

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 07, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	DOWNTOWN LOOP AND MUNICIPAL INFRASTRUCTURE IMPROVEMENTS APPOINTMENT OF CONSULTING ENGINEER

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the Downtown Loop and Municipal Infrastructure Improvements:

- a) AECOM Canada Ltd. **BE APPOINTED** Consulting Engineers for the Downtown Loop and Municipal Infrastructure Improvements at an upset amount of \$3,345,245 (including contingency, excluding HST) in accordance with Section 15.2 (e) of the Procurement of Goods and Services policy;
- b) The financing for this appointment **BE APPROVED** as set out in the Sources 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 appointment;
- 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.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Civic Works Committee – October 7, 2013 – Bus Rapid Transit Strategy;
- Civic Works Committee – July 21, 2014 – Rapid Transit Corridors Environmental Assessment Study Appointment of Consulting Engineer;
- Civic Works Committee – June 2, 2015 – Rapid Transit Funding Opportunities;
- Civic Works Committee – August 24, 2015 – Shift Rapid Transit Initiative Appointment of Survey Consultants;
- Strategic Priorities and Policy Committee – November 9, 2015 – Shift Rapid Transit Update;
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination;
- Strategic Priorities and Policy Committee – May 5, 2016 – Shift Rapid Transit Business Case;
- Strategic Priorities and Policy Committee – September 12, 2016 – Rapid Transit Implementation Working Group;
- Strategic Priorities and Policy Committee – May 3, 2017 – Rapid Transit Alternative Corridor Review;
- Strategic Priorities and Policy Committee – May 15, 2017 – Rapid Transit Corridors;
- Civic Works Committee – July 17, 2017 - Shift Rapid Transit Additional Engineering and Legal Survey;

- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – September 18, 2017 – Project Management Plan, Communications Plan and Consulting Fees Amendment;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2018 – The History of Rapid Transit;
- Strategic Priorities and Policy Committee – March 25, 2018 – Investing in Canada Infrastructure Program - Public Transit Stream Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission; and
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects.

2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of “Building a Sustainable City” by implementing and enhancing safe and convenient mobility choices for transit riders, automobile users, pedestrians, and cyclists.

This report also supports the Strategic Plan through the strategic focus area of “Growing Our Economy” by supporting revitalization of London’s downtown and urban areas.

BACKGROUND

Purpose

This report seeks the approval of Council to retain engineering consultant services to undertake the design and tendering for the Downtown Loop and Municipal Infrastructure Improvements. Figure 1 depicts the approximate limits of the works.

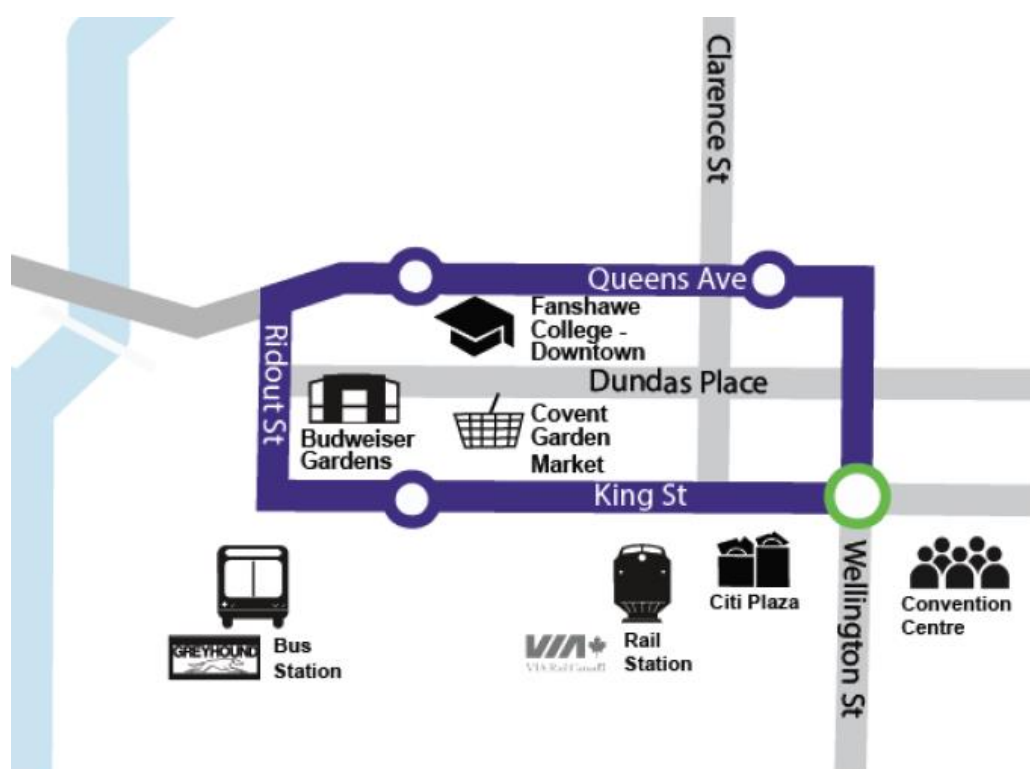


Figure 1: Approximate Limits of Project

Context

On March 20, 2019, a public participation meeting was held to provide background information to aid Council in selecting projects to submit an application for provincial and federal funding through the Public Transit Infrastructure Stream (PTIS) program. 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.

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.

Approximately 51,000 people travel to the Downtown core every day for work, and roughly 11,800 people call the Downtown home. Today, there is, on average, a bus every 90 seconds running along the Downtown Loop.

In addition to being a planned rapid transit corridor, the Downtown Loop contains aging municipal infrastructure. There is a need to separate sanitary and storm sewers in select areas, and update water and private utility services to support infrastructure renewal, population growth, redevelopment and revitalization in the city core. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment that covers approximately 2km of roadway in the downtown.

DISCUSSION

Existing Conditions

With the recent construction of Dundas Place, London's first flex street, all east-west buses in the core have already been rerouted to operate along the proposed Downtown Loop. This loop frames Dundas Place, circling buses along Queens Avenue, King Street, Ridout Street and Wellington Street.

Constructing the Downtown Loop will formalize the transit operations already in place, improving capacity in general traffic lanes by keeping buses in transit lanes. While rebuilding the roads, the project would address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing 2km of roadway surrounding Dundas Place. 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.

Work Description

This is a large and complex project that involves significant reconstruction of major arterial roadways in the downtown and establish design standards for other rapid transit projects to follow. The primary tasks in this detailed assignment include:

- Updating and confirming the EPR geometric design layout;
- Designing sewer and water replacements;
- Designing stop architecture and platforms;
- Consulting and engaging with the public and stakeholders including; individual businesses, BIA's, Advisory Committees, adjacent land owners, and interested individuals;
- Designing roadway lighting, traffic signals, and ITS infrastructure;
- Preparing construction/traffic staging and access management plans;
- Coordinating private utility relocations and upgrades;

- Securing all necessary approvals and permits; and
- Preparing tender packages.

Construction is scheduled for 2021 to 2023. Over the next year, as more technical and other specific details are better understood, the City will work with the consultant to better refine the staging plans.

Consultant Selection

The consultant selection process has been undertaken in accordance with the Procurement of Goods and Services Policy using a two (2) stage process with the first stage being an open, publicly advertised prequalifications stage (RFQUAL) and the second being Request for Proposal (RFP) of the short-listed firms. The first stage of the process received five (5) proposals of which four (4) teams were shortlisted to submit a detailed RFP. After an open posting, AECOM, Jacobs, IBI, and Stantec, were asked to submit detailed proposals and work plans. All firms responded with written comprehensive proposals including a detailed summary of the project tasks, schedule, and costs. A comprehensive evaluation committee, comprised of the City project team and London Transit Commission (LTC), reviewed the submissions for the project.

Based on the evaluation criteria and selection process identified in the request for proposal, the evaluation committee determined the proposal from AECOM Canada Ltd. provides the best overall value to the City. AECOM's proposal was the highest technical score and lowest bid that met the technical requirements criteria. In addition to the resources and experience AECOM brings, they have partnered with Dillon Consulting to establish a project team that has significant experience in municipal infrastructure renewal, rapid transit projects, and construction work in downtown London. The submitted proposal exhibited a clear understanding of the project scope and requirements. Their experience on similar projects of this nature in the downtown core, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, the civic administration is recommending the AECOM Canada Ltd. be appointed as the consulting engineer for the Detailed Design and Tendering.

CONCLUSION

Replacing infrastructure at the end of its lifecycle is essential to building a sustainable City. The recommendation of an engineering consultant assignment for the Downtown Loop and Infrastructure Improvements takes another step forward in replacing London's aging infrastructure while improving local transit operations and setting the foundation and framework for the future Rapid Transit works to come.

AECOM has demonstrated that they offer an experienced project team with a clear understanding of the project scope and requirements. Based on the thorough consultant procurement process, it is recommended that the AECOM Canada Ltd. be awarded the consulting assignment for the Downtown Loop and Municipal Infrastructure Improvements. The consultant assignment is valued at an upset amount of \$3,345,245 (including contingency excluding HST).

PREPARED BY:	REVIEWED AND CONCURRED BY:
ASHLEY RAMMELOO, MMSC, P.ENG. DIVISION MANAGER, ENGINEERING - MAJOR PROJECTS	JENNIE DANN, P. ENG. DIRECTOR, MAJOR PROJECTS
RECOMMENDED BY:	
For:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Attach: Appendix 'A' – Sources of Financing

cc. Kelly Paleczny, London Transit Commission
 Scott Mathers, Director Water and Wastewater
 Tom Copeland, Sewer Engineering
 Aaron Rozentals, Water Engineering
 John Freeman, Purchasing and Supply
 Marta Semeniuk, Financial Planning and Policy
 Gary McDonald, Tangible Capital Assets
 AECOM Canada Ltd, 410 – 250 York Street, Citi Plaza, N6A 6K2

APPENDIX 'A'

Chair and Members
Civic Works Committee

#20001
January 7, 2020
(Appoint Consultant)

**RE: Appointment of Consulting Engineer
Downtown Loop and Municipal Infrastructure Improvements
(Subledger RD190021)
Capital Project RT1430-7A - Downtown Loop - Rapid Transit (PTIS)
Capital Project TS1430-7 - Downtown Loop - Rapid Transit (PTIF)
Capital Project TS1430-1 - RT1: Wellington Gateway - (PTIF)
Capital Project TS1430-3 - RT3: East London Link - Rapid Transit (PTIF)
Capital Project EW376519 - Water Infrastructure Lifecycle Renewal
Capital Project ES241419 - Sewer Infrastructure Lifecycle Renewal
AECOM Canada Ltd. - \$3,345,245 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Committed to Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
<u>RT1430-7A - Downtown Loop - RT (PTIS)</u>				
Consulting	\$1,500,000		\$1,466,384	\$33,616
Construction	800,000			800,000
	<u>2,300,000</u>	<u>0</u>	<u>1,466,384</u>	<u>833,616</u>
<u>TS1430-7 - RT7: Downtown Loop - RT (PTIF)</u>				
Engineering	1,037,734	537,734	429,427	70,573
City Related	25,491	25,491		0
	<u>1,063,225</u>	<u>563,225</u>	<u>429,427</u>	<u>70,573</u>
<u>TS1430-1 - RT1: Wellington Gateway (PTIF)</u>				
Engineering	2,200,000	2,189,338		10,662
Construction	250,000	233,373		16,627
Traffic Signals	1,108,592	755,588	328,279	24,725
City Related	750,000	684,335		65,665
	<u>4,308,592</u>	<u>3,862,634</u>	<u>328,279</u>	<u>117,679</u>
<u>TS1430-3 - RT3: East London Link (PTIF)</u>				
Engineering	1,141,103	1,132,443		8,660
Construction	200,000	138,567		61,433
Traffic Signals	668,000	609,752	56,671	1,577
City Related	859,227	545,556		313,671
	<u>2,868,330</u>	<u>2,426,318</u>	<u>56,671</u>	<u>385,341</u>
<u>EW376519 - Water Infrastructure Lifecycle Renewal</u>				
Engineering	1,600,000	1,097,389	449,343	53,268
Construction	7,899,464	5,231,864		2,667,600
City Related	536	536		0
	<u>9,500,000</u>	<u>6,329,789</u>	<u>449,343</u>	<u>2,720,868</u>
<u>ES241419 - Sewer Infrastructure Lifecycle Renewal</u>				
Engineering	2,500,000	1,413,474	674,017	412,509
Construction	11,934,780	10,360,761		1,574,019
City Related	20,000	819		19,181
	<u>14,454,780</u>	<u>11,775,054</u>	<u>674,017</u>	<u>2,005,709</u>
NET ESTIMATED EXPENDITURES	<u>\$34,494,927</u>	<u>\$24,957,020</u>	<u>\$3,404,121</u> 1)	<u>\$6,133,786</u>
<u>SUMMARY OF FINANCING:</u>				
<u>RT1430-7A - Downtown Loop - RT (PTIS)</u>				
Capital Levy	\$49,686	\$0	\$31,678	\$18,008
Drawdown from City Services - Roads Reserve Fund (Development Charges)	2) 563,724		359,407	204,317
Federal PTIS (Public Transit Infrastructure Stream)	920,000		586,554	333,446
Provincial PTIS (Public Transit Infrastructure Stream)	766,590		488,746	277,844
	<u>2,300,000</u>	<u>0</u>	<u>1,466,384</u>	<u>833,616</u>

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AECOM Canada Ltd. - \$3,345,245 (excluding H.S.T.)**

	Approved Budget	Committed to Date	This Submission	Balance for Future Work
<u>TS1430-7 - RT7: Downtown Loop - RT (PTIF)</u>				
Capital Levy	45,450	25,200	17,392	2,858
PTIF (Public Transit Infrastructure Fund)	502,111	252,111	214,714	35,286
Drawdown from City Services - Roads	515,664	285,914	197,321	32,429
Reserve Fund (Development Charges)				
	<u>1,063,225</u>	<u>563,225</u>	<u>429,427</u>	<u>70,573</u>
<u>TS1430-1 - RT1: Wellington Gateway (PTIF)</u>				
Capital Levy	274,605	245,252	17,070	12,283
PTIF (Public Transit Infrastructure Fund)	1,668,159	1,504,443	163,716	0
Drawdown from City Services - Roads	2,365,828	2,112,939	147,493	105,396
Reserve Fund (Development Charges)				
	<u>4,308,592</u>	<u>3,862,634</u>	<u>328,279</u>	<u>117,679</u>
<u>TS1430-3 - RT3: East London Link (PTIF)</u>				
Capital Levy	111,915	92,979	1,983	16,953
PTIF (Public Transit Infrastructure Fund)	1,269,542	1,098,054	28,336	143,152
Drawdown from City Services - Roads	1,486,873	1,235,285	26,352	225,236
Reserve Fund (Development Charges)				
	<u>2,868,330</u>	<u>2,426,318</u>	<u>56,671</u>	<u>385,341</u>
<u>EW376519 - Water Infrastructure Lifecycle Renewal</u>				
Capital Water Rates	7,692,100	6,329,789	449,343	912,968
Drawdown from Capital Water Reserve Fund	1,246,900			1,246,900
Federal Gas Tax	561,000			561,000
	<u>9,500,000</u>	<u>6,329,789</u>	<u>449,343</u>	<u>2,720,868</u>
<u>ES241419 - Sewer Infrastructure Lifecycle Renewal</u>				
Capital Sewer Rates	8,978,000	8,978,000	0	0
Federal Gas Tax	4,400,000	1,720,274	674,017	2,005,709
Other Contributions (Bell, London Hydro)	849,180	849,180		0
Cash Recovery from Property Owners (PDC portion)	227,600	227,600		0
	<u>14,454,780</u>	<u>11,775,054</u>	<u>674,017</u>	<u>2,005,709</u>
TOTAL FINANCING	<u>\$34,494,927</u>	<u>\$24,957,020</u>	<u>\$3,404,121</u>	<u>\$6,133,786</u>
1) FINANCIAL NOTE:	<u>RT1430-7A</u>	<u>TS1430-7</u>	<u>TS1430-1</u>	<u>TS1430-3</u>
Contract Price	\$1,441,022	\$422,000	\$322,601	\$55,691
Add: HST @13%	187,333	54,860	41,938	7,240
Total Contract Price Including Taxes	1,628,355	476,860	364,539	62,931
Less: HST Rebate	161,971	47,433	36,260	6,260
Net Contract Price	<u>\$1,466,384</u>	<u>\$429,427</u>	<u>\$328,279</u>	<u>\$56,671</u>
		<u>EW376519</u>	<u>ES241419</u>	<u>Total</u>
		\$441,572	\$662,359	\$3,345,245
		57,404	86,107	434,882
		498,976	748,466	3,780,127
		49,633	74,449	376,006
		<u>\$449,343</u>	<u>\$674,017</u>	<u>\$3,404,121</u>

2) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.

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Alan Dunbar
Manager of Financial Planning & Policy