827,795	2,827,795	1,490,253	102,888	1,234,654
TS180519 Total	11,781,000	11,781,000	6,208,614	428,645	5,143,741
TS512323 - Street Light Maintenance					
Capital Levy	2,204,560	2,204,560	791,763	565,896	846,901
Drawdown from Transportation Renewal Reserve Fund	429,772	429,772	0	0	429,772
TS512323 Total	2,634,332	2,634,332	791,763	565,896	1,276,673
TS165519 - Minor Rd Works - Traffic Signals (2019-2023)					
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	4,803,429	4,803,429	2,583,834	161,213	2,058,382
ES514819 - Wastewater Strategic Links (2019-2023)					
Drawdown from Sewage Works Renewal Reserve Fund	788,464	788,464	636,192	5,998	146,274
Drawdown from City Services - Wastewater Reserve Fund (Development Charges) (note 1)	7,096,170	7,096,170	5,725,724	53,986	1,316,460
Other Contributions	163,594	163,594	163,594	0	0
EW376524 Total	8,048,228	8,048,228	6,525,510	59,984	1,462,734
ES515024 - Pumping Station Optimization and Renewal					
Capital Sewer Rates	1,366,795	1,366,795	202,848	28,752	1,135,195
Drawdown from Sewage Works Renewal Reserve Fund	2,000,000	2,000,000	0	0	2,000,000
ES515024 Total	3,366,795	3,366,795	202,848	28,752	3,135,195
EW382519 - Watermain - Strategic Links (2019-2023)					
Drawdown from Water Works Renewal Reserve Fund	178,091	178,091	26,650	83,689	67,752
Drawdown from City Services - Water Reserve Fund (Development Charges) (note 1)	1,602,826	1,602,826	239,847	753,206	609,773
EW382519 Total	1,780,917	1,780,917	266,497	836,895	677,525

Appendix "A"

#24075
March 19, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Tender No. RFT-2024-039
Colonel Talbot Road Two Lane Upgrade
(Subledger RD220008)

Sources of Financing (Continued)	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
EW376524 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	10,865,981	10,865,981	10,449,237	163,535	253,209
Drawdown from Water Works Renewal Reserve Fund	8,996,687	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
EW376524 Total	21,287,668	21,287,668	10,449,237	163,535	10,674,896
Total Financing	$73,133,356	$73,989,686	$28,056,572	$19,512,249	$26,420,865

Financial Note (Engineering)	TS1329	TS180519	TS512323	TS165519	ES514819
Contract Price	$1,333,828	$34,839	$45,994	$13,103	$4,875
Add: HST @13%	173,398	4,529	5,979	1,703	634
Total Contract Price Including Taxes	1,507,226	39,368	51,973	14,806	5,509
Less: HST Rebate	-149,922	-3,916	-5,170	-1,473	-548
Net Contract Price	$1,357,304	$35,452	$46,803	$13,333	$4,961

Financial Note (Engineering Continued)	ES515024	EW382519	EW376524	York Developments	Sifton Properties
Contract Price	$2,337	$68,020	$13,291	$18,776	$7,570
Add: HST @13%	304	8,843	1,728	2,441	984
Total Contract Price Including Taxes	2,641	76,863	15,019	21,217	8,554
Less: HST Rebate	-263	-7,645	-1,494	-2,441	-984
Net Contract Price	$2,378	$69,218	$13,525	$18,776	$7,570

Financial Note (Engineering Continued)	Bell Canada	Total Engineering
Contract Price	$3,597	$1,546,230
Add: HST @13%	468	201,011
Total Contract Price Including Taxes	4,065	1,747,241
Less: HST Rebate	-468	-174,324
Net Contract Price	$3,597	$1,572,917

Financial Note (Construction):	TS1329	TS180519	TS512323	TS165519	ES514819
Contract Price	$14,793,333	$386,392	$510,115	$145,322	$54,072
Add: HST @13%	1,923,133	50,231	66,315	18,892	7,029
Total Contract Price Including Taxes	16,716,466	436,623	576,430	164,214	61,101
Less: HST Rebate	-1,662,771	-43,430	-57,337	-16,334	-6,078
Net Contract Price	$15,053,695	$393,193	$519,093	$147,880	$55,023

Financial Note (Construction Continued):	ES515024	EW382519	EW376524	York Developments	Sifton Properties
Contract Price	$25,918	$754,399	$147,415	$658,830	$127,662
Add: HST @13%	3,369	98,072	19,164	85,648	16,596
Total Contract Price Including Taxes	29,287	852,471	166,579	744,478	144,258
Less: HST Rebate	-2,913	-84,794	-16,569	-85,648	-16,596
Net Contract Price	$26,374	$767,677	$150,010	$658,830	$127,662

Financial Note (Construction Continued):	Bell Canada	Total Construction
Contract Price	$39,895	$17,643,353
Add: HST @13%	5,186	2,293,635
Total Contract Price Including Taxes	45,081	19,936,988
Less: HST Rebate	-5,186	-1,997,656
Net Contract Price	$39,895	$17,939,332
Total Engineering and Construction	**$19,512,249**	

Appendix "A"

#24075
March 19, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Tender No. RFT-2024-039
Colonel Talbot Road Two Lane Upgrade
(Subledger RD220008)

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Negotiations with York Developments, Sifton Properties, and Bell Canada confirming their contributions towards this project are ongoing. The cost allocations among projects will be adjusted accordingly when negotiations are complete. The expenditures have been increased to accommodate their anticipated contributions.

Note 3: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act.

Note to City Clerk: the City Clerk is hereby requested to amend the necessary by-laws:

a) By-law No. W.-5868-174 should be increased by $2,456,949 from $221,471 to $2,678,420.

b) By-law No. W.-5660-92 should be increased by $62,840 from $188,520 to $251,360.

Note 4: There will be additional annual operating costs of $21,500 to Road Operations, $7,400 to Traffic Engineering, $47,310 to Forestry and Parks Operations, $20,000 to Sewer Operations and $975 to Water Operations.

Alan Dunbar
Manager of Financial Planning & Policy

lp

Report to Civic Works Committee

To:	**Chair and Members** **Civic Works Committee**
From:	**Kelly Scherr, P.Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**
Subject:	**Approval of Roster of Vendors for Wastewater Solids Disposal Services**
Date:	**April 30, 2024**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to establishing a roster of solids disposal service providers:

a) The roster for various solids disposal services **BE APPROVED** as submitted in accordance with Article 12.2.b of the Procurement of Goods and Services Policy;

b) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

The incinerator at Greenway Wastewater Treatment Plant is planned for rebuild over the second half of 2024. During this time, it will not be possible to process the waste solids generated at the City's treatment plants in the normal way. In order to ensure continued operation of the plants, it was determined that establishing a roster of multiple vendors capable of disposing of the waste solids provided the best risk mitigation for the City. This roster could also be of use for periods of downtime following the completion of the incinerator rebuild.

This report recommends the approval of establishing a roster of service providers necessary for the disposal of waste solids generated at the City's Wastewater Treatment Plants.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan in the following areas:

- Build infrastructure to support future development and protect the environment;
- Improve London's resiliency to respond to potential future challenges.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Planned Rebuild of Incinerator Systems at Greenway Wastewater Treatment Plant – Procurement Approvals. Civic Works Committee. October 24, 2023.

Planned Rebuild of Incinerator Systems at Greenway Wastewater Treatment Plant – Single Source. Civic Works Committee. March 21, 2023.

2.0 Discussion and Considerations

2.1 Sludge Disposal at Greenway WWTP

As previously reported, the Greenway Wastewater Treatment Plant is the City's largest treatment plant. It is also the location of a centralized solids handling facility that processes the waste sludge removed from wastewater at all five City wastewater treatment plants in preparation for disposal. The final treatment process at Grenway is typically incineration. Incineration takes the solids removed from wastewater through the treatment process and burns them at temperatures approaching 900 degrees Celsius. This reduces the solids to an inert ash that is ready for safe disposal.

Finding a suitable means of disposing of the waste solids is essential for the safe and effective operation of the treatment facilities to ensure the protection of public health and the environment. The generation of waste solids is also an uninterruptible process, with over 2 dry tonnes per hour generated 24 hours per day, seven days per week. Developing robust disposal strategies with contingency plans is essential for effective plant operation.

2.2 Procurement of Solids Disposal Services

Give the variety of different disposal options, seasonal variation, solids characteristics and the essential nature of 24-7 operation, it was decided that the strategy that best managed the risk was to develop a roster of multiple vendors that are capable of providing parts or all of the required solids disposal services. During the incinerator re-build, staff will contact one or more of those vendors based on the services required at a given time, availability of the vendors, cost of the services and the possibility of beneficial re-use, all of which can change from day to day.

In order to develop the roster, a Request for Proposals was issued which allowed for Proponents to submit multiple proposals covering all of the potential services they could provide, including limitations like seasonal variations or times of day for each. Multiple proposals were received from four vendors. Staff reviewed all proposals received and categorized them based on the various services and opportunities provided in each.

The vendors who submitted proposals for the various services are as follows in alphabetical order. There were multiple proposals submitted for each service required:

- GFL Environmental Inc. (6 proposals)
- Lasalle Agri Inc. (1 proposal)
- Lystek International Corp. (2 proposals)
- Wessuc Inc. (8 proposals)

Since the proposals received also provide a useful roster of service providers as contingency planning even when the incinerator is returned to service, roster members providing quality service and good response times will be approached at the end of the incinerator rebuild regarding extension of their contract with the City, albeit with significantly reduced haulage volumes and frequency.

2.3 Estimated Expenditure

It is difficult to predict the total value of services procured over the 6-month period while the incinerator is being rebuilt. The characteristics of the solids may change, dictating a more costly disposal method, higher sludge production could result in multiple vendors being used during a given period, or the incinerator rebuild project could be longer or shorter than anticipated. The Request for Proposals also included a mechanism for allowing new proposals within the contract period from roster vendors if opportunities for cost-savings become apparent during the contract period e.g. a new type of vehicle, new alternatives for disposal locations, and so forth.

Staff will prioritize minimizing the total cost while meeting operational needs. As a very rough estimate, disposal costs could total between $2M and $6M, excluding HST.

3.0 Financial Impact/Considerations

Funding for these vendors of record is available in the approved capital project ES5022 – Biosolids Processing Upgrades. This approved budget for this project is $11,925,003.

Conclusion

Disposal of the waste solids generated at the City's wastewater treatment plants is an essential process that is required 24 hours per day, 7 days per week. During periods in which the City's incinerator at Greenway is out of operation alternative means of disposal are required. The upcoming incinerator rebuild project will require an estimated 6 months of alternative disposal. By building a roster of solids disposal vendors, the City can reduce operational risk during incinerator shutdowns. It is recommended that the presented roster of vendors be approved.

Prepared by:	**Kirby Oudekerk, MPA, P.Eng.** **Division Manager, Wastewater Treatment Operations**
Submitted by:	**Ashley Rammeloo, MMSc., P. Eng.** **Director, Water, Wastewater and Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**

cc: Steve Mollon, Senior Manager, Procurement and Supply
Jason Davies, Manager III, Financial Planning and Policy
Zeina Nsair, Financial Business Administrator, Finance and Corporate Services

Report to Civic Works Committee

To:	**Chair and Members** **Civic Works Committee**
From:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**
Subject:	**Contract Award: Tender No. RFT-2024-094** **Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance**
Date:	**April 30, 2024**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance; it being noted that in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy Request for Tender (RFT) contract awards greater than $6,000,000 require approval of City Council:

(a) the bid submitted by CH Excavating (2013) at its tendered price of $30,814,695.92 excluding HST, for the Rapid Transit Implementation – Wellington Road from Harlech Gate to Wellington Commons Entrance project, **BE ACCEPTED**; it being noted that the bid submitted by CH Excavating (2013) was the lowest of three (3) bids received and meets the City's specifications and requirements in all areas;

(b) AECOM Canada Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of $2,482,675 excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;

(c) the financing for this project **BE APPROVED** as set out in the "Sources of Financing Report" attached, hereto, as Appendix A;

(d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;

(e) the Civic Administration **BE AUTHORIZED** to approve Memorandums of Understanding between the Corporation of the City of London and public utilities and private service owners in relation to the cost-sharing of servicing works contained within the Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance contract;

(f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT-2024-094); and,

(g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor and continuation of consulting services for construction inspection and contract administration for the Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance project. This project will reconstruct Wellington Road from Harlech Gate to Wellington Commons Entrance. Figure 1 below depicts the approximate limits of the project.

Figure 1: Wellington Gateway Phase 4 Construction Limits

Context

On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the Public Transit Infrastructure Stream (PTIS) program, including the Downtown Loop and Wellington Gateway.

On June 25, 2019, the Province pledged $103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced $123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

The Wellington Gateway corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, medical facilities and large-scale commercial sites. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation's Victoria Hospital campus and White Oaks Mall. The project will widen and revitalize approximately seven (7) kilometers of Wellington Street/Road from Horton Street East to just north of Exeter Road, adding continuous transit-only lanes with the goal of increasing transit efficiency and improving traffic flow.

In addition to being a planned rapid transit corridor, the Wellington Gateway corridor contains aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure in select areas, and update private utility services to support infrastructure renewal, population growth, re-development and revitalization along rapid transit corridors. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcomes:

- Mobility and Transportation:
  - Londoners of all identities, abilities and means can move throughout the city safely and efficiently.

- Climate Action and Sustainable Growth
  - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure;
- Civic Works Committee – January 31, 2023 – Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch);
- Civic Works Committee – January 30, 2024 – Rapid Transit Implementation – Clark's Bridge and Wellington Road from Thames River to Watson Street.

2.0 Discussion and Considerations

2.1 Wellington Gateway Corridor

Wellington Gateway construction will widen the existing corridor to introduce centre running rapid transit operations along Wellington Street/Road. The realignment of corridor sections, most notably the "S-Curve" between Weston Street and Moore Street, will be undertaken to enhance both the safety and capacity of the roadway. While improving transportation infrastructure on the surface, the project will also address necessary underground work, including replacing aging sewers and watermains. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

Wellington Gateway Phase 1 began construction in 2023 by reconstructing Wellington Street from Horton Street to just north of Clark's Bridge. Phase 1 reopened to traffic in December of 2023 with minor carryover works to be completed in spring 2024. The Clark's Bridge Wellington Gateway Contract began construction March 2024 and will widen Wellington Road over the south branch of the Thames River and complete roadworks as far south as Watson Street.

The balance of Wellington Gateway has been broken up into at least three tenders:

- Phase 2 – Watson Street to Wilkins Street (2025/2026/2027)
- Phase 3 – Wilkins Street to Harlech Gate (2024/2025)
- Phase 4 – Harlech Gate to Wellington Commons Entrance (2024/2025)

This contract award relates to Phase 4 of Wellington Gateway.

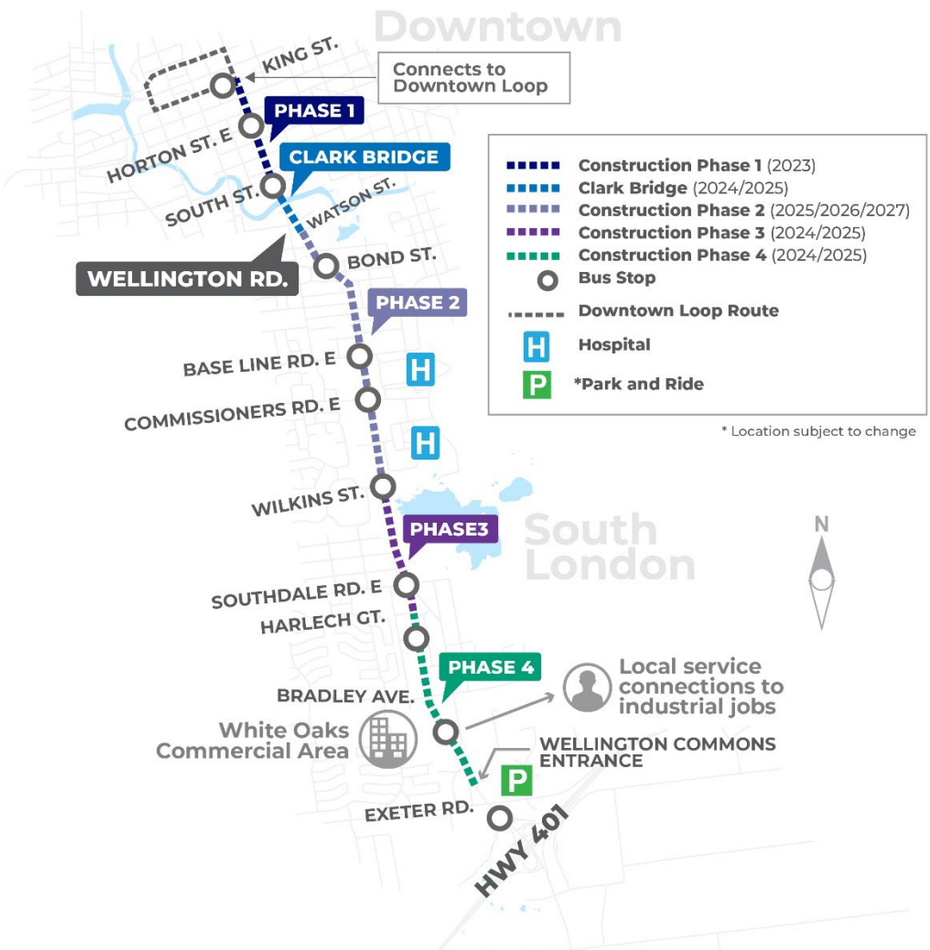


Figure 2: Wellington Gateway Construction Phasing Plan

2.2 Rapid Transit Implementation – Wellington Road from Harlech Gate to Wellington Commons Entrance Contract

This is a large and complex project that involves significant reconstruction of Wellington Road from Harlech Gate to Wellington Commons Entrance. The reconstruction will include the following improvements:

- Full road reconstruction that incorporates rapid transit dedicated lanes to increase the frequency and reliability of transit while improving traffic flow;
- The addition of new rapid transit stops on Wellington Road at White Oaks Mall Entrance #1 and Montgomery Gate totalling four (4) stations;
- New street lights and traffic signal upgrades;
- Protected left turn lanes at signalized intersections using dedicated left turn lanes that also allow drivers to make U-turns during the protected left turn signal phase;
- New noise wall on the east side of Wellington Road from St. Stephen’s Drive to Dunelm Lane;
- New stormwater management facility in St. Stephen’s Park;

- New concrete multi-use path on the east side of Wellington Road;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections; and
- Hydro and other private utility improvements.

2.3 Construction Considerations

Mitigation of construction impacts is a priority. All rapid transit contracts include a Construction Staging Workshop paid item that brings together the City, London Transit Commission, the Contractor and the Contract Administrator to work collaboratively and review opportunities to streamline construction staging and overall project schedule in an effort to reduce resident, business, and social impacts. The workshop will review the Contractor's initial proposed construction staging plans and consider opportunities for scheduling efficiencies.

The contract work has been identified in multiple stages and substages. Due to the scale of the project, it is anticipated that two stages may need to be completed at the same time. Providing flexibility in the staging and scheduling of each stage or substage supports the project being completed as efficiently as possible.

The contractor will be permitted to work in multiple areas of the project at any time during construction. However, key restrictions and milestones have been identified in the contract special provisions, such as keeping one lane of traffic open in both directions. The City will review and may approve any adjustments to the planned staging throughout construction and the Contractor must maintain access throughout the duration of the project as per the contract documents.

2.4 Public Engagement and Consultation

The City of London hosted a two-week public engagement period between February 14, 2024 and February 28, 2024, to share the near-final designs and information on project status and next steps. Additional opportunities were offered for businesses and residents to discuss the Wellington Gateway projects in-person with the project team. The project team also consulted directly with individual property owners, businesses and other stakeholders throughout the design process.

This engagement period was an opportunity for property owners, businesses and residents within the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project. Important design information was shared, including road widening impacts, the introduction of centre-medians and changes to turning movements along rapid transit corridors, as well as an overview of the future pavement markings for rapid transit lanes.

The project team also hand-delivered notices to tenants, residents and businesses along the project area. This in-person outreach was another opportunity to discuss the project directly with businesses and residents, answer questions, and highlight changes the project could bring to their operations through introducing transit-only lanes and new medians.

The City will continue to issue timely communications and traffic detour information to minimize potential impacts to residents and businesses during construction. Some key ways to support this include:

- Devoting a dedicated business relations coordinator to the project to act as a liaison between the City and individual businesses;
- Maintaining access to buildings and driveways throughout construction or providing alternative arrangements where needed; and
- Ensuring Londoners know the area is open for business during construction through targeted, strategic marketing.

The proposed staging of construction will be communicated to property and business owners at a pre-construction webinar before major construction work begins. The webinar will identify access needs and alternative entry and exit points, and outline potential impacts during construction, including, but not limited to traffic, waste collection, and noise and vibrations.

Construction Coordination

None of the projects around the city happen in isolation. Rather, the City's various project teams work closely together to ensure that construction projects are coordinated, and overall traffic impacts are mitigated and managed. The City takes a wholistic approach to everything from communications to traffic calming, wayfinding, and coordination of early works.

Throughout the busy construction season, representatives from divisions across the City, London Transit Commission and private utilities meet weekly to discuss any works or events requiring lane restrictions or a full closure with the goal of protecting parallel corridors and detour routes.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the Wellington Road from Harlech Gate to Wellington Commons Entrance project were opened on April 11, 2024 and three (3) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	CH Excavating (2013)	$30,814,695.92
2	Bre-Ex Construction Inc.	$31,827,229.49
3	J-AAR Civil Infrastructure Limited	$32,231,608.59

All tenders have been checked by Construction and Infrastructure Services, AECOM Canada Ltd. and Procurement and Supply. No mathematical errors were found, and the results of the tendering process indicate a competitive process. The submission from CH Excavating (2013) was determined to meet all specifications and requirements of RFT-2024-094 and was determined to be the lowest compliant bid submission. The tender was advertised early and for an extended period of time to account for the larger scope of work. The tender estimate just prior to tender publication was $35,668,190 excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. This tender includes a total contingency allowance of $3,300,000.

3.2 Consulting Services

AECOM Canada Ltd. and Dillon Consulting Limited were awarded the detailed design of the Wellington Gateway and Infrastructure Improvements project by Council on August 14, 2020, in partnership with Archibald, Gray, and McKay Engineering Ltd. as a sub-consultant. The Wellington Gateway was broken up into four design phases to be led by the various teams. AECOM Canada Ltd. is the lead design consultant for the Wellington Gateway Phase 4 – Harlech Gate to Wellington Commons Entrance construction project. Due to the Consultant's knowledge of the detailed design, a proposal for contract administration and construction inspection was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for contract administration and construction inspection of these projects, including the time allocated to each project task, along with hourly rates. That review of assigned personnel, time per project task, and hourly rates was consistent with other rapid transit and infrastructure renewal program assignments of similar scope. It should be noted that this assignment is relatively greater in length, spanning over 2 years, and incorporates unique works such as, noise walls, transit infrastructure elements including four median transit station platforms, shelters and

related amenities. It is also anticipated that greater consultant effort will be required to progress construction due to a number of site-specific issues, including property and parking access, multiple simultaneous construction work areas, extended working hours, etc. Fees also include a provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, which states 'A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy'. The continued use of AECOM Canada Ltd. on this project for contract administration and construction inspection is of financial advantage of the City due to the fact the consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

Civic Administration is recommending that AECOM Canada Ltd. be authorized to carry out the remainder of engineering services, as contract administrators and construction inspectors, and complete this project for a fee estimate of $2,482,675 excluding HST. These fees are associated with the aforementioned services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services to $12,810,155 excluding HST.

3.3 Operating Budget Impacts

This phase of the project will revitalize and urbanize Wellington Road within the proposed right-of-way from Harlech Gate to Wellington Commons Entrance resulting in increased annual operating budget impacts to Transportation, Parks Operations and Sewer Operations. No water operational cost increases are expected. The following table summarizes anticipated increases from this Rapid Transit contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins.	$3,500
Road Operations	Additional lane km summer and winter maintenance.	$22,938
Parks Operations	Maintaining planters and irrigated medians.	$97,000
Traffic Engineering	Maintaining new bus signals.	$17,522
Rapid Transit Operations	Maintence of four new RT median stations.	$192,000

The incremental operational budget impacts related to the Rapid Transit station maintenance were detailed in the 2024 Assessment Growth Rapid Transit Implementation Case.

Any property tax supported operational budget impacts will be addressed as part of the annual assessment growth process where appropriate, while any additional Water and Sewer costs will be addressed in future budget processes.

Conclusion

Civic Administration has reviewed the tender bids and recommends CH Excavating (2013) be awarded the construction contract for the Rapid Transit Implementation - Wellington Road from Harlech Gate to Wellington Commons Entrance at the submitted tender price of $30,814,695.92 excluding HST.

AECOM Canada Ltd. has demonstrated an understanding of the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and construction inspection services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of $2,482,675 excluding HST.

Prepared by:	**Brian Nourse, P.Eng., Acting Division Manager, Major Projects**
Submitted by:	**Jennie Dann, P.Eng., Director, Construction & Infrastructure Services**
Recommended by:	**Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment & Infrastructure**

Appendix A – Sources of Financing report

Appendix "A"

#24068
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-094 Phase 4 - Harlech Gate to Wellington Commons Entrance
Wellington Gateway and Infrastructure Improvements
(Subledger RD230009)
Capital Project ES241424 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376524 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-1A - Wellington Gateway - Construction Rapid Transit
Capital Project RT1430-1C - Wellington Gateway - TIMMS Rapid Transit
Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit
Capital Project TS301424 - Road Network Improvements (Local and Rural)
AECOM Canada Ltd.- $2,482,675.00 (excluding HST)
CH Excavating (2013) - $30,814,695.92 (excluding HST)

Finance Supports Report on the Sources of Financing:
Finance Supports confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Engineering	2,000,000	2,000,000	907,534	19,958	1,072,508
Construction	13,445,971	13,445,971	4,763,901	248,367	8,433,703
City Related Expenses	25,000	25,000	0	0	25,000
ES241424 Total	15,470,971	15,470,971	5,671,435	268,325	9,531,211
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Engineering	2,000,000	2,000,000	729,549	20,211	1,250,240
Construction	11,083,589	11,083,589	3,149,010	250,796	7,683,783
City Related Expenses	100,000	100,000	0	0	100,000
ES254024 Total	13,183,589	13,183,589	3,878,559	271,007	9,034,023
EW376524 - Infrastructure Renewal Program - Watermains					
Engineering	974,089	1,229,758	974,089	255,669	0
Construction	20,313,579	20,057,910	6,045,994	3,173,485	10,838,431
EW376524 Total	21,287,668	21,287,668	7,020,083	3,429,154	10,838,431
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Engineering	8,437,640	10,006,471	8,240,791	1,765,680	0
Engineering (Utilities Share)	145,890	198,026	145,890	52,136	0
Construction	69,667,304	68,098,473	43,988,340	21,914,277	2,195,856
Construction (Utilities Share)	1,734,543	2,381,869	1,734,543	647,326	0
Utilities	7,066,000	7,066,000	2,433,808	490,148	4,142,044
City Related Expenses	5,017,904	5,017,904	129,861	0	4,888,043
RT1430-1A Total	92,069,281	92,768,743	56,673,233	24,869,567	11,225,943
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Engineering	149,161	198,678	149,161	49,517	0
Construction	2,699,917	2,650,400	1,137,978	615,874	896,548
Traffic Signals	150,922	150,922	150,922	0	0
RT1430-1C Total	3,000,000	3,000,000	1,438,061	665,391	896,548
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Engineering	757,177	1,079,795	757,177	322,618	0
Construction	12,664,187	12,341,569	5,312,789	4,003,067	3,025,713
ICIP Ineligible Expenses	41,838	41,838	41,838	0	0
RT1430-1D Total	13,463,202	13,463,202	6,111,804	4,325,685	3,025,713
TS301424 - Road Network Improvements (Local and Rural)					
Engineering	0	3,031	0	3,031	0
Construction	10,633,208	10,630,177	2,314,685	38,934	8,276,558
TS301424 Total	10,633,208	10,633,208	2,314,685	41,965	8,276,558
Total Expenditures	$169,107,919	$169,807,381	$83,107,860	$33,871,094	$52,828,427

Appendix "A"

#24068
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-094 Phase 4 - Harlech Gate to Wellington Commons Entrance
Wellington Gateway and Infrastructure Improvements
(Subledger RD230009)

Sources of Financing	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Capital Sewer Rates	2,500,250	2,500,250	2,500,250	0	0
Drawdown from Sewage Works Renewal Reserve Fund	10,720,721	10,720,721	921,185	268,325	9,531,211
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES241424 Total	15,470,971	15,470,971	5,671,435	268,325	9,531,211
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Capital Sewer Rates	1,000,000	1,000,000	1,000,000	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,933,589	9,933,589	628,559	271,007	9,034,023
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES254024 Total	13,183,589	13,183,589	3,878,559	271,007	9,034,023
EW376524 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	10,865,981	10,865,981	7,020,083	3,429,154	416,744
Drawdown from Water Works Renewal Reserve Fund	8,996,687	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
EW376524 Total	21,287,668	21,287,668	7,020,083	3,429,154	10,838,431
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Capital Levy	1,950,756	1,950,756	1,548,039	402,717	0
Debenture by-law No. W.-5699-66 (Note 2)	2,095,077	2,095,077	0	905,868	1,189,209
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,363,200	28,363,200	21,917,120	6,446,080	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,633,636	23,633,636	18,262,440	5,371,196	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	16,775,371	16,775,371	13,065,201	3,710,170	0
Debenture by-law No. W.-5699-66 (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1 and 2)	17,370,808	17,370,808	0	7,334,074	10,036,734
Other Contributions	1,880,433	2,579,895	1,880,433	699,462	0
RT1430-1A Total	92,069,281	92,768,743	56,673,233	24,869,567	11,225,943
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Capital Levy	84,811	84,811	42,008	21,007	21,796
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,200,000	1,200,000	575,225	266,156	358,619
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	999,900	999,900	477,952	219,579	302,369
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	715,289	715,289	342,876	158,649	213,764
RT1430-1C Total	3,000,000	3,000,000	1,438,061	665,391	896,548
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Capital Levy	1,616,266	1,616,266	940,607	665,723	9,936
Debenture Quota	1,613,785	1,613,785	0	0	1,613,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	4,252,800	2,444,721	1,730,274	77,805
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	3,543,646	2,016,895	1,427,476	99,275
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,219,288	1,219,288	709,580	502,212	7,496
Debenture Quota (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1)	1,217,417	1,217,417	0	0	1,217,417
RT1430-1D Total	13,463,202	13,463,202	6,111,804	4,325,685	3,025,714
TS301424 - Road Network Improvements (Local and Rural)					
Capital Levy	9,326,865	9,326,865	2,314,685	41,965	6,970,215
Drawdown from Transportation Renewal Reserve Fund	1,306,343	1,306,343	0	0	1,306,343
TS301424 Total	10,633,208	10,633,208	2,314,685	41,965	8,276,558
Total Financing	$169,107,919	$169,807,381	$83,107,860	$33,871,094	$52,828,427

Appendix "A"

#24068
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-094 Phase 4 - Harlech Gate to Wellington Commons Entrance
Wellington Gateway and Infrastructure Improvements
(Subledger RD230009)

Financial Note (Engineering)	**ES241424**	**ES254024**	**EW376524**	**RT1430-1A**	**RT1430-1A (Utilities)**
Contract Price	$19,613	$19,861	$251,247	$1,735,142	$35,999
Add: HST @13%	2,550	2,582	32,662	225,568	4,680
Total Contract Price Including Taxes	22,163	22,443	283,909	1,960,710	40,679
Less: HST Rebate	-2,205	-2,232	-28,240	-195,030	-4,046
Net Contract Price	$19,958	$20,211	$255,669	$1,765,680	$36,633

	RT1430-1C	**RT1430-1D**	**TS301424**	**London Hydro**	**Rogers**
Contract Price	$48,660	$317,038	$2,979	$22,592	$29,544
Add: HST @13%	6,326	41,215	387	2,937	3,841
Total Contract Price Including Taxes	54,986	358,253	3,366	25,529	33,385
Less: HST Rebate	-5,469	-35,635	-335	-2,937	-3,841
Net Contract Price	$49,517	$322,618	$3,031	$22,592	$29,544

	Total Engineering
Contract Price	$2,482,675
Add: HST @13%	322,748
Total Contract Price Including Taxes	2,805,423
Less: HST Rebate	-279,970
Net Contract Price	$2,525,453

Financial Note (Construction):	**ES241424**	**ES254024**	**EW376524**	**RT1430-1A**	**RT1430-1A (Utilities)**
Contract Price	$244,072	$246,458	$3,118,597	$21,535,257	$445,673
Add: HST @13%	31,729	32,040	405,418	2,799,583	57,937
Total Contract Price Including Taxes	275,801	278,498	3,524,015	24,334,840	503,610
Less: HST Rebate	-27,434	-27,702	-350,530	-2,420,563	-50,094
Net Contract Price	$248,367	$250,796	$3,173,485	$21,914,277	$453,516

	RT1430-1C	**RT1430-1D**	**TS301424**	**London Hydro**	**Rogers**
Contract Price	$605,222	$3,933,832	$38,260	$279,665	$367,661
Add: HST @13%	78,679	511,398	4,974	36,356	47,796
Total Contract Price Including Taxes	683,901	4,445,230	43,234	316,021	415,457
Less: HST Rebate	-68,027	-442,163	-4,300	-36,356	-47,796
Net Contract Price	$615,874	$4,003,067	$38,934	$279,665	$367,661

	Total Construction
Contract Price	$30,814,696
Add: HST @13%	4,005,910
Total Contract Price Including Taxes	34,820,606
Less: HST Rebate	-3,474,965
Net Contract Price	$31,345,641

Financial Note Total Award:	**Rapid Transit Total**	**Other Works (including utilities) Total**	**Total**
Contract Price	$28,216,390	$5,080,981	$33,297,371
Add: HST @13%	3,668,130	660,528	4,328,658
Total Contract Price Including Taxes	31,884,520	5,741,509	37,626,029
Less: HST Rebate	-3,171,522	-583,413	-3,754,935
Net Contract Price	$28,712,998	$5,158,096	$33,871,094

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act.

Note 3: Negotiations with London Hydro and Rogers confirming their contributions towards this project are ongoing. The cost allocations among the projects will be adjusted accordingly when negotiations are complete. The expenditures have increased to accommodate their anticipated contributions.
Note 4: There will be annual operating costs of $3,500 to Sewer Operations, $22,938 to Transportation Operations, $97,000 to Parks Operations, $17,522 to Traffic Engineering and $192,000 to Station Operations.

Jason Davies
Manager of Financial Planning & Policy
mp

Report to Civic Works Committee

To:	**Chair and Members** **Civic Works Committee**
From:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**
Subject:	**Contract Award: Tender No. RFT-2024-091** **Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate**
Date:	**April 30, 2024**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate; it being noted that in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy Request for Tender (RFT) contract awards greater than $6,000,000 require approval of City Council:

(a) the bid submitted by Bre-Ex Construction Inc. at its tendered price of $25,583,908.64 excluding HST, for the Rapid Transit Implementation – Wellington Road from Wilkins Street to Harlech Gate project, **BE ACCEPTED**; it also being noted that the bid submitted by Bre-Ex Construction Inc. was the lowest of five (5) bids received and meets the City's specifications and requirements in all areas;

(b) Archibald, Gray and McKay Engineering Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of $2,583,851 excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;

(c) the financing for this project **BE APPROVED** as set out in the "Sources of Financing Report" attached, hereto, as Appendix A;

(d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;

(e) the Civic Administration **BE AUTHORIZED** to approve Memorandums of Understanding between the Corporation of the City of London and public utilities and private service owners in relation to the cost-sharing of servicing works contained within the Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate contract;

(f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT-2024-091); and,

(g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor and continuation of consulting services for construction inspection and contract administration for the Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate project. This project will reconstruct Wellington Road from Wilkins Street to Harlech Gate. Figure 1 below depicts the approximate limits of the project.

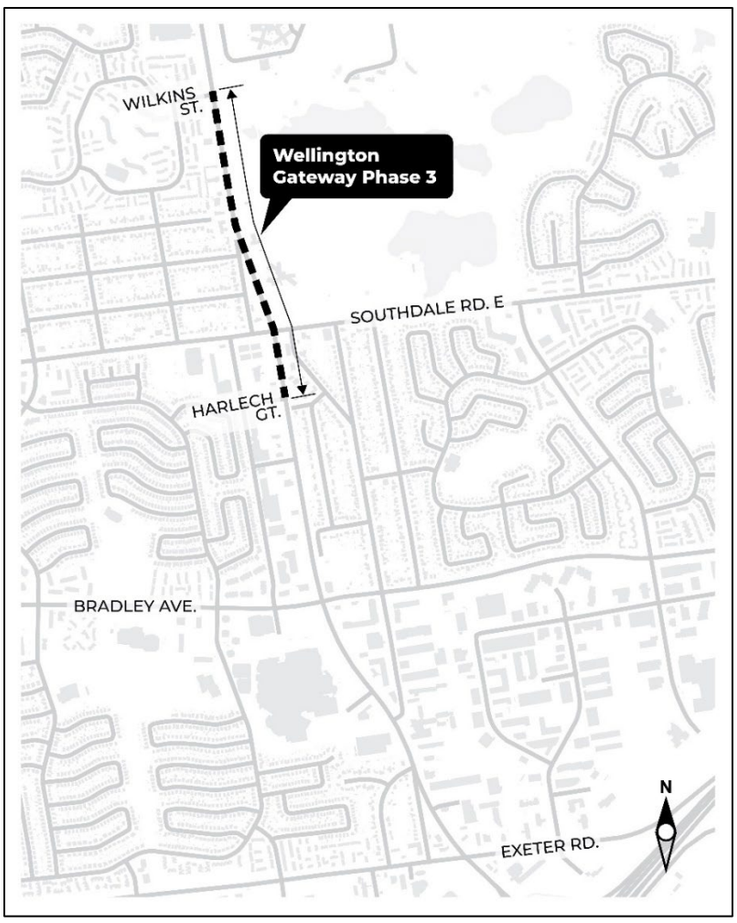


Figure 1: Wellington Gateway Phase 3 Construction Limits

Context

On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the Public Transit Infrastructure Stream (PTIS) program, including the Wellington Gateway.

On June 25, 2019, the Province pledged $103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced $123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

The Wellington Gateway corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, medical facilities and large-scale commercial sites. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation's Victoria Hospital campus and White Oaks Mall. The project will widen and revitalize approximately seven (7) kilometers of Wellington Street/Road from Horton Street East to just north of Exeter Road, adding continuous transit-only lanes with the goal of increasing transit efficiency and improving traffic flow.

In addition to being a planned rapid transit corridor, the Wellington Gateway corridor contains aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure in select areas, and update private utility services to support infrastructure renewal, population growth, re-development and revitalization along rapid transit corridors. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcomes:

- Mobility and Transportation:
  - Londoners of all identities, abilities and means can move throughout the city safely and efficiently.

- Climate Action and Sustainable Growth
  - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure;
- Civic Works Committee – January 31, 2023 – Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch);
- Civic Works Committee – January 30, 2024 – Rapid Transit Implementation – Clark's Bridge and Wellington Road from Thames River to Watson Street.

2.0 Discussion and Considerations

2.1 Wellington Gateway Corridor

Wellington Gateway construction will widen the existing corridor to introduce centre running rapid transit operations along Wellington Street/Road. The realignment of corridor sections, most notably the "S-Curve" between Weston Street and Moore Street, will be undertaken to enhance both the safety and capacity of the roadway. While improving transportation infrastructure on the surface, the project will also address necessary underground work, including replacing aging sewers and watermains. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

Wellington Gateway Phase 1 began construction in 2023 by reconstructing Wellington Street from Horton Street to just north of Clark's Bridge. Phase 1 reopened to traffic in December of 2023 with minor carryover works to be completed in spring 2024. The Clark's Bridge Wellington Gateway Contract began construction March 2024 and will widen Wellington Road over the south branch of the Thames River and complete roadworks as far south as Watson Street.

The balance of Wellington Gateway has been broken up into at least three tenders:

- Phase 2 – Watson Street to Wilkins Street (2025/2026/2027)
- Phase 3 – Wilkins Street to Harlech Gate (2024/2025)
- Phase 4 – Harlech Gate to Wellington Commons Entrance (2024/2025)

This contract award relates to Phase 3 of Wellington Gateway.

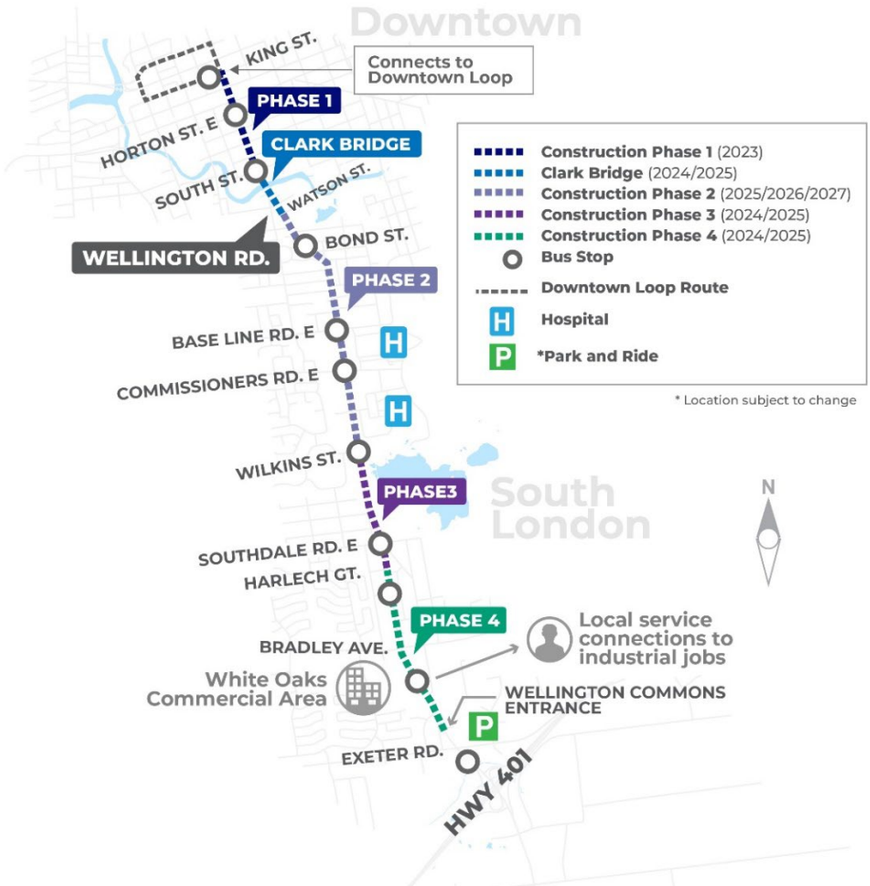


Figure 2: Wellington Gateway Construction Phasing Plan

2.2 Rapid Transit Implementation – Wellington Road from Wilkins Street to Harlech Gate Contract

This is a large and complex project that involves significant reconstruction of Wellington Road from Wilkins Street to Harlech Gate. The reconstruction will include the following improvements:

- Full road reconstruction that incorporates rapid transit dedicated lanes to increase the frequency and reliability of transit while improving traffic flow;
- The addition of new rapid transit stops on Wellington Road at Southdale Road East and Wilkins Street totalling four (4) stations;
- New street lights and traffic signal upgrades;
- Introduction of centre-medians and changes to turning movements;
- Left turn lanes at signalized intersections using dedicated left turn lanes that also allow drivers to make U-turns during the protected left turn signal phase;
- New retaining wall on the east side of Wellington Road along the Westminster Ponds;
- New concrete multi-use path on the east side of Wellington Road;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections; and
- Hydro and other private utility improvements.

2.3 Construction Considerations

Mitigation of construction impacts is a priority. All rapid transit contracts include a Construction Staging Workshop paid item that brings together the City, London Transit Commission, the Contractor and the Contract Administrator to work collaboratively and review opportunities to streamline construction staging and overall project schedule in an effort to reduce resident, business, and social impacts. The workshop will review the Contractor's initial proposed construction staging plans and consider opportunities for scheduling efficiencies.

The contract work has been identified in multiple stages and substages. Due to the scale of the project, it is anticipated that two stages may need to be completed at the same time. Providing flexibility in the staging and scheduling of each stage or substage supports the project being completed as efficiently as possible.

The contractor will be permitted to work in multiple areas of the project at any time during construction. However, key restrictions and milestones have been identified in the contract special provisions, such as keeping one lane of traffic open in both directions. The City will review and may approve any adjustments to the planned staging throughout construction and the Contractor must maintain access throughout the duration of the project as per the contract documents.

2.4 Public Engagement and Consultation

The City of London hosted a two-week public engagement period between February 14, 2024 and February 28, 2024, to share the near-final designs and information on project status and next steps. Additional opportunities were offered for businesses and residents to discuss the Wellington Gateway projects in-person with the project team. The project team also consulted directly with individual property owners, businesses and other stakeholders throughout the design process.

This engagement period was an opportunity for property owners, businesses and residents within the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project. Important design information was shared, including road widening impacts, the introduction of centre-medians and changes to turning movements along rapid transit corridors, as well as an overview of the future pavement markings for rapid transit lanes.

The project team also hand-delivered notices to tenants, residents and businesses along the project area. This in-person outreach was another opportunity to discuss the project directly with businesses and residents, answer questions, and highlight changes the project could bring to their operations through introducing transit-only lanes and new medians.

The City will continue to issue timely communications and traffic detour information to minimize potential impact to residents and businesses during construction. Some key ways to support this include:

- Devoting a dedicated business relations coordinator to the project, to act as a liaison between the City and individual businesses;
- Maintaining access to buildings and driveways throughout construction or providing alternative arrangements where needed; and
- Ensuring Londoners know the area is open for business during construction through targeted, strategic marketing.

The proposed staging of construction will be communicated to property and business owners at a pre-construction webinar before major construction work begins. The webinar will identify access needs and alternative entry and exit points, and outline potential impacts during construction, including, but not limited to traffic, waste collection, and noise and vibrations.

Construction Coordination

None of the projects around the city happen in isolation. The City's various project teams work closely together to ensure that construction projects are coordinated, and overall traffic impacts are mitigated and managed. We take a wholistic approach to everything from communications to traffic calming, wayfinding, and coordination of early works.

Throughout the busy construction season, representatives from divisions across the City, London Transit Commission and private utilities meet weekly to discuss any works or events requiring lane restrictions or a full closure with the goal of protecting parallel corridors and detour routes.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the Wellington Road from Wilkins Street to Harlech Gate project were opened on April 17, 2024. Five (5) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	Bre-Ex Construction Inc.	$25,583,908.64
2	CH Excavating (2013)	$26,155,865.03
3	L82 Construction Ltd.	$27,001,480.51
4	J-AAR Civil Infrastructure Limited	$27,918,704.29
5	Birnam Excavating Ltd.	$30,436,938.24

All tenders have been checked by Construction and Infrastructure Services, Archibald, Gray and McKay Engineering Ltd. and Procurement and Supply. No mathematical errors were found, and the results of the tendering process indicate a competitive process. The submission from Bre-Ex Construction Inc. was determined to meet all specifications and requirements of RFT-2024-091 and was determined to be the lowest compliant bid submission. The tender was advertised early and for an extended period of time to account for the larger scope of work, with an advanced tender posting notice completed. The tender estimate just prior to tender publication was $32,300,000, excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. This tender includes a total contingency allowance of $3,000,000.

3.2 Consulting Services

AECOM Canada Ltd. and Dillon Consulting Limited were awarded the detailed design of the Wellington Gateway and Infrastructure Improvements project by Council on August 14, 2020, in partnership with Archibald, Gray, and McKay Engineering Ltd. as a sub-consultant. The Wellington Gateway was broken up into four design phases to be led by the various teams. Archibald, Gray, and McKay Engineering Ltd. is the lead design consultant for the Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate construction project. Due to the Consultant's knowledge of the detailed design, a proposal for contract administration and construction inspection was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for contract administration and construction inspection of these projects, including the time allocated to each project task, along with hourly rates. That review of assigned personnel, time per project task, and hourly rates was consistent with other rapid transit and infrastructure renewal program assignments of similar scope. It should be noted that this assignment is relatively greater in length and duration, spanning over 2 years, and incorporates unique works such as transit infrastructure elements including four median transit station platforms, shelters and related amenities. It is also anticipated that greater consultant effort will be required to progress construction due to a number of site-specific issues, including property and

parking access, multiple simultaneous construction work areas, extended working hours, etc. Fees also include a provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, which states 'A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy'. The continued use of Archibald, Gray, and McKay Engineering Ltd. on this project for contract administration and construction inspection is of financial advantage of the City due to the fact the consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

Civic Administration is recommending that Archibald, Gray, and McKay Engineering Ltd. be authorized to carry out the remainder of engineering services, as contract administrators and construction inspectors, and complete this project for a fee estimate of $2,583,851 excluding HST. These fees are associated with the aforementioned services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services to $15,394,006 excluding HST.

3.3 Operating Budget Impacts

This phase of the project will revitalize and urbanize Wellington Road within the proposed right-of-way from just north of Wilkins Street to Harlech Gate resulting in increased annual operating budget impacts to Transportation, Parks, Water and Sewer Operations. The following table summarizes anticipated increases from this Rapid Transit contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins.	$3,700
Water Operations	Additional components added.	$450
Road Operations	Additional lane km summer and winter maintenance.	$19,880
Parks Operations	Maintaining planters and irrigated medians.	$149,200
Traffic Engineering	Maintaining new Industrial Pedestrian Signal near Tourism London.	$15,185
Rapid Transit Operations	Maintence of four new RT median stations.	$192,000

The incremental operational budget impacts related to the Rapid Transit station maintenance were detailed in the 2024 Assessment Growth Rapid Transit Implementation Case.

Any property tax supported operational budget impacts will be addressed as part of the annual assessment growth process where appropriate, while any additional Water and Sewer costs will be addressed in future budget processes.

Conclusion

Civic Administration has reviewed the tender bids and recommends Bre-Ex Construction Inc. be awarded the construction contract for the Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate at the submitted tender price of $25,583,908.64 excluding HST.

Archibald, Gray, and McKay Engineering Ltd. has demonstrated an understanding of

the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and construction inspection services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of $2,583,851 excluding HST.

Prepared by:	**Brian Nourse, P.Eng., Acting Division Manager, Major Projects**
Submitted by:	**Jennie Dann, P.Eng., Director, Construction & Infrastructure Services**
Recommended by:	**Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment & Infrastructure**

Appendix A – Sources of Financing report

Appendix "A"

#24067
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-091 Phase 3 - Wilkins Street to Harlech Gate
Wellington Gateway and Infrastructure Improvements
(Subledger RD230008)
Capital Project ES241424 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376524 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-1A - Wellington Gateway - Construction Rapid Transit
Capital Project RT1430-1C - Wellington Gateway - TIMMS Rapid Transit
Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit
Archibald, Gray and McKay Engineering Ltd. - $2,583,851.00 (excluding HST)
Bre-Ex Construction Inc - $25,583,908.64 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Engineering	2,000,000	2,000,000	891,496	16,038	1,092,466
Construction	13,445,971	13,445,971	4,606,007	157,894	8,682,070
City Related Expenses	25,000	25,000	0	0	25,000
ES241424 Total	15,470,971	15,470,971	5,497,503	173,932	9,799,536
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Engineering	2,000,000	2,000,000	720,084	9,465	1,270,451
Construction	11,083,589	11,083,589	3,055,596	93,414	7,934,579
City Related Expenses	100,000	100,000	0	0	100,000
ES254024 Total	13,183,589	13,183,589	3,775,680	102,879	9,305,030
EW376524 - Infrastructure Renewal Program - Watermains					
Engineering	974,089	974,089	743,234	230,855	0
Construction	20,313,579	20,313,579	3,760,863	2,285,131	14,267,585
EW376524 Total	21,287,668	21,287,668	4,504,097	2,515,986	14,267,585
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Engineering	8,437,640	8,437,640	6,417,617	1,823,174	196,849
Engineering (Utilities Share)	85,169	145,890	85,169	60,721	0
Construction	69,667,304	69,667,304	25,932,135	18,056,205	25,678,964
Construction (Utilities Share)	1,134,102	1,734,543	1,134,102	600,441	0
Utilities	7,066,000	7,066,000	1,964,487	469,321	4,632,192
City Related Expenses	5,017,904	5,017,904	129,861	0	4,888,043
RT1430-1A Total	91,408,119	92,069,281	35,663,371	21,009,862	35,396,048
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Engineering	113,302	149,161	111,562	37,599	0
Construction	2,735,776	2,699,917	765,435	372,543	1,561,939
Traffic Signals	150,922	150,922	150,922	0	0
RT1430-1C Total	3,000,000	3,000,000	1,027,919	410,142	1,561,939
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Engineering	757,177	757,177	349,894	407,283	0
Construction	12,664,187	12,664,187	1,280,997	4,031,792	7,351,398
ICIP Ineligible Expenses	41,838	41,838	41,838	0	0
RT1430-1D Total	13,463,202	13,463,202	1,672,729	4,439,074	7,351,399
Total Expenditures	$157,813,549	$158,474,711	$52,141,299	$28,651,876	$77,681,536

Appendix "A"

#24067
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-091 Phase 3 - Wilkins Street to Harlech Gate
Wellington Gateway and Infrastructure Improvements
(Subledger RD230008)

Sources of Financing	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Capital Sewer Rates	2,500,250	2,500,250	2,500,250	0	0
Drawdown from Sewage Works Renewal Reserve Fund	10,720,721	10,720,721	747,253	173,932	9,799,536
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES241424 Total	15,470,971	15,470,971	5,497,503	173,932	9,799,536
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Capital Sewer Rates	1,000,000	1,000,000	1,000,000	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,933,589	9,933,589	525,680	102,879	9,305,030
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES254024 Total	13,183,589	13,183,589	3,775,680	102,879	9,305,030
EW376524 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	10,865,981	10,865,981	4,504,097	2,515,986	3,845,898
Drawdown from Water Works Renewal Reserve Fund	8,996,687	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
EW376524 Total	21,287,668	21,287,668	4,504,097	2,515,986	14,267,585
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Capital Levy	1,950,756	1,950,756	1,101,139	582,017	267,600
Debenture by-law No. W.-5699-66 (Note 2a)	2,095,077	2,095,077	0	0	2,095,077
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,363,200	28,363,200	13,777,640	8,139,480	6,446,080
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,633,636	23,633,636	11,480,218	6,715,071	5,438,347
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	16,775,371	16,775,371	8,085,103	4,912,132	3,778,136
Debenture by-law No. W.-5699-66 (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1 and 2a)	17,370,808	17,370,808	0	0	17,370,808
Other Contributions	1,219,271	1,880,433	1,219,271	661,162	0
RT1430-1A Total	91,408,119	92,069,281	35,663,371	21,009,862	35,396,048
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Capital Levy	84,811	84,811	29,060	12,948	42,803
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,200,000	1,200,000	411,168	164,057	624,775
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	999,900	999,900	342,605	135,347	521,948
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	715,289	715,289	245,086	97,790	372,413
RT1430-1C Total	3,000,000	3,000,000	1,027,919	410,142	1,561,939
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Capital Levy	1,616,266	1,616,266	257,433	683,174	675,659
Debenture Quota (Note 2b)	1,613,785	1,613,785	0	0	1,613,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	4,252,800	669,092	1,775,630	1,808,079
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	3,543,646	552,001	1,464,894	1,526,751
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,219,288	1,219,288	194,204	515,376	509,708
Debenture Quota (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1 and 2b)	1,217,417	1,217,417	0	0	1,217,417
RT1430-1D Total	13,463,202	13,463,202	1,672,729	4,439,074	7,351,399
Total Financing	$157,813,549	$158,474,711	$52,141,299	$28,651,876	$77,681,536

Appendix "A"

#24067
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-091 Phase 3 - Wilkins Street to Harlech Gate
Wellington Gateway and Infrastructure Improvements
(Subledger RD230008)

Financial Note (Engineering)	**ES241424**	**ES254024**	**EW376524**	**RT1430-1A**	**RT1430-1A (Utilities)**
Contract Price	$15,761	$9,302	$226,862	$1,791,642	$42,375
Add: HST @13%	2,049	1,209	29,492	232,913	5,509
Total Contract Price Including Taxes	17,810	10,511	256,354	2,024,555	47,884
Less: HST Rebate	-1,772	-1,046	-25,499	-201,381	-4,763
Net Contract Price	$16,038	$9,465	$230,855	$1,823,174	$43,121

	RT1430-1C	**RT1430-1D**	**London Hydro**	**Bell**	**Rogers**
Contract Price	$36,949	$400,239	$37,983	$4,909	$17,829
Add: HST @13%	4,803	52,031	4,938	638	2,318
Total Contract Price Including Taxes	41,752	452,270	42,921	5,547	20,147
Less: HST Rebate	-4,153	-44,987	-4,938	-638	-2,318
Net Contract Price	$37,599	$407,283	$37,983	$4,909	$17,829

	Total Engineering
Contract Price	$2,583,851
Add: HST @13%	335,900
Total Contract Price Including Taxes	2,919,751
Less: HST Rebate	-291,495
Net Contract Price	$2,628,256

Financial Note (Construction):	**ES241424**	**ES254024**	**EW376524**	**RT1430-1A**	**RT1430-1A (Utilities)**
Contract Price	$155,163	$91,798	$2,245,608	$17,743,912	$418,828
Add: HST @13%	20,171	11,934	291,929	2,306,709	54,448
Total Contract Price Including Taxes	175,334	103,732	2,537,537	20,050,621	473,276
Less: HST Rebate	-17,440	-10,318	-252,406	-1,994,416	-47,076
Net Contract Price	$157,894	$93,414	$2,285,131	$18,056,205	$426,200

	RT1430-1C	**RT1430-1D**	**London Hydro**	**Bell**	**Rogers**
Contract Price	$366,100	$3,962,059	$375,208	$49,483	$175,750
Add: HST @13%	47,593	515,068	48,777	6,433	22,847
Total Contract Price Including Taxes	413,693	4,477,127	423,985	55,916	198,597
Less: HST Rebate	-41,150	-445,335	-48,777	-6,433	-22,847
Net Contract Price	$372,543	$4,031,792	$375,208	$49,483	$175,750

	Total Construction
Contract Price	$25,583,909
Add: HST @13%	3,325,909
Total Contract Price Including Taxes	28,909,818
Less: HST Rebate	-2,886,198
Net Contract Price	$26,023,620

Financial Note Total Award:	**Rapid Transit Total**	**Other Works (including utilities) Total**	**Total**
Contract Price	$24,300,901	$3,866,859	$28,167,760
Add: HST @13%	3,159,117	502,692	3,661,809
Total Contract Price Including Taxes	27,460,018	4,369,551	31,829,569
Less: HST Rebate	-2,731,422	-446,271	-3,177,693
Net Contract Price	$24,728,596	$3,923,280	$28,651,876

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act.

Note to City Clerk: the City Clerk is hereby requested to prepare, introduce and amend the necessary by-laws:

a) By-law No. W.-5699-66 should be increased by $19,430,434 from $35,451 to $19,465,885.

b) An authorizing by-law should be drafted to secure debenture financing for project RT1430-1D - Wellington Gateway Stops Rapid Transit for the net amount to be debentured of $2,831,202

Note 3: Negotiations with London Hydro, Bell and Rogers confirming their contributions towards this project are ongoing. The cost allocations among the projects will be adjusted accordingly when negotiations are complete. The expenditures have increased to accommodate their anticipated contributions.

Note 4: There will be annual operating costs of $3,700 to Sewer Operations, $450 to Water Operations, $19,880 to Road Operations, $149,200 to Parks Operations, $15,185 to Traffic Engineering and $192,000 to Rapid Transit.

Jason Davies
Manager of Financial Planning & Policy

mp

Report to Civic Works Committee

To:	**Chair and Members** **Civic Works Committee**
From:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**
Subject:	**Rapid Transit Implementation – Consultant Design Contract Increase RFP20-29 and RFP20-28**
Date:	**April 30, 2024**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Wellington Gateway and East London Link detailed design consultant contracts:

(a) The AECOM Canada Ltd. detailed design contract for RFP20-29 - Consulting Services for Rapid Transit and Infrastructure Improvements - Wellington Gateway Project **BE INCREASED** by $672,000 excluding HST, to $7,451,736 in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy; and

(b) The Dillon Consulting Ltd. detailed design contract for RFP20-28 - Consulting Services for Rapid Transit and Infrastructure Improvements - East London Link Project **BE INCREASED** by $623,000 excluding HST, to $7,004,734 in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy; and

(c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix ‘A’; and

(d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

This report recommends increasing the detailed design consultant awards for AECOM Canada Ltd. on the Wellington Gateway project and Dillon Consulting Ltd. on the East London Link project.

The consulting assignments for Wellington Gateway and East London Link were both awarded by Council on August 26, 2020. Since that time, the consultant leads have progressed the projects through 11 tenders over four construction seasons, advanced the balance of project phases to at least 90% design completion and supported ongoing detailed design and procurement for rapid transit shelters and amenities.

Unprecedented market conditions have affected all aspects of project delivery and construction, driving costs beyond the reasonable cost estimate assumptions made at the time of the Environmental Assessment in 2019. Value engineering efforts have resulted in considerable offsets to budget pressures for the project, however this has placed additional strain on the project consultant design fee budgets.

The approved Rapid Transit Implementation Multi-Year Budget request accounted for anticipated consultant design fee increases necessary to complete these assignments. This report recommends approval of the associated contract increases in accordance with the Procurement of Goods and Services Policy.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcomes:

- Mobility and Transportation:
  - Londoners of all identities, abilities and means can move throughout the city safely and efficiently.

- Climate Action and Sustainable Growth
  - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – October 4, 2023 – Rapid Transit Implementation – Consultant Design Contract Increase RFP20-29 and RFP20-28

2.0 Discussion and Considerations

2.1 Wellington Gateway and East London Link Corridors

Not only will the Wellington Gateway and East London Link projects provide approximately 13km of transit, transportation and streetscape improvements on the surface, the projects will also replace aging sewers, watermains and private utilities underground to maintain safe, reliable infrastructure and support growth needs along the corridors.

<u>East London Link</u>

The East London Link is a mixed-use corridor with existing land uses that include historic businesses, residential neighbourhoods, a growing entertainment district, and heavy industry. The corridor is anchored by Downtown London at the western end and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg Lane, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College's main campus. The East London Link will add curbside rapid transit along King Street East and Dundas Street East and median rapid transit on Highbury Avenue North and Oxford Street. A terminal station will be constructed on the Fanshawe College property. Figure 1 illustrates the East London Link corridor and indicates the approximate location of the rapid transit stations.

Figure 1: Limits of East London Link

<u>Wellington Gateway</u>

The Wellington Gateway is a mixed-use corridor with existing land uses including historic businesses, residential neighborhoods, medical facilities, and large-scale commercial sites. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation's Victoria campus and White Oaks Mall. Figure 2 illustrates the Wellington Gateway corridor and indicates the approximate location of rapid transit stations.

Figure 2: Limits of Wellington Gateway

2.2 Context

On August 26, 2020, Council approved the appointment of AECOM Canada Ltd. as the Consulting Engineer for the Wellington Gateway project and Dillon Consulting Ltd. for the East London Link project.

Subsequently, on October 4th, 2023, a contract extension was approved for both AECOM Canada Ltd. and Dillon Consulting Ltd. projects to offset the unanticipated consulting fee impacts resulting from provincially legislated O. Reg. 406/19: On-Site and Excess Soil Regulation. The impacts of this legislative change depleted the contract contingencies by $288,834 for Wellington Gateway and $267,881.25 for East London Link.

The approved Rapid Transit Implementation Multi-Year Budget request accounted for anticipated consultant design fee increases necessary to complete these assignments. This report recommends to associated contract increases necessary to advance the additional consulting effort necessary to compete these projects.

2.3 Budget Pressures

The scale of these two projects is something not seen before in London, covering approximately 13km of critical transportation corridors combined. At the same time, the complexity of transportation projects in general has increased in recent years with the need to align multiple infrastructure renewal needs and opportunity lifecycle upgrades, utility coordination, development coordination, legislative changes, and integration of complete street design elements. All this combined with market conditions has contributed to scope, budget and schedule pressures for the projects, that were not foreseen when these consulting contracts were originally established in August 2020. Below is a summary of additional effort that has been required on these projects.

<u>Value Engineering</u>

There has been significant value engineering work completed on the design of these projects to reduce property impacts, enable construction schedules, and improve overall operations. Efforts to optimize the Wellington Gateway design along the S-curve and near Bradley Avenue have reduced the width of land needs and anticipated servicing needs to support development along the corridor. The Dundas Street portion of the East London Link shifted dedicated bus lanes from centre-running to curbside maintaining frequent and reliable operations while significantly reducing land needs and impacts on adjacent properties' operations. The number of properties impacted by land acquisition needs has been reduced by over 40% because of design refinements and the parcels still required are now considerably smaller. These value engineering efforts have resulted in considerable budget pressure offsets for the overall project, however, it has placed additional strain on the project consultants' budgets.

<u>Maintaining current design best practices</u>

The environmental assessment design concepts were based on high-level assumptions made over 6 years ago. Refining those concepts to tender-ready designs in line with current best practices resulted in necessary scope expansions beyond what was contemplated in the EA and the initial consultant assignment.

- The extension of roadwork along non-rapid transit crossroads to appropriately tie in transportation and servicing needs (Wellington Road and Commissioners Road East, the intersection at Highbury Avenue North and Oxford Street East, the intersection at Highbury Avenue North and Dundas Street, Ridout Street from Queens Avenue to Fullerton Street).
- Increased standards for protected cycling infrastructure.
- Coordination and integration of site servicing for developments along the corridors.
- Additional corridor segments requiring buried hydro infrastructure.

Increasing environmental, heritage and safety regulations

Additional engineering effort, environmental surveys, design mitigations and specialized construction measures have been required to satisfy escalating environmental, archeological and safety concerns, adding to project complexity and expenses. Clark's Bridge on Wellington Road has required enhanced construction techniques and habitat compensation to manage sensitive in-water work. Detailed design for the Highbury Avenue Bridge determined that a full deck replacement is required to meet current Canadian Pacific Kansas City (formerly Canadian Pacific Rail) offset requirements. Both examples significantly impacted schedules, coordination, design, and management efforts for the rapid transit consultant assignments.

Consultant support for Realty Services

These projects involve an unprecedented volume and complexity of partial property land needs, permanent easements and temporary construction easements. This drove the need for additional communication, drafting and design efforts above and beyond what was anticipated in the original contract.

Consultant support for utility coordination

The project has realized savings through careful coordination for utility relocations. The Environmental Assessment conservatively assumed the relocation of all utilities located within the dedicated transit lanes. Working with utility partners, the team assessed operation and maintenance requirements and frequencies and, in many cases, determined that utility infrastructure could be managed in place through specific Traffic Control Plans and performing maintenance activities outside peak hours. This approach realized the greatest savings in the core for the Downtown Loop project.

Project Phasing

Each year, the rapid transit tender phasing has been reviewed and modified with consideration for reducing social impacts which resulted in additional tenders and efforts. The projects have been broken down into smaller tenders to enable a larger pool of contractors to bid on them and have intentionally closed before year end when possible. Not only is this essential to starting these large projects as early in the construction season as possible, but earlier tender awards also yield significant efficiencies and cost savings by creating a more competitive bidding environment. Additional consultant effort is required to break down these mega-projects into a larger number of smaller tenders.

The scale and scope of these two multi-year design assignments combined with the pressures noted above has placed additional strain on project design budgets that exceed the available contingency of these consulting assignments. However, the benefit of this added effort has been significant value engineering efficiencies. Through detailed design, the project has achieved reductions in the overall construction footprint, fewer property impacts, improvements in transportation and transit operations. The overall project savings have more than offset the additional consulting fees.

2.4 Procurement Process

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, both design proposals were carried out using a two-stage process with the first stage being an open, publicly advertised prequalification stage (RFQUAL) and the second being Request for Proposal (RFP) of the short-listed firms. On August 25, 2020, Council awarded AECOM Canada Ltd. the detailed design assignment for RFP20-29 Wellington Gateway and Infrastructure Improvements at $6,490,902 and Dillon Consulting Limited was awarded the assignment for RFP20-28 East London Link and Infrastructure Improvements for $6,113,853.

As per section 20.3 e) and 8.5 a) of the Procurement of Goods and Services Policy, contract amendments that exceed $50,000 or 3% of original contract value, whichever is greater, must be authorized by City Council.

3.0 Financial Impact/Considerations

3.1 Budget Impact Table

The recommended contract increase represents the anticipated additional consulting fees required to complete the remaining design elements for the Wellington Gateway and East London Link projects. This increase was accounted for in the approved Rapid Transit Implementation Multi-year Budget business case, P-3.

The budget required to cover the additional scope of work is as follows:

Project and Consultant	Amount
RFP20-29 Wellington Gateway – AECOM Canada Ltd.	$672,000
RFP20-28 East London Link – Dillon Consulting Ltd.	$623,000

Funding is available in the approved transportation capital budgets per the Source of Financing attached as Appendix 'A'.

Conclusion

Civic administration recommends the consulting fees for AECOM Canada Ltd. be increased by $672,000 excluding HST for the Wellington Gateway project and that the consulting fees for Dillon Consulting Ltd. be increased by $623,000 excluding HST for East London Link project in accordance with section 20.3 of the Procurement of Goods and Services Policy.

Prepared by: **Brian Nourse, P.Eng., Acting Division Manager, Major Projects**

Submitted by: **Jennie Dann, P.Eng., Director, Construction & Infrastructure Services**

Recommended by: **Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment & Infrastructure**

Appendix A – Sources of Financing report

Appendix "A"

#24071
April 30,2024
(Contract Award Increase)

Chair and Members
Civic Works Committee

RE: RFP20-29 and RFP20-28
Rapid Transit Implementation – Consultant Design Contract Increase
Capital Project RT1430-3A - East London Link Construction Rapid Transit (Subledger RD200011)
Capital Project RT1430-1A - Wellington Gateway (South) Construction Rapid Transit (Subledger RD200013)
AECOM Canada Ltd.- $672,000.00 (excluding HST)
Dillon Consulting Ltd.- $623,000.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
RT1430-3A - East London Link Construction Rapid Transit				
Engineering	8,253,618	7,619,654	633,964	0
Engineering (Utilities Share)	397,113	397,113	0	0
Construction	98,783,509	41,708,253	0	57,075,256
Construction (Utilities Share)	5,657,381	5,657,381	0	0
Relocate Utilities	18,704,000	7,250,366	0	11,453,634
City Related Expenses	5,269,123	1,187,155	0	4,081,968
RT1430-3A Total	137,064,744	63,819,922	633,964	72,610,858
RT1430-1A - Wellington Gateway (South) Construction Rapid Transit				
Engineering	11,374,125	10,006,471	683,827	683,827
Engineering (Utilities Share)	198,026	198,026	0	0
Construction	66,730,819	65,902,617	0	828,202
Construction (Utilities Share)	2,381,869	2,381,869	0	0
Relocate Utilities	7,066,000	2,923,956	0	4,142,044
City Related Expenses	5,017,904	129,861	0	4,888,043
RT1430-1A Total	92,768,743	81,542,800	683,827	10,542,116
Total Expenditures	$229,833,487	$145,362,723	$1,317,791	$83,152,973
Sources of Financing				
RT1430-3A - East London Link Construction Rapid Transit				
Capital Levy	1,033,335	1,002,542	11,003	19,790
Debenture By-law No. W.-5683-100	3,849,223	0	0	3,849,223
Public Transit Infrastructure Stream (PTIS) - Federal Funding	30,536,000	23,106,171	253,586	7,176,243
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	25,444,122	19,253,217	211,300	5,979,605
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	9,697,917	9,697,917	0	0
Debenture By-law No. W.-5683-100 (Serviced through City Services - Roads Reserve Fund (Development Charges)) (Note 1 and 2)	60,449,653	4,705,580	158,075	55,585,997
Other Contributions (Utilities Share)	6,054,494	6,054,494	0	0
RT1430-3A Total	137,064,744	63,819,922	633,964	72,610,858

Appendix "A"

#24071
April 30,2024
(Contract Award Increase)

Chair and Members
Civic Works Committee

RE: RFP20-29 and RFP20-28
Rapid Transit Implementation – Consultant Design Contract Increase
Capital Project RT1430-3A - East London Link Construction Rapid Transit (Subledger RD200011)
Capital Project RT1430-1A - Wellington Gateway (South) Construction Rapid Transit (Subledger RD200013)
AECOM Canada Ltd.- $672,000.00 (excluding HST)
Dillon Consulting Ltd.- $623,000.00 (excluding HST)

Sources of Financing (Continued)	Approved Budget	Committed To Date	This Submission	Balance for Future Work
RT1430-1A - Wellington Gateway (South) Construction Rapid Transit				
Capital Levy	1,950,756	1,950,756	0	0
Debenture by-law No. W.-5699-66 (Note 2)	2,095,077	905,868	72,441	1,116,768
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,363,200	28,363,200	0	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,633,636	23,633,636	0	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	16,775,371	16,775,371	0	0
Debenture by-law No. W.-5699-66 (Serviced through City Services - Roads Reserve Fund (Development Charges)) (Note 1 and 2)	17,370,808	7,334,074	611,386	9,425,347
Other Contributions	2,579,895	2,579,895	0	0
RT1430-1A Total	92,768,743	81,542,800	683,827	10,542,116
Total Financing	$229,833,487	$145,362,723	$1,317,791	$83,152,973

Financial Note	RT1430-3A (Dillon)	RT1430-1A (AECOM)	Total
Contract Increase	623,000	672,000	1,295,000
Add: HST @13%	80,990	87,360	168,350
Total Contract Increase Including Taxes	703,990	759,360	1,463,350
Less: HST Rebate	-70,026	-75,533	-145,559
Net Contract Increase	$633,964	$683,827	$1,317,791

Note 1: Development Charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act.

Jason Davies
Manager of Financial Planning & Policy

mp

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **SS-2024-106 Supply and Delivery of Traffic Paint**
Date: **April 30, 2024**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the supply and delivery of traffic paint:

(a) That approval hereby **BE GIVEN** to enter a three (3) year contract for the supply and delivery of traffic paint to Sherwin Williams, at the quoted price of $147,040 per year; it being noted that the pricing was provided through participation in the Elgin/Middlesex/Oxford Purchasing Co-Operative (EMOP) and is therefore a single source purchase as per section 14.4 g) of the Procurement of Goods and Services Policy which states “it is advantageous to the City to acquire the goods or services from a supplier pursuant to the procurement process conducted by another public body”;

(b) That Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these contracts;

(c) Approval hereby given **BE CONDITIONAL** upon the Corporation negotiating satisfactory prices, terms, and conditions with Sherwin Williams to the satisfaction of the Manager of Purchasing and Supply and the Deputy City Manager, Environment & Infrastructure; and,

(d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order relating to the subject matter of this approval.

Linkage to the Corporate Strategic Plan

This report supports Council’s Strategic Plan. The recommendations in this report contribute to the Mobility and Transportation Area of Focus by improving the reliability, quality and safety of all modes of mobility. This contract approval also supports Wellbeing and Safety by designing, constructing and operating safer infrastructure.

Analysis

1.0 Background Information

1.1 Purpose

The City of London has a line painting truck that is used to refresh long linear pavement markings as part of an annual program. Crews are also responsible for intersection line markings and all other associated line markings.

The purpose of this report is to approve entry into a contract for the supply of paint for the annual Transportation & Mobility pavement marking program. Middlesex County completed the competitive tender on behalf of the Elgin/Middlesex/Oxford Purchasing Co-Operative (EMOP). Purchasing these types of common materials through EMOP has been a longstanding practice that has provided competitive pricing and economy of scale.

1.2 Previous Reports Related to this Matter

Civic Works Committee – April 20, 2022 – SS-2022-106 Supply and Delivery of Traffic Paint

2.0 Discussion and Considerations

2.1 Background

The City of London's Road Operations team maintains pavement marking and intersection markings on city streets. Paint used in this application is a complex formula and the City of London uses a clear specification to ensure paint procured for street marking provides the best value and longest possible life. The City has a purpose-built vehicle that performs line painting work from early spring to late fall annually. Purchasing and Supply keeps white and yellow road paint in stock to support the line painting team.

Ennis Paint was awarded the Supply and Delivery of Traffic Paint two-year contract in 2022. The contract recommendation in this report will replace that contract.

2.2 Purchasing Process

A competitive bidding process was initiated to re-establish the supply contract. The process was managed by the Elgin Middlesex Oxford Purchasing Cooperative (EMOP) with The County of Middlesex as the calling agency. Sherwin Williams was the sole bidder for the supply and delivery of traffic paint. The submission met the City's terms and conditions in all areas. The bid price represents a 20.4% annual reduction compared to the previous contract. However, it is noteworthy that the 2022 contract price was a 41% increase from the prior pricing.

The Province of Ontario, the City of London and other public sector members will share the benefits of this agreement, but each entity will separately administer their own procurement contracts. Through the use of the EMOP process, the City saves the administrative costs associated with tendering for this commodity and benefits from the costs achieved via the larger quantity EMOP tender. The recommendation to participate in the EMOP solicitation is made in accordance with Section 14.4 g) Single Source of the Procurement of Goods and Services Policy which states: "It is advantageous to the City to acquire the goods or services from a supplier pursuant to the procurement process conducted by another public body".

3.0 Financial Impact/Considerations

3.1 Funding

Funding for this material has been included in operating accounts in the multi-year budget. The forecasted 2024, 2025, and 2026 expenditures are expected to be approximately $147,040.00, $153,656.80, and $161,339.64 respectively, based on normal conditions.

Annual Estimated Traffic Paint Total	**Sherwin Williams Submission**
2024	$147,040.00
2025	$153,656.80
2026	$161,339.64
Total	$462,036.44

The results of this tender reflect cost volatility and a general upward trend in material costs.

Conclusion

Maintenance of pavement markings is an important component of transportation infrastructure management. Participation in the EMOP purchasing cooperative provides cost efficiency for the partners. Civic Administration has reviewed the results of the tender bid through the EMOP process and recommends Sherwin Williams as the supplier.

Prepared by:	**Joel Gillard** **Division Manager, Road Operations**
Submitted by:	**Doug MacRae, P.Eng., MPA** **Director Transportation and Mobility**
Recommended by:	**Kelly Scherr, P.Eng., MBA, FEC,** **Deputy City Manager, Environment and Infrastructure**

c: Steve Mollon, Senior Manager, Procurement & Supply
Sherwin Williams, 15 Sheldon Drive, Unit 6, Cambridge, Ontario N1R 6R8

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee

From: **Anna Lisa Barbon, CPA, CGA**
Deputy City Manager, Finance Supports

Subject: **SS-2024-098 Single Source Purchase of Energreen Tractor Mower**

Date: **April 30, 2024**

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the following actions **BE TAKEN**:

a) Approval **BE GIVEN** to execute a Single Source purchase in accordance with Section 14.4 (e) of the City of London's Procurement of Goods and Services Policy;

b) Single Source negotiated price **BE ACCEPTED** to purchase one (1) Energreen ILF Alpha F11 Tractor Mower for a total estimated price of $518,699.82 (excluding HST) from Colvoy Equipment;

c) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this purchase;

d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval in accordance with Sections 14.4(e) and 14.5(a)(ii) of the Procurement of Goods and Services Policy; and

e) That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached, hereto, as Appendix A.

Executive Summary

This report recommends the single source purchase of one Energreen ILF Alpha F11 Tractor Mower to restore ditch mowing operations for improved safety of rural roads.

The 2023-2027 Strategic Plan has identified improving road safety as a key objective within Mobility and Transportation. The Ontario Good Roads Association reports that nearly half of the fatalities on municipal roads occur on rural roads. The practice of ditch mowing plays an essential role in preserving road safety by maintaining clear sightlines, ensuring efficient water drainage, and controlling roadside vegetation that could otherwise create hazardous driving conditions. Road Operations and Fleet Services have recommended a specialized equipment solution designed to reduce driver sightline obstructions, fulfill the mobility and safety requirements of ditch mowing, and ensure the protection of personnel on high-speed roads.

Linkage to the Corporate Strategic Plan

This recommendation supports the 2023-2027 Strategic Plan in the following areas:

- Mobility and Transportation – The strategic plan aims to enhance the reliability, quality, and safety of all modes of transportation.

- Wellbeing and Safety – Prioritizing traffic safety for all Londoners.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter.

There are no relevant reports available.

1.2 Background

Road Operations is planning to reinstate rural roadside maintenance and mowing operations to improve road safety on the City's rural roads. Since the reduction of the City's previous roadside mowing program in 2014, Service London has observed a 400% increase in the annual number of roadway view obstruction complaints. The Ontario Good Roads Association currently has a 'Rural Road Safety Initiative' in place for 2023-2024. This initiative is supported by statistics showing that 48% of Ontario's road fatalities occur on rural roads due to the poor road quality, a lack of basic safety infrastructure and sightline obstructions. The higher speeds on rural roads is also recognized as a contributor to collision severity in London.

The equipment traditionally used for roadside maintenance and grass cutting are agricultural type tractors equipped with a side mounted boom flail mower. The tractor needs ballast weights to maintain stability when extending the boom. Operating a tractor-mounted boom flail mower requires attention to safety due to potential roadside hazards. The operator's seat only faces forward, necessitating frequent neck and back twisting to monitor the right-side work area. Visibility of rear-approaching traffic is observed through side mirrors. The ergonomic design and stability are not ideal due to the tractor's short wheelbase and narrow track width, which necessitates fuel-inefficient ballasts to mitigate the risk of rollovers. Overall, the traditional design poses challenges for operator safety and comfort during extended use.

2.0 Discussion and Considerations

Road Operations and Fleet Services have identified the Energreen ILF Alpha F11 Tractor Mower as the optimal specialized equipment for maintaining roadsides. This machine features an ergonomic cabin that can pivot 90 degrees to align directly with the work area. This design ensures that operators maintain proper postures, thereby reducing the risk of stress, back pain, or neck stiffness. This feature allows the operator to have an efficient and total view of the work being performed and provides a high level of comfort and safety. The cabin's ability to rotate enhances the operator's effectiveness by offering a complete and unobstructed view of the ongoing task, thereby promoting operational efficiency, physical health, and safety. This machine features a stability control system for enhanced safety and an 11-meter telescopic boom for extensive reach vertically and horizontally. It also provides four-wheel drive and steering for superior maneuverability and precision.

For the successful execution of a rural roadside maintenance program, it is essential that the equipment can perform tasks such as cutting grass, managing vegetation on slopes, executing vertical brush clearance, and conducting specialized trimming operations along high-speed rural roads. Based on a comprehensive review of the required functionality, the Energreen Tractor Mower has emerged as the only market choice, distinguished by its unique cab rotation feature, superior visibility, and operational safety for roadside staff. Endorsements from other municipalities further affirm its unique performance and versatility. Given the absence of comparable alternatives in the market and the anticipated lack of competition in tender submissions, it is recommended to procure the Energreen ILF Alpha F11 Tractor Mower.

2.1 Procurement Process

Energreen Tractor Mowers and Equipment can only be sourced through a certified dealer, and Colvoy Equipment is the sole authorized distributor for Energreen products in Ontario. Situated in Courtland Ontario, Colvoy offers comprehensive in-service support including warranty coverage, maintenance services, aftermarket parts and technical support. A formal quotation was issued by Colvoy Equipment detailing the purchase of one (1) Energreen ILF Alpha F11 Tractor Mower for a total estimated price of $518,699.82 (excluding HST).

Fleet Services and Road Operations recommend a single source purchase through Colvoy Equipment given they are the sole supplier in Ontario capable of delivering specialized equipment that meets the necessary safety, functionality, and versatility to support rural roadside maintenance. This recommendation is in accordance with Section 14.4 (e) of the Procurement of Goods and Services Policy:

- 14.4 e. The required goods and/or services are to be supplied by a particular supplier(s) having special knowledge, skills, expertise or experience.

As per Section 14.5 a) ii) of the Procurement of Goods and Services Policy, Committee and City Council must approve a single source award greater than $50,000, unless otherwise permitted by the Policy.

3.0 Financial Impact

The total funding required to purchase the Energreen ILF Alpha F11 Tractor Mower from Colvoy Equipment is available in the capital budget TS1138 – Road Safety Strategy as outlined in Appendix A of this report.

The ongoing operating costs for fuel, maintenance, and future capital replacement costs will be supported by Fleet Services internal rental rate process.

Conclusion

In accordance with section 14.4 (e) and 14.5 a) ii) of the Procurement of Goods and Services Policy, Fleet Services in conjunction with Road Operations recommends approval for the single source purchase of one (1) Energreen ILF Alpha F11 Tractor Mower from Colvoy Equipment.

Prepared by:	**Drew Freeman, M.A., P.Eng.** **Senior Manager, Fleet Services**
Submitted by:	**Lynda Stewart** **Director, Fleet and Facilities**
Recommended by:	**Anna Lisa Barbon, CPA, CGA** **Deputy City Manager, Finance Supports**

Attached: Appendix A – Source of Financing

cc: Joel Gillard, Division Manager, Road Operations
Doug MacRae, Director, Transportation & Mobility
Steve Mollon, Senior Manager, Procurement & Supply
Dave Fawcett, Manager Fleet Planning

Appendix "A"

#24076
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: SS-2024-098 Single Source Purchase of Energreen Tractor Mower
(Work Order 2611022)
Capital Project TS1138 - Road Safety Strategy
Colvoy Equipment - $518,699.82 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Finance Supports, the detailed source of financing is:

Estimated Expenditures	**Approved Budget**	**Committed to Date**	**This Submission**	**Balance for Future Work**
Engineering	350,953	268,179	0	82,774
Construction	2,144,158	1,887,759	0	256,399
City Related Expenses	179,498	179,498	0	0
Vehicles and Equipment	527,829	0	527,829	0
Total Expenditures	$3,202,438	$2,335,436	$527,829	$339,173
Sources of Financing				
Capital Levy	1,870,245	1,870,245	0	0
Rail Safety Improvement Program (Federal Grant)	52,510	52,510	0	0
Drawdown from Automated Enforcement Reserve Fund	1,274,933	407,931	527,829	339,173
Other Contributions	4,750	4,750	0	0
Total Financing	$3,202,438	$2,335,436	$527,829	$339,173

Financial Note:

Contract Price	$518,700
Add: HST @13%	67,431
Total Contract Price Including Taxes	586,131
Less: HST Rebate	-58,302
Net Contract Price	$527,829

Jason Davies
Manager of Financial Planning and Policy

lp

Please accept the following letter with attachments in support of my delegation request for the April 30th Civic Works Committee Meeting. Please note the attachments will be sent in 2 emails.

Thank You

AnnaMaria Valastro

Dear Committee Members,

The Stormwater Management Dept. is planting 80 trees at Harris Park to complete the Harris Park Shoreline Restoration Project.

Of the 80 trees being planted, only four species: Black Maple x 15; Northern Hackberry x 17; American Sycamore x 17. and Tulip Tree x 19, dominate the landscape.

The approach is utilitarian - designed to be useful or practical rather than attractive.

The request to you is that staff be directed to diversity the tree selection to better reflect a diverse canopy that is attractive and useful to both people and wildlife.

I submitted a report to staff and asked to meet with them to explain the choices made in that report. I was denied a meeting, and it was never articulated as to why the tree selection was tossed out completely without a conversation.

The report does not suggest tree ratios. It only suggests tree species diversity with wildlife habitat in mind and attractiveness for residents and visitors.

In addition, but separate to the Harris Park Shoreline Project was a suggestion that the top north end of Harris Park be planted with additional trees to create a shade canopy to create an area that would reduce the overall temperature during periods of heatwaves.

This area already has trees planted, and is under utilized. It is being suggested that additional trees be planted to create better shade.

Thank You

AnnaMaria Valastro

Attached is:

Tree Report;

A city map showing the area being suggested for a shade canopy;

A hand drawn map showing the overall shoreline design concept such as paths, concrete outlook and areas to be seeded. The placement of trees (green circles) is my suggestion for where a shade canopy can exist without interfering with other park activities.

Dear Committee Members and Staff,

Please find a tree planting plan for Harris Park. This plan builds onto the Landscape Plan as released by the City of London.

The focus of this plan is:

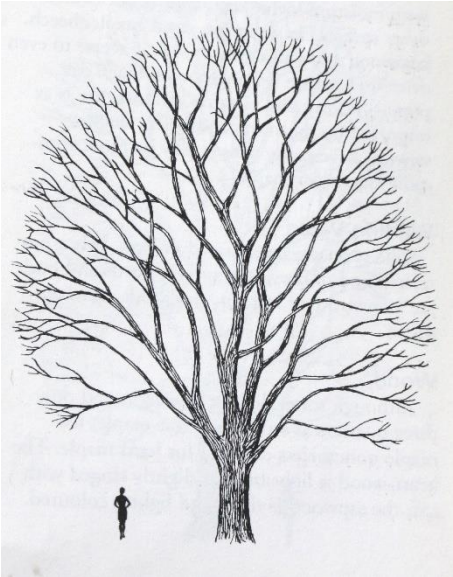
- **to suggest tree species that would better reflect a natural and diverse tree canopy;**
- **to provide visitors with areas of shade;**
- **to provide habitat for birds including species that prefer closed canopies;**
- **to include flowering and berry producing under storey trees, for pollinators, berry eating songbirds and a spring floral for residents;**
- **inclusion of tree species listed at risk;**

Private plantings of species at risk were once prohibited to reserve stock and seeds. However as natural landscapes continue to vanish, Ontario now allows for plantings of species at risk on private property in an effort to preserve the species and assist in seed dispersal.

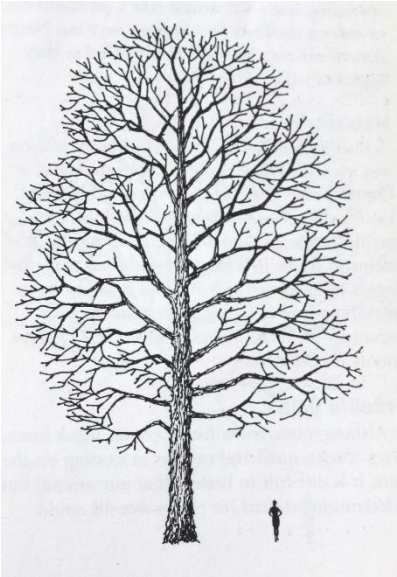
Harris Park provides a great opportunity to plant those tree species that are 'landscape' species: large and wide and not suitable for smaller private property.

Suggested Tree List – no dominate species

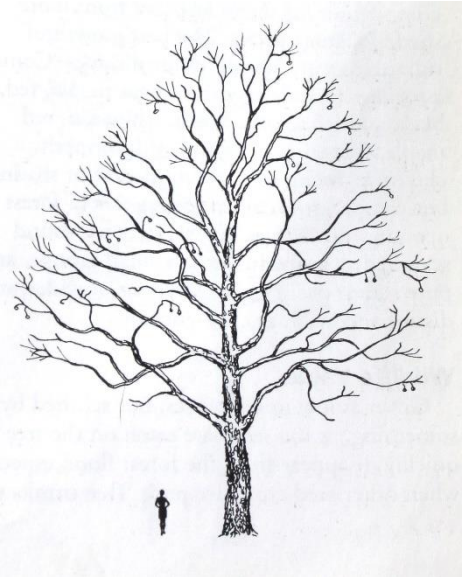
Canopy Trees: These are tall and wide trees.



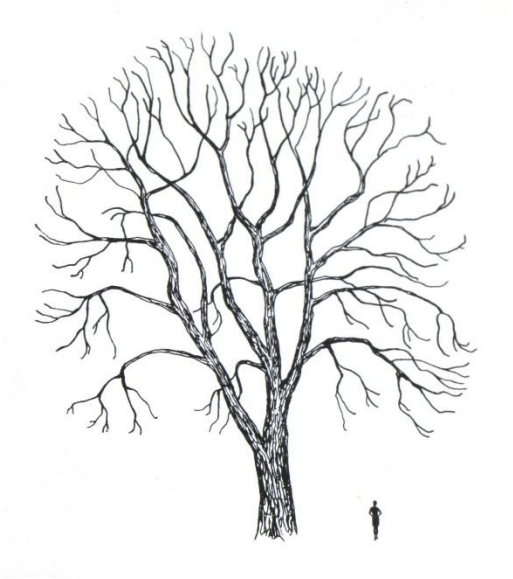
Black Maple



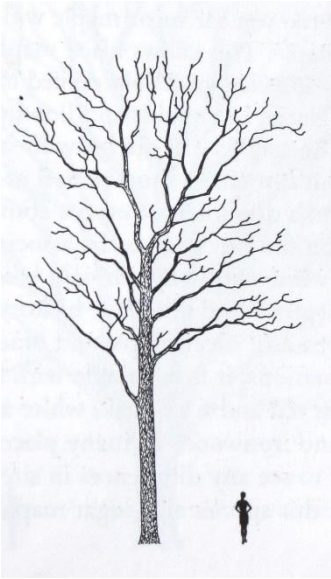
Shagbark Hickory



American Sycamore



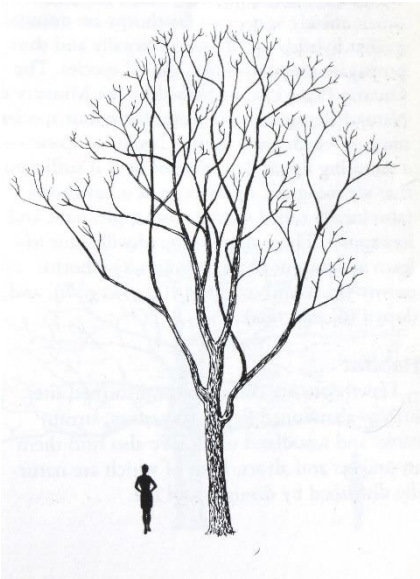
Eastern Cottonwood



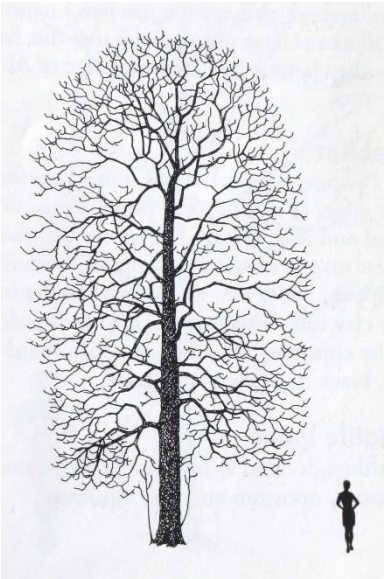
Kentucky Coffee Tree

Kentucky Coffee Tree is listed as threaten in its native southern Ontario range. It was added to Ontario's Species at Risk list in 2008.

Mid Level Canopy Trees: These trees are also substantial but lower in the canopy.



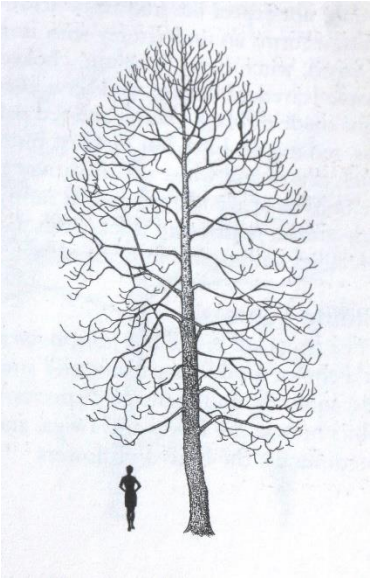
Northern Hackberry



Ohio Buckeye

Oak Chinquapin

Chinquapin Oak acorns are the sweetest tasting (lowest in tannins) of all our oak species. Relished by birds and mammals alike makes this oak high in wildlife value.



Cucumber Tree

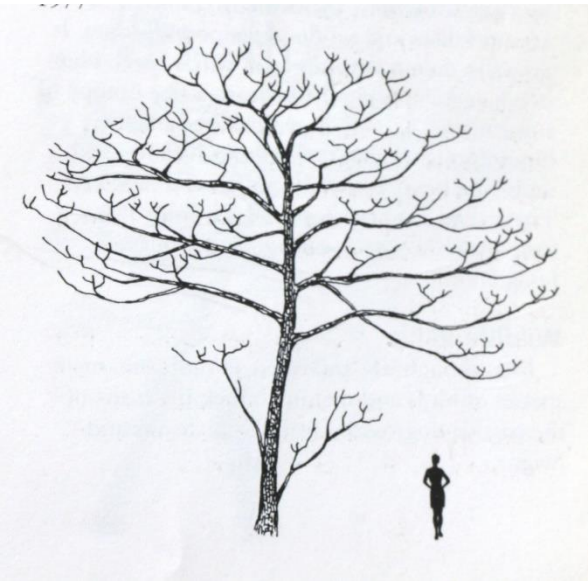
Cucumber Trees are listed as Endangered in Canada on Schedule 1 of the Species at Risk Act, and In Ontario as Endangered under Endangered Species Act, 2007.

This very rare Carolinian species is Canada's only native Magnolia tree. It has large white blooms in the spring that produce elongated red fruit hence the name 'cucumber' tree.

It is a showy landscaping specimen tree that prefers wet soil. It should be planted as a stand alone tree at the south end of Harris Park where flooding is reliable.

Cucumber Trees should replace the Tulip Tree, as the Tulip Tree is already planted across the river at the foot of Blackfriars Bridge, along Victoria Park and across the city.

Understory Trees: These small trees are flowering and berry producing trees.

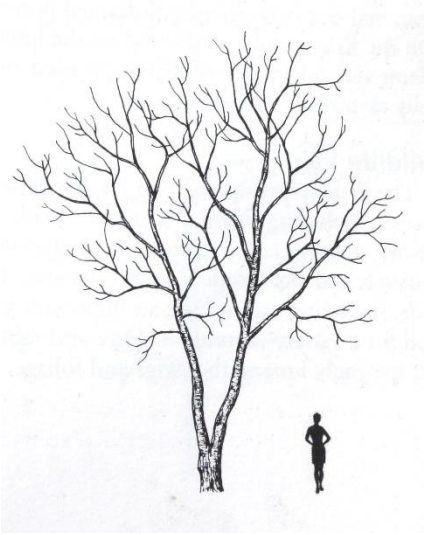


Flowering Dogwood. The Committee on the Status of Species at Risk in Ontario (COSSARO) assessed Eastern Flowering Dogwood as endangered. Following this assessment, it was added to the Species at Risk in Ontario List in 2009. **Larval host for the Spring Azure Butterfly**

Government funded projects for species at risk through Species at Risk Stewardship Program Partners

https://www.ontario.ca/page/species-at-risk-stewardship-program

Pagoda Dogwood - prefers shade in afternoon sun. Plant at edge of higher canopy. Fragrant



The Common Hoptree was already assessed as threatened when the *Endangered Species Act* took effect in 2008. It was reassessed as a species of special concern in December 2016.

The leaves feed the caterpillar of our largest butterfly, the rare giant swallowtail.

Serviceberry: Downy or Smooth

Hop Tree: part shade, plant at the edge of the canopy
Fragrant

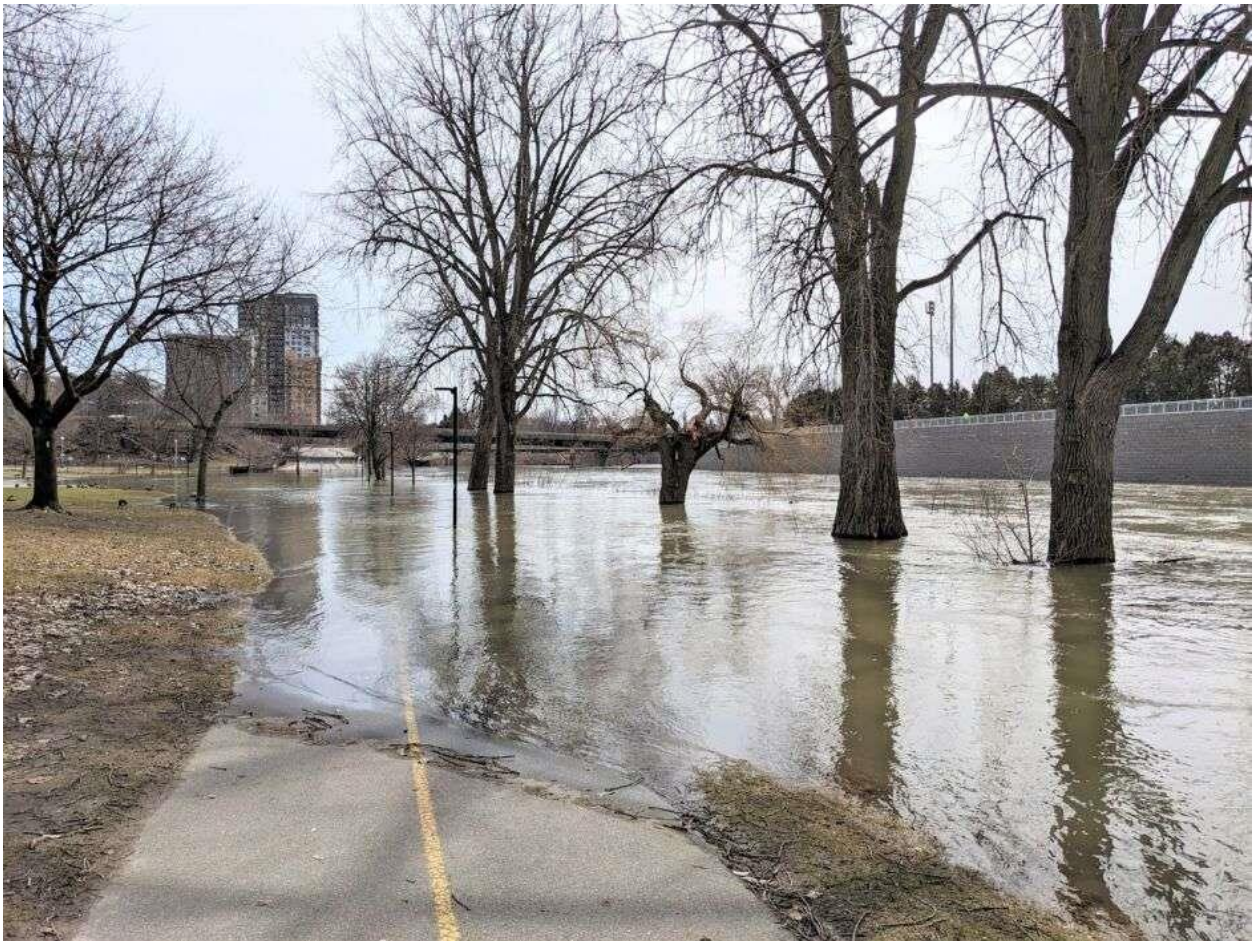
Flood Plain

Harris Park is identified as a flood plain, and therefore flood tolerant or high use water trees tend to be sourced as suitable park trees. However, areas that reliably flood annually have been removed and replaced with a river stone sloped shoreline, and no longer available for tree planting. The south end of Harris Park floods reliably during more intense weather events such as rapid snow melt or winter torrential rains, but Harris Park is also be very hot and dry in the summer months. It is not a reliable flood plain throughout, and therefore tree selection needs to consider these variable environmental conditions in choosing appropriate trees and where to plant them.

Annual flooding area removed and replaced with river stone shoreline. No longer suitable for trees.

Dec. 2023

South end of Harris Park floods reliably annually. In more extreme weather events, the majority of Harris Park can flood, but for the purpose of tree planting: high water use trees need to be planted where flooding is expected to occur annually.



April 2023

City of London Tree List – tree list has little diversity; resemblance to tree plantations

Black Maple x 15: It can withstand standing water and is drought tolerant but does not typically grow is pure stands. Reduce the number of plantings.

Sweet Gum x 4 remove Carolinian species but not native to SW Ontario

Blue Beech x 4 remove or plant as an understory tree. Also known as Ironwood, is over planted.

River Birch x 4 remove: Carolinian species but not native to SW Ontario

Northern Hackberry x 17: reduce the number of plantings

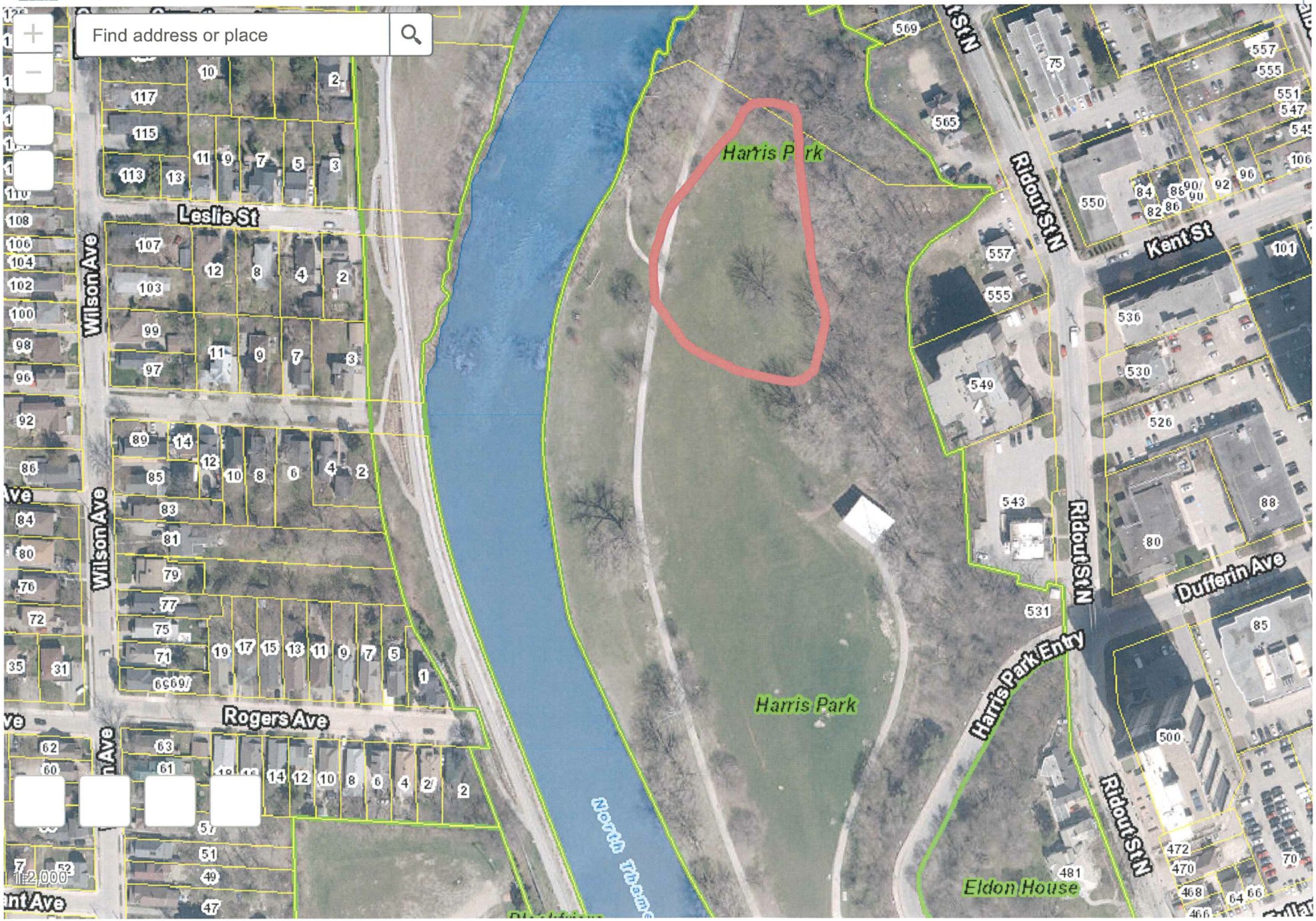
Tulip Tree x 19: remove – over represented through excessive plantings. Replace with Cucumber Magnolia Tree

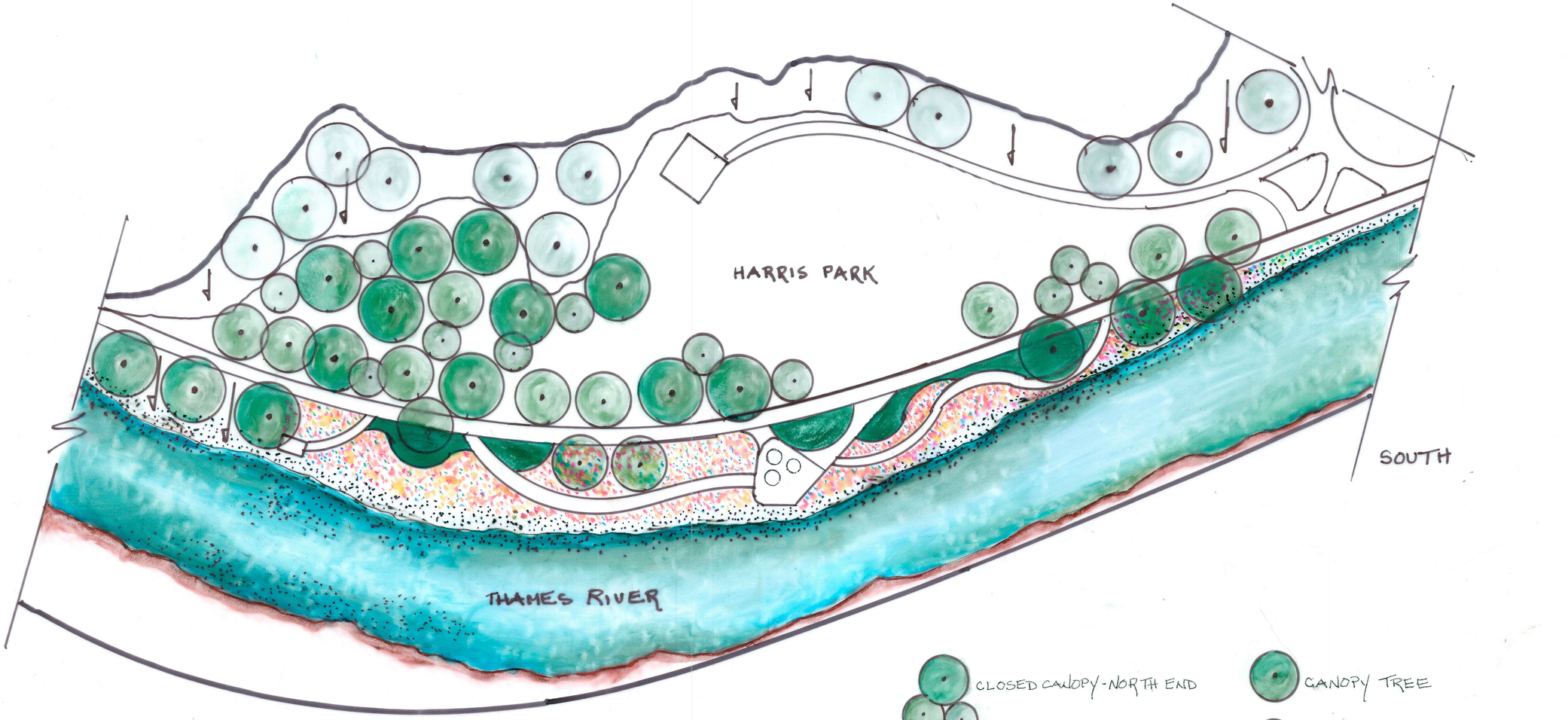
American Sycamore x 17: reduce the number of plantings

Single-stemmed Redbud: remove - Over planted in SW Ontario as a decorative understory tree. It is beyond its natural range and invasive.

Primary Resources: Trees of the Carolinian Forest 2003; Ontario.ca; wildflower.org; arboteyum.uoguelph.ca

London City Map City of London, Ontario, Canada





CONCEPTUAL TREE PLAN - HARRIS PARK