

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON AUGUST 11, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	EAST LONDON LINK TRANSIT 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 East London Link Transit and Municipal Infrastructure Improvements:

- a) DILLON Consulting Limited **BE APPOINTED** Consulting Engineers for the East London Link Transit and Municipal Infrastructure Improvements at an upset amount of \$6,113,853 (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;
- Civic Works Committee – January 7, 2020 – Consulting Engineer for the Downtown Loop and Municipal Infrastructure Improvements.

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 East London Link Transit and Infrastructure Improvements project. 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. 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, including the East London Link.

Connecting East London with improved transit will link Fanshawe College's eastern and downtown campuses, support revitalization of Old East Village and encourage redevelopment of the former London Psychiatric Hospital and McCormick lands. Buses will be removed from mixed traffic with the goal of improving capacity in general traffic lanes and increasing transit frequency and reliability. On King Street, buses will travel in curbside transit lanes. Along the rest of the corridor, buses will travel in centre-running transit lanes where widening of the Highbury Bridge over CPR, Highbury Avenue and Oxford Street are anticipated to maintain roadway capacity. The project will coordinate necessary lifecycle infrastructure renewal work, including replacing aging sewers and watermains within the 6.3km corridor. The project will add dedicated turn lanes at signalized intersections to enhance driver safety and increase capacity, and active transportation infrastructure to support cycling and walking.

In addition to being a planned transit corridor, the East London Link contains significant aging municipal infrastructure. There is a need to replace aging sanitary and storm sewers, watermains and private utility services to support infrastructure renewal, population growth, redevelopment and revitalization along this corridor. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

DISCUSSION

Existing Conditions

The East London Link corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, and heavy industrial uses. The corridor is anchored by Downtown London at the western end, the Western Fairgrounds between Adelaide Street and Highbury Avenue, and Fanshawe College at the eastern end. Through Old East Village, King Street is closely integrated with land uses along Dundas Street given the close proximity of these streets. Local bus routes are currently focused on Dundas Street east of Wellington Street.

While rebuilding the roads, the project would address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing over 6.3km of arterial roadway. 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.



Figure 2: Anticipated Municipal Lifecycle Needs

Work Description

This is a large and complex multidisciplinary project that involves significant reconstruction of over 6.3km of major arterial roadways in downtown and east London. The primary tasks in this multi-year detailed assignment include:

- Updating and confirming the original Environmental Assessment design layout;
- Designing sewer and water replacements;
- Widening and rehabilitating Highbury Bridge over CPR Railway;
- Designing stop architecture and platforms;
- Working with Fanshawe College to design and integrate transit terminal stop within the College site;
- Consulting and engaging with the public and stakeholders including: individual businesses, BIAs, 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 tentatively scheduled for 2022 to 2024 as per the Business Case. Over the next year, as more technical and other specific details are better understood, the City will work with the consultant to 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 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. The first stage of the process received four proposals of which three teams were shortlisted to submit a detailed RFP. After an open posting, Dillon, Stantec and WSP 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 Dillon Consulting team provides the best overall value to the City. Dillon's proposal received the highest composite score based on their technical and cost submissions. In addition to the resources and experience Dillon brings, they have partnered with AECOM Consulting and AGM to establish a project team that has significant experience in municipal infrastructure renewal, transit projects, and construction work in London. The partnership of the local consulting firms that is assembled for this assignment has been involved in recent downtown core and Old East Village projects.

The submitted proposal exhibited a clear understanding of the project scope and requirements. Their experience on similar projects of this nature, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking. Given the complex multidisciplinary project, the fees are in line with other major city projects on per km basis, considering the additional technical specialties/services that are required for this assignment, such as bridge engineering, stop architecture, municipal servicing and other transit and ITS elements.

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

CONCLUSION

Implementation of the East London Link represents the first formal leg of the rapid transit service that will connect to the Downtown Loop, improving transportation and transit within the City. The replacement of infrastructure at the end of its lifecycle is essential to building a sustainable city, and these municipal lifecycle improvements will be coordinated and integrated with this assignment. The recommendation of an engineering consultant assignment for the transit and infrastructure improvements of the East London Link project represents another step forward in replacing London's aging infrastructure while improving transportation in the city.

The Dillon team 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 Dillon Consulting Limited be awarded the consulting assignment for the East London Link Transit and Municipal Infrastructure Improvements. The consultant assignment is valued at an upset amount of \$6,113,853 (including contingency, excluding HST).

PREPARED BY:	REVIEWED AND CONCURRED BY:
ARDIAN SPAHIU, P.ENG. TRANSPORTATION ENGINEER, - MAJOR PROJECTS	JENNIE DANN, P. ENG. DIRECTOR, MAJOR PROJECTS
RECOMMENDED BY:	
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
 Ashley Rammeloo, Sewer Engineering
 Aaron Rozentals, Water Engineering
 John Freeman, Purchasing and Supply
 Marta Semeniuk, Financial Planning and Policy
 Gary McDonald, Tangible Capital Assets
 Dillon Consulting, 130 Dufferin Ave, Suite 1400, N6A 5R2