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:	**WELLINGTON GATEWAY 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 Wellington Gateway Transit and Infrastructure Improvements:

a) AECOM Consulting Ltd. **BE APPOINTED** Consulting Engineer for the Transit and Infrastructure improvements of the Wellington Gateway project at an upset amount of $6,490,902 (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 Consulting Engineer for the Wellington Gateway Transit and Infrastructure Improvements project. Figure 1 depicts the approximate limits of the works.

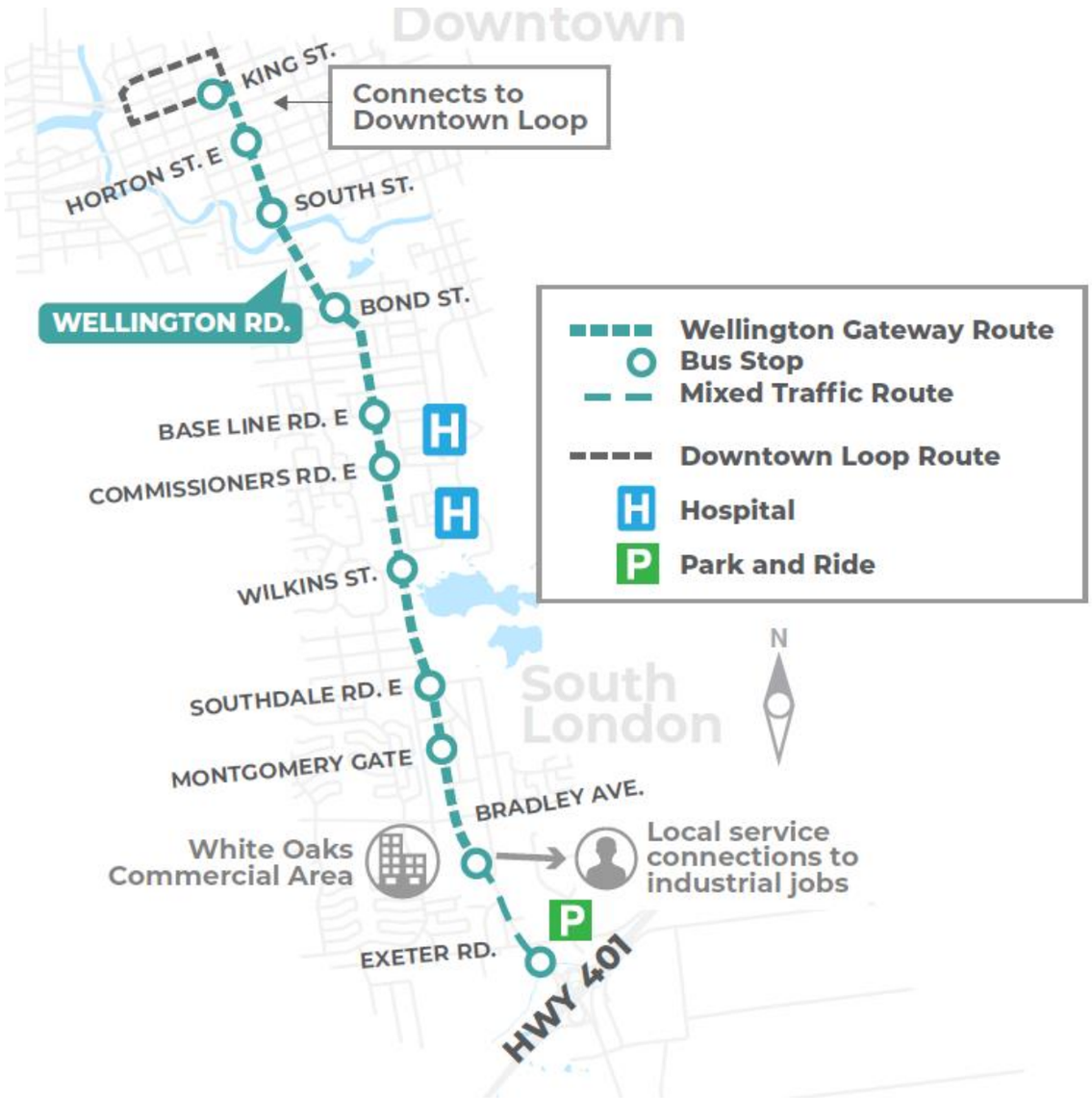

Figure 1: Approximate Limits of Project

Context

On March 20, 2019, a public participation meeting was held to provide background information to aid Council in selecting projects to submit in 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 Wellington Gateway project.

This critical transportation link is overdue for roadway improvements and work to address flooding, safety and lifecycle needs, including replacing 100-year-old sewers and watermains. Wellington Road will be widened to maintain two general lanes of traffic and remove buses from mixed traffic, with the goal of improving capacity for vehicles while increasing transit frequency and reliability. The majority of the route will have buses traveling in a centre-running configuration. This project will enhance safety for drivers by improving the alignment of the Wellington S-curve and adding dedicated turn lanes at signalized intersections. The street will meet urban standards, including curbs, sidewalks and cycling facilities. A park-and-ride facility will be established near Highway 401 in partnership with MTO to improve connectivity with employment areas and surrounding municipalities. A Transit Village along Wellington Road at White Oaks Mall and the surrounding area will provide an opportunity to improve transit to south London’s industrial employment areas. The 6.8km of arterial road expansion includes Clark’s Bridge widening and rehabilitation over the Thames River, potential modification to the CN underpass retaining wall, working adjacent to Environmentally Sensitive Areas, and along a busy commercial corridor.

DISCUSSION

Existing Conditions

The Wellington Gateway Corridor is one of the busiest roadways in the City, running south from Downtown London to just north of Highway 401, and it contains large areas of commercial, residential, and institutional use. The corridor is anchored in the north by Downtown London, at Commissioners Road by the Victoria Hospital and Parkwood Institute, and in the south by the White Oaks mall and surrounding commercial and industrial areas.

The section between the Thames River and Baseline Road has significant municipal underground needs that are over 100-years old and have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

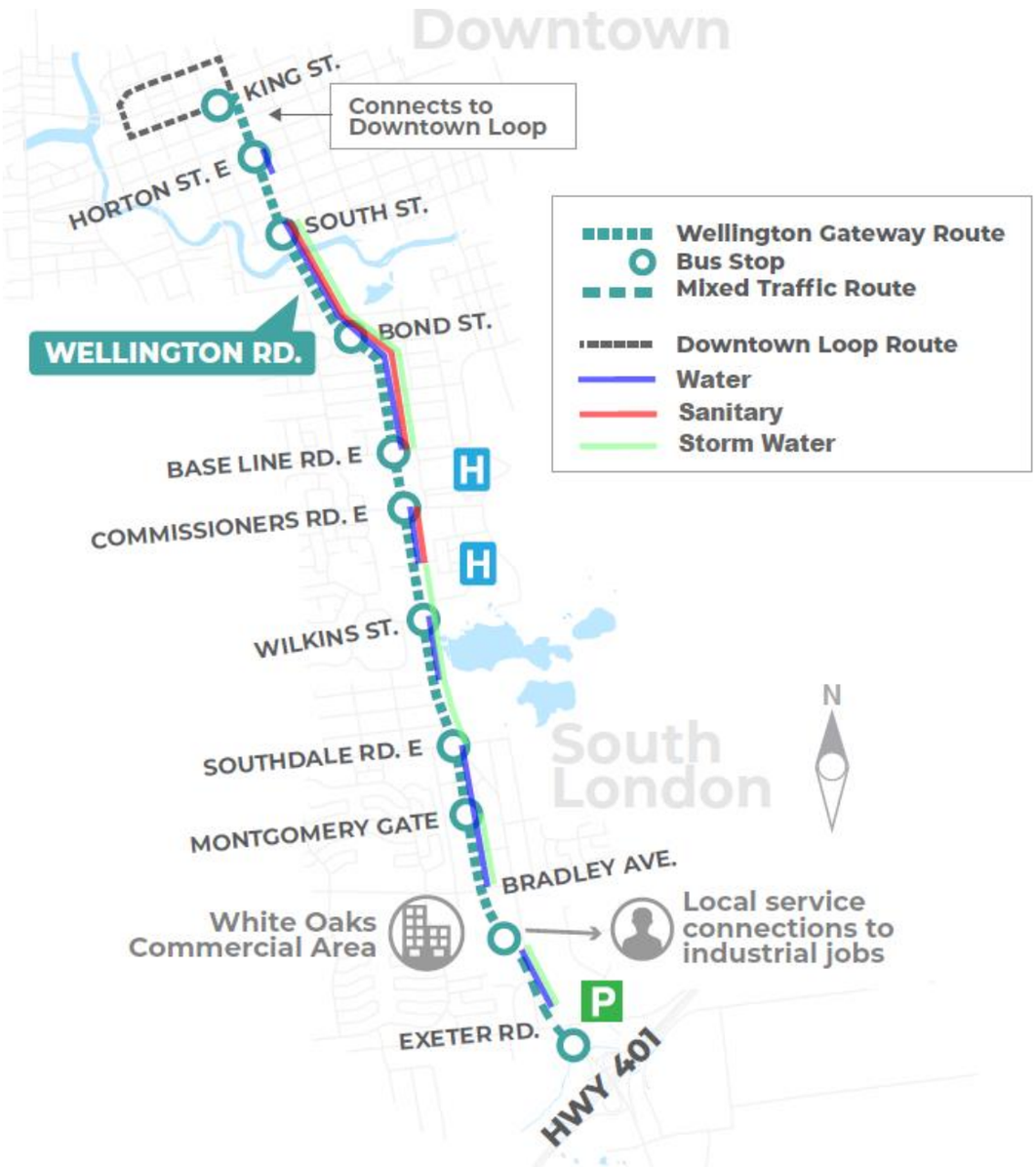

Figure 2: Anticipated Municipal Lifecycle needs

Work Description

The Wellington Gateway is an integrated, multi-disciplinary project involving specialized public transit infrastructure design, conventional roadwork and municipal utility renewal. Much of the work supporting the Wellington Gateway includes revitalizing of over 6.8km of arterial road, replacing watermains along portions of Wellington Road, full road reconstruction in combination with sewer replacements, renewed sewer lines, modified intersections, transit signal priority, preserved heritage structures, and more. Also, a significant bridge widening is proposed to accommodate four traffic lanes, two centre transit-only lanes, a sidewalk (west side) and a generously wide multi-use path (east side).

This is a large and complex multidisciplinary project that involves significant reconstruction between downtown and south London.

The primary tasks in this multi-year detailed design assignment include:

- Updating and confirming the original Environmental Assessment design layout;
- Designing sewer and water replacements;
- Widen Clark's Bridge over the Thames River for an additional two traffic lanes and a multi-use path;
- Designing stop architecture and platforms;
- Working with MTO to design an integrated park-and-ride facility near Highway 401;
- 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 2023 to 2026 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 and coordinate with the Downtown Loop and East London Link projects.

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 three proposals of which three teams were shortlisted to submit a detailed RFP. After an open posting, AECOM, Stantec and WSP were asked to submit detailed proposals and work plans. The Proponents submitted strong Technical Proposals that were comprehensive and competitive; the Technical Proposals outlined detailed summaries 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 team provides the best overall value to the City. AECOM's proposal was the highest technical score and the lowest price. In addition to the resources and experience AECOM brings, they have partnered with Dillon Consulting and AGM to establish a project team that has significant experience in municipal infrastructure renewal, major 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 for this assignment are in line with other major City projects on per km basis when considering the additional technical specialties/services that are required; such as bridge and structural engineering, stop architecture, sewer/water expertise, ITS elements and transit infrastructure.

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

CONCLUSION

The implementation of the Wellington Gateway project connects to the Downtown Loop and East London Link, 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 Wellington Gateway Transit and Infrastructure Improvements Project represents another step forward in replacing London's aging infrastructure while improving transportation in the City.

The AECOM 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 the AECOM be awarded the consulting assignment for Wellington Gateway Transit and Infrastructure Improvements Project. The consultant assignment is valued at an upset amount of $6,490,902 (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
AECOM Canada Ltd, 410 – 250 York Street, Citi Plaza, N6A 6K2