

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: Vendor of Record Contract Award:
Rapid Transit Shelters Amenities – Request for Proposal Submissions –
RFP- 2023-271 Station Lighting; RFP-2023-272 Obelisks; and RFP-2023-
273 Station Furniture

Date: March 19, 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 the Vendors of Record related to Rapid Transit Shelter Station Lighting; Obelisks; and Station Furniture:

- a) In regard to the following rapid transit shelter amenity request for proposal submissions:
 - i) The bid submitted by J-AAR Excavating of \$683,896.22 (excluding HST), for the future design completion, supply and installation of Rapid Transit Shelter – Station Lighting (RFP-2023-271) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by J-AAR Excavating was the highest scoring of two (2) proposal submissions received and meets the City's specifications and requirements in all areas;
 - ii) The bid submitted by Enseicom of \$882,461.00 (excluding HST), for the future design completion, supply, and installation of Rapid Transit Shelter – Obelisks (RFP-2023-272) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by Enseicom was the highest scoring of two (2) proposal submissions received and meets the City's specifications and requirements in all areas; and
 - iii) The bid submitted by Enseicom of \$430,033.00 (excluding HST), for the future design completion, supply and installation of Rapid Transit Shelter – Station Furniture (RFP-2023-273) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by Enseicom was the highest scoring of three (3) proposal submissions received and meets the City's specifications and requirements in all areas;
- b) Civic Administration **BE AUTHORIZED** to appoint J-AAR Excavating and Enseicom as Vendors of Record for the supply and installation of shelter amenities in connection with these purchases for a period three (3) years with the option of four (4) one (1) year periods for renewal based on positive performance and cost noting cost escalation may be negotiable;
- (c) Civic Administration **BE AUTHORIZED** to undertake all additional administrative acts that are necessary in connection with these purchases;
- (d) The approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with J-AAR Excavating and Enseicom for this work; and
- (e) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

As part of the Downtown Loop, East London Link, and Wellington Gateway projects, rapid transit stations are required either curbside or centre-running at locations along the corridors.

This report recommends the assignment of J-AAR Excavating and Enseicom as the successful Vendors of Record to supply and install the Station Lighting, Obelisks and Station Furniture as part of future rapid transit construction tenders.

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 – November 29, 2022 – Vendor of Record Contract Award – Rapid Transit Shelter Infrastructure
- Civic Works Committee – April 12, 2023 – Vendor of Record Contract Award – Rapid Transit Variable Message Signs

1.2 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 PTIS program, including the Downtown Loop, East London Link, and Wellington Gateway projects.

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.

Construction began on the first rapid transit corridor, the Downtown Loop, in 2021 with work starting on the East London Link and Wellington Gateway projects in 2022 and 2023 respectively. The early rapid transit construction contracts included installation of the concrete station platforms (bases) with the shelter components to follow. Going forward, rapid transit construction contracts will also include the supply and installation of shelters and shelter amenities.

Council appointed Enseicom as the Vendor of Record for the shelter structures on December 13, 2022 and Urban Solar was appointed Vendor of Record for the Variable Message Signs (VMS) on April 25, 2023. This report recommends appointment of a Vendor of Record for the Station Lighting, Obelisks and Station Furniture. These awards all followed an RFP process in compliance with the Procurement of Goods and Services By-law.

2.0 Discussion and Considerations

2.1 Rapid Transit Corridors

Downtown Loop

The Downtown Loop project will implement side-running, dedicated transit lanes which will move buses out of mixed traffic with the goal of improving transit frequency and reliability while at the same time improving capacity and flow in the general traffic lanes. Today, there is on average, a bus every 90 seconds running along the Downtown Loop, meaning this project will provide immediate benefit to existing conventional transit service prior to the introduction of additional rapid transit buses in the future. Figure 1 illustrates the Downtown Loop corridor and indicates the approximate location of rapid transit stations.



Figure 1: Limits of Downtown Loop

East London Link

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 stations along King Street

East and Dundas Street East and median rapid transit stations on Highbury Avenue North and at the Oxford Street intersection. A terminal station will be constructed on the Fanshawe College property. Figure 2 illustrates the East London Link corridor and indicates the approximate location of the rapid transit stations.



Figure 2: Limits of East London Link

Wellington Gateway

The Wellington Gateway is a mixed-use corridor with existing land uses including historic sites, residential neighborhoods, medical facilities, and large-scale commercial sites. It progresses south from Downtown London along Wellington Street, which transitions into Wellington Road when it crosses the south branch of the Thames River. The corridor provides a thoroughfare for traffic between London’s Downtown and Highway 401 and today supports several local transit routes. This corridor primarily includes median stations along Wellington Street and Road, including a turn around and/or Park-n-Ride facility near Exeter Road. Figure 3 illustrates the Wellington Gateway corridor and indicates the approximate location of rapid transit stations.



Figure 3: Limits of Wellington Gateway

2.2 Rapid Transit Station Design

The rapid transit shelter design was developed to provide modularity and a consistent look and feel across the corridors, while also accommodating the need for minor customization and value engineering at each location to best fit the shelters within the context of the surrounding area. Input received through stakeholder engagement helped shape the overall design and amenities, while the team also integrated industry best practices.

The Environmental Assessment recommended various station types scaled to reflect anticipated ridership and whether the location is curbside or centre-running. The design team, in partnership with the shelter Vendor of Record, has further refined the designs to establish modular shelter components to build the various shelter types as well as a service amenity cabinet. Shelter types A+, A, B, and C denote the scale of shelter and amenities being provided, with type A+ maximizing the shelter bays installed on the platform for locations with the greatest anticipated ridership and Type C providing the smaller shelter where ridership is expected to be lower.

Figure 4 below details a rendering of a Type B curbside station. This design remains subject to further refinement following the installation of a prototype station at the King Street and Ontario Street location on the East London Link.



Figure 4: Proposed Station Rendering

The shelters will be enclosed in glass panels for maximum transparency, meeting aesthetic targets and following the Accessibility for Ontarians with Disabilities Act and Crime Prevention Through Environmental Design principles, as well as safety considerations from both a gender and anti-racism/anti-oppression lens. All glass will be tempered and laminated to improve durability and reduce the potential for vandalism. It will also include bird collision prevention measures by adding visual markers on the glass. Various station components will be secured through either the Vendor of Record or specified through future contracts and will be part of constructing completed stations at each location.

2.3 Station Obelisks

Obelisks identify the location of the rapid transit stations through the use of height, colour, and light. The obelisks will be installed near the entrance to each station with the curbside station obelisks located directly on the platform and the median station obelisks located on the top of the proposed barrier wall at the station entry near the pedestrian crossing.

The obelisk has a footprint of 1.0m x 0.6m and is 5.0m in height which is intended to be a landmark feature, wayfinding element, and branding device. The design was derived through extensive consultation to achieve visual continuity between the individual station elements and maintaining the integrity of the London Transit Commission (LTC) branding.

The obelisks will include an LTC logo, LED lighting, and an ad case that may include community or municipal information or art. Figure 5 below details a visual of both a curbside and median obelisk.

Enseicom is being recommended as a Vendor of Record (VOR) for the design, fabrication, supply, and installation of obelisks at each station constructed under future civil projects by other contractors.

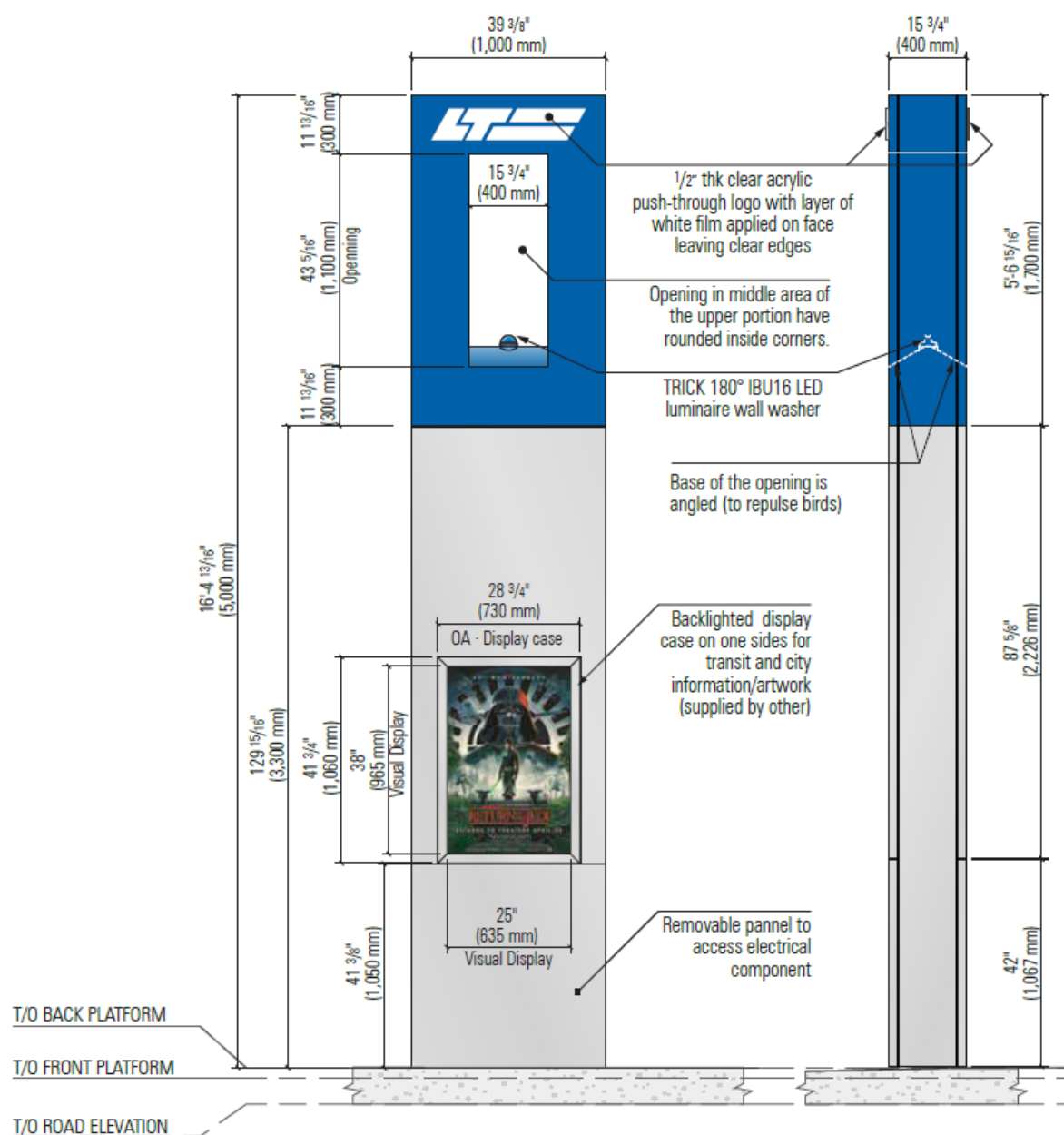


Figure 5: Proposed Obelisk Rendering

3.0 Financial Impact/Considerations

3.1 Procurement Process

The vendor selection process for all three (3) proposals was undertaken in accordance with the Procurement of Goods and Services Policy using a two-stage process.

Proposals for the Rapid Transit Shelters – Station Lighting RFP-2023-271 were received on December 4, 2023, and reviewed by a team consisting of the City, Consultant Team, and LTC members. Two (2) proponents submitted proposals, with J-AAR Excavating’s proposal evaluated as the highest scoring proposal at \$683,896.22, excluding HST.

Proposals for the Rapid Transit Shelters – Obelisks RFP-2023-272 were received on December 14, 2023, and reviewed by a team consisting of City, Consultant Team, and LTC members. Two (2) proponents submitted proposals with Enseicom’s proposal evaluated as the highest scoring proposal at \$882,461.00, excluding HST.

Proposals for the Rapid Transit Shelters – Station Furniture RFP-2023-273 were received on December 14, 2023, and reviewed by a team consisting of City, Consultant Team, and LTC members. Three (3) proponents submitted proposals with Enseicom’s proposal evaluated as the highest scoring proposal at \$430,033.00, excluding HST.

All above-noted prices represent estimated total project value for each proposal and the estimates have been cumulated using unit rates that are based on the design criteria established as part of the RFP which may be subject to further refinements as part of the final design and implementation process related to the stations. The RFP bid submissions represent the anticipated upset limit value and the team will continue to work with the proponent to find efficiencies and savings in the service delivery.

3.2 Financial Considerations

Funding for rapid transit shelter amenities is provided as part of the approved Downtown Loop, East London Link and Wellington Gateway construction budgets and additional budget requirements approved as part of the 2024-2027 Multi-Year Budget.

The incremental operating and maintenance costs for rapid transit shelters have been forecasted over the 2024-2027 Multi-Year Budget based on the planned construction of new infrastructure and the launch of rapid transit operations for the East London Link route in the summer of 2027. All operational requirements have been detailed in the 2024 Assessment Growth Rapid Transit Implementation Business Case.

Conclusion

Civic Administration has reviewed the proposal submissions for rapid transit shelter amenities and recommends J-AAR Excavating be appointed as a Vendor of Record for Station Lighting and Enseicom be appointed as a Vendor of Record for Obelisks and Station Furniture projects for the services of Downtown Loop, East London Link, and Wellington Gateway projects.

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