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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JULY 21, 2014</b>
<b>FROM:</b>	<b>JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>RAPID TRANSIT CORRIDORS ENVIRONMENTAL ASSESSMENT STUDY APPOINTMENT OF CONSULTING ENGINEER</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Managing Director, Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the appointment of a consultant for the Rapid Transit Corridors Environmental Assessment:

- a) IBI Group, **BE APPOINTED** Consulting Engineers to complete the Rapid Transit Corridors EA, in the amount of \$1,930,655 excluding HST, in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;
- b) the financing for this project **BE APPROVED** as set out in the Source of Financing Report attached hereto as Appendix 'A';
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the 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.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Civic Works Committee - June 19, 2012: London 2030 Transportation Master Plan
- Civic Works Committee - October 7, 2013 – Bus Rapid Transit Strategy
- Civic Works Committee – April 7, 2014 – Timelines for Major Environmental & Engineering Reports

<b>BACKGROUND</b>
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**Purpose**

This report seeks the approval of the Council to retain an engineering consultant to undertake this first Rapid Transit Corridors Environmental Assessment (EA) study.

**Context**

The Rapid Transit initiative is one of the primary major engineering initiatives for 2015 as identified to Council in April. The Environmental Assessment for the Rapid Transit Corridors as identified in the Transportation Master Plan will evaluate options and confirm the preferred form of rapid transit, detail the corridor improvements required to accommodate rapid transit, refine the implementation timing, and determine in greater detail the overall costs associated with the corridors.

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The initiative is focused on the themes of Mobility and Sustainability within the context of Fiscal Responsibility while at the same time providing Sustainable Infrastructure, promoting a Strong Economy and allowing for a Green and Growing City.

The Rapid Transit initiative is a corner stone of the new draft Official Plan:

*“Our Rapid Transit (RT) Corridors will help us to make active forms of transportation viable and attractive, and in doing so will help us to minimize the cost of expanding streets, save energy, reduce air emissions, encourage infill and intensification, minimize outward expansion, allow for mixed development, and support a more resilient City that is adaptable to change” - The London Plan.*

<b>DISCUSSION</b>
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### Study Description

The London 2030 TMP recommended a rapid transit, consisting of a north/south line in the Richmond Street/Wellington Road corridor and an east/west line in the Oxford Street/Dundas Street corridor, both serving the downtown and broader central area. While the Rapid Transit Corridors study is being initiated in accordance with Schedule 'C' of the Municipal Class EA, the City will be reviewing with the Ministry of the Environment the potential of conducting the project under the Transit Project Assessment Process (TPAP), a streamlined environmental assessment project to expedite the development of transit projects.



The studies will provide the environmental clearance, preliminary design, and estimated implementation costs required to further progress cost sharing discussions with the senior government funding partners.

The Rapid Transit EA study will be undertaken in a two phase approach. The **first phase** (Rapid Transit Master Plan) will include an overall need and justification for the rapid transit system and a review/assessment of alternative rapid transit forms (bus rapid transit, light rail rapid transit, or a combination thereof and other alternatives). The **second phase** will include the development of a recommended design for the implementation of the rapid transit solution along the north-south corridor, downtown area and transit transfer station, including any transit priority intersection improvements along the corridors.

The preliminary work plan will also include the development of alternatives, evaluation, and preliminary design development for the rapid transit corridor road platform, transit station/platforms & stops locations, downtown rapid transit terminal/exchange needs assessment, Park & Ride facility recommendations, potential grade separations at heavy rail corridors, stormwater management improvements, property needs and cost estimates.

Another key task is routing of RT through large nodes. The study will assess alternate corridors and recommend the final route interaction with Western University, Fanshawe College and the LHSC Victoria campuses as well as determine the downtown routing.

It is fundamental that this EA demonstrates all options and cost implications in order to succeed in creating an effective transit system that provides speed, reliability, comfort, and convenience.

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It should be noted that this EA is the first of two or more Rapid Transit Corridors Environmental Assessments. A subsequent project will detail the east west corridor improvements required to accommodate rapid transit as recommended in the Rapid Transit Master Plan during the first phase of this EA.

### **Phased Implementation**

Phased implementation will be a key consideration of this rapid transit EA. Rapid transit corridors can be constructed in phases (e.g., segment from Downtown to Masonville Mall as a section of the North/South corridor). Potential transitions from BRT to LRT (as applicable) and the implications on the corridor requirements will also be considered.

The EA will review potential implementation options for alternative forms of rapid transit such as road widenings as well as signal priority measures, central median loading options, and queue-jump lanes that can be put in place to improve service and build ridership before full implementation. A short-term transit plan for the phased implementation of the ultimate rapid transit solution along the north/south corridor will be considered so that service improvements can be introduced early and the benefits realized quickly in order to start building higher ridership and increasing transit modal share.

### **Public Consultation**

Communications and engagement is pivotal to the success of this rapid transit study and will be important aspect of the EA. In addition to public agency and First Nation consultation and engagement, the consultant has proven abilities to assist with marketing and branding of the rapid transit concept to stakeholders including the public, politicians and interest groups.

The consultant is expected to develop a comprehensive and innovative public engagement and consultation strategy that attracts attention, communicates vision and builds support. Effective communication, consultation, and the fostering of partnership are needed to build greater support for rapid transit. Innovative tools will be used in order to engage the citizens at large. These tools will include a special kick-off event, media, website (the consultant will develop and maintain a dedicated website for the rapid transit project), rapid transit bus displays, social media, branding, and more events and workshops throughout the study as needed.

### **Consultant Selection**

A two stage process has been followed for consultant procurement in accordance with the City's Purchasing and Procurement Policy for assignments of complex projects. The first EOI pre-qualification stage was completed and entertained submissions from nine consulting teams. Four consultants were shortlisted and invited to submit proposals for the project. The firms responded with written proposals including a summary of the project tasks, schedule, and costs. An evaluation committee with representation from all key project areas including Transportation, LTC, and Planning reviewed the consultant submissions for the project.

A "best-value" selection process was used in the consultant selection. The four consultants submitted two (2) envelopes for evaluation. The first envelope contained the technical and qualitative proposal information and was opened and evaluated first. This phase included presentations to the evaluation committee by all proponents to further clarify their project approach and ability to furnish the study requirements. The second envelope contained the cost information and was opened after the proposal evaluations were complete. Any technical proposals not meeting the predetermined minimum score were not opened and returned to the consultant in accordance with the requirements of the Request for Proposals document.

Finally, the successful proponent was determined using an evaluation bid formula where the fee total was divided by the technical score. The consultant submission with the lowest cost per point, or best value, was the successful proponent. The evaluation committee concluded that the proposal from IBI Group provides the best value to the City.

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IBI Group has an experienced project team that had a clear understanding of the project scope and requirements. Their past proven experience on similar projects of this nature combined with a project proposal that demonstrated a thorough understanding of the goals and objectives demonstrated their suitability for the undertaking.

**CONCLUSION**

The need for this EA has been identified as a result of the Smart Moves 2030 Transportation Master Plan and is supported by the Official Plan and draft London Plan. It is an essential next step in implementing the primary recommendation in the TMP – taking transit to the next level.

This first Rapid Transit Corridors EA will evaluate options and confirm the preferred form of rapid transit, confirm routing, detail the corridor improvements required to accommodate rapid transit, refine the implementation timing, and determine in greater detail the overall costs associated with the north-south corridor.

Based on the technical evaluation of the proposals, it is recommended IBI Group be awarded the consulting assignment for the first Rapid Transit Corridors Environmental Assessment study at an upset amount of \$1,930,655 excluding HST.

**Acknowledgements**

This report was prepared within the Transportation Planning and Design Division by Maged Elmadhoon; Manager, Transportation Planning.

<b>SUBMITTED BY:</b>	<b>REVIEWED &amp; CONCURRED BY:</b>
<b>DOUG MACRAE, P.ENG. DIVISION MANAGER, TRANSPORTATION PLANNING &amp; DESIGN</b>	<b>EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>	

Attach:           Appendix “A” – Sources of Financing

- cc.     Ron Stewart, P.Eng. - IBI Group
- J. Fleming – Managing Director Planning and City Planner
- L. Ducharme – General Manager, London Transit Commission