

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: Request for Proposal RFP-2022-170 – Rapid Transit Shelter Infrastructure

Date: November 29, 2022

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the Request for Proposal RFP-2022-170 – Rapid Transit Shelter Infrastructure project:

- (a) Enseicom **BE APPOINTED** to undertake engineering and prototype fabrication at an upset amount of \$563,496.55 (including contingency, excluding HST) in accordance with Section 15.2 (e) of the City of London's Procurement of Goods and Services Policy;
- (b) the Civic Administration **BE AUTHORIZED** to appoint Enseicom as the Vendor of Record for fabrication, supply, and installation of rapid transit shelter infrastructure for periods of one (1) year for final engineering design and prototype works and three (3) years for fabrication, supply, and installation with an option for renewal based on positive performance and price;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with Enseicom for this work;
- (e) the funding for the engineering completion and prototype works **BE APPROVED** as set out in the Source of Financing Report, as appended to this staff report dated November 29, 2022; and
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends assignment of Enseicom as the Successful Proponent to operate as a Vendor of Record as part of future Rapid Transit civil tenders that will include engineering completion, fabrication, supply, and installation of rapid transit shelter infrastructure as part of the Downtown Loop, East London Link, and Wellington Gateway projects.

As part of the Downtown Loop, East London Link, and Wellington Gateway projects, rapid transit shelters are required either curbside or centre-running for implementation at transit stop locations along the corridors. Each stop will include various elements that form a complete facility per location. A modular approach is being taken for the designs to create a consistent image, brand, and functional arrangement.

Linkage to the Corporate 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.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2019 – History of London’s Rapid Transit 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;

2.0 Discussion and Considerations

2.1 Approved Rapid Transit Projects

The Downtown Loop project will implement side-running dedicated transit lanes and look to formalize transit operations that are already in place by focusing transit in bus only lanes with the goal of increasing transit frequency and reliability. Removing buses from mixed traffic will also improve capacity in general traffic lanes. Today there is, on average, a bus every 90 seconds running along the Downtown Loop.

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 and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College’s main campus.

The Wellington Gateway corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, and heavy industrial and commercial uses. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation’s Wellington campus and the White Oaks Mall.

LTC currently has local transit stops along the rapid transit corridors with associated shelter infrastructure in select locations. The approved rapid transit projects include the upgrade to fully accessible, enhanced stops as part of the rapid transit program.

Figures 1, 2, and 3 below depict the approximate limits of coverage of the works.



Figure 1: Limits of Downtown Loop



Figure 2: Limits of East London Link



Figure 3: Limits of Wellington Gateway

2.2 Project Description

This is a large and complex assignment that involves procurement of a Vendor of Record (VOR) for the engineering, fabrication, supply, and installation of rapid transit shelter infrastructure for use as part of future civil contracts. The schedule for the design and installation of the shelters will be staged over a period of several years and accommodate the overall rapid transit system’s construction schedule and staging.

The installation of shelters will generally follow the construction of the civil rapid transit work once the concrete platforms have been constructed. A VOR is required to ensure transit system consistency, functional arrangement, technology and amenities are consistent throughout all the proposed transit shelters.

The VOR will be responsible for the following:

- Preliminary design, engineering and project management;
- Design completion and shop drawing preparation;
- Shelter mock-up to confirm all details are agreed upon before mass fabrication. Contract deliverables include: the fabrication of a single module as a prototype for review of configuration, connection details, lighting, materials and general appearance, and a full demonstration station with a curbside shelter, service module and all components to be installed at an existing curbside stop location on a prepared platform; and
- Fabrication, supply, and installation of transit shelters through coordination with future civil contracts.

2.3 Public Engagement and Consultation

Extensive public consultation was completed as part of the approved Environmental Assessment (EA) to determine the overall design of the shelters. This engagement period was an opportunity for property owners, businesses and residents within and immediately bordering the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project.

The overall design of the transit stops was built on input received through proactive engagement which guided the design in the following ways:

- Modular and consistent design to be applied across all the rapid transit projects.
- The sizing of the shelters is based on anticipated passenger capacity including integration with LTC where feasible.
- Opportunities for future expansion where feasible if passenger capacity is exceeded.
- Stops being integrated with existing and future land use context where possible.
- Following principles of crime prevention through environmental design that includes anti-graffiti materials and design choices.
- Designed for accessibility.
- Designed following industry best practices that supports the Safe Cities London action plan which included completion of independent station location safety audits.

2.4 Station Design

The design of each station location has been refined to ensure modularity and brand consistency while also needing minor customization and value engineering per location to work within existing area context and manage project budgets. Input through stakeholder engagement shaped the overall design and included amenities while also building on other industry best practices.

Building on the completed EA that recommended four (4) station types based on ridership, and location, the rapid transit design team has further refined the overall designs based on the above noted design objectives

Through the new refined designs, there will be three (3) shelter variants and two (2) service amenity cabinet variants required depending on curbside or centre running stations that will still follow iterations of the Type A+, A, B, and C concepts.

Figure 4 below details a progressed rendering of an example proposed station that is subject to refinement following design progression by the Vendor of Record.

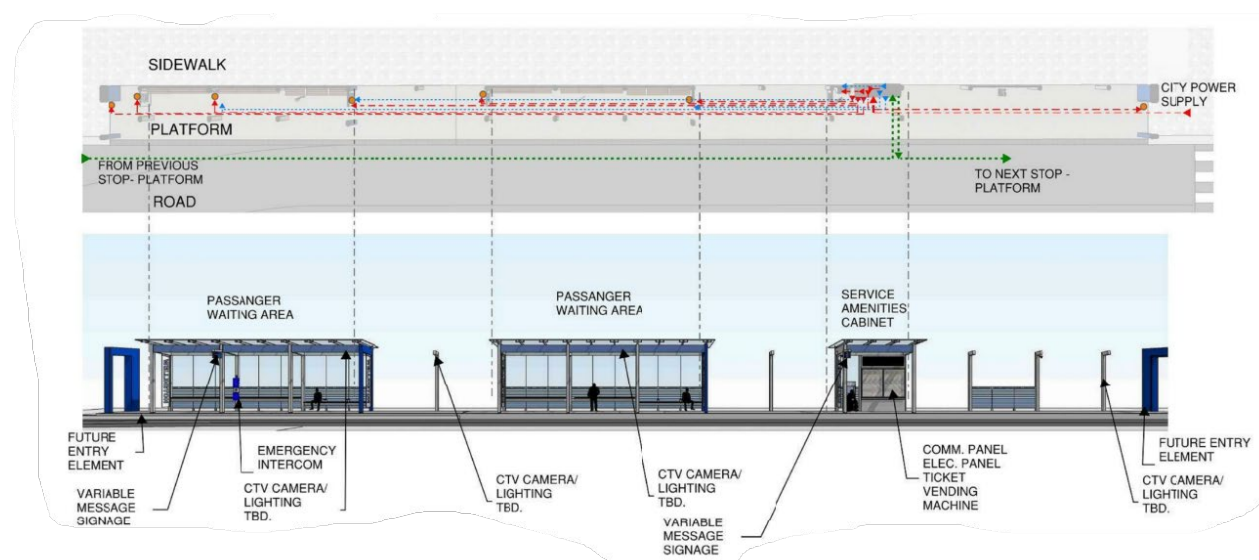


Figure 4: Proposed Station Rendering

Various station components will be secured through either the Vendor of Record, hard specified through future civil contracts, or other RFP's and will form part of constructing completed stations at each specific location.

Amenities that will be hard specified in stations include:

- Utilities cabinet;
- Branding and regulatory signage;
- Guardrail and safety railings;
- Servicing and amenities cabinet;
- Waste receptacles;
- Emergency intercom;
- CCTV cameras;
- Provisions for ticket vending infrastructure;
- Shelter separate lighting infrastructure;
- Benches;
- Ad-cases;
- Optional Heating system.

Amenities that will be secured through other vendors include:

- Public artwork;
- Variable message signage; and
- Obelisk branding and identity landmarks to help define the entrance to each rapid transit station;

The shelters are enclosed in glass panels for maximum transparency, meeting aesthetic targets and following Accessibility for Ontarians with Disabilities Act and Crime Prevention Through Environmental Design principles at a minimum with further regard for safety from a gender and anti-racism/anti-oppression lens. All glass will be tempered laminated and will include bird collision prevention measures.

3.0 Financial Impact/Considerations

3.1 Request for Proposal Summary

The vendor selection process was undertaken in accordance with the Procurement of Goods and Services Policy using a two-stage process. Request for Proposal's for the Rapid Transit Shelter Infrastructure project were received on October 25, 2022, and reviewed by a team consisting of City, Consultant Team, and LTC members. Based on the evaluation criteria and selection process identified in the request for proposal, the evaluation committee determined the proposal from Enseicom provides the best overall value to the City. Three proposals were submitted with Enseicom being of best value to the City at \$563,496.55 (including contingency, excluding HST).

3.2 Opportunities for Cost Efficiencies

The Successful Proponent will work closely with the City, LTC, Engineering Consultant Team, and others to finalize the design and fabrication of the shelters. A modular approach is being taken for the designs to create a consistent image, brand, and functional arrangement. The proposals included cost estimates for sample curbside and centre-running shelter designs based on a three-year staged construction approach with inflation considered, which was comparable to the most recent engineering estimates received by the rapid transit detailed design consultant. The successful proponent will work closely with the team to seek efficiencies in shelter design to reduce fabrication cost without compromising quality.

Conclusion

Civic Administration has reviewed the proposal submissions and recommends Enseicom be appointed as a Vendor of Record for rapid transit shelter design, fabrication, and installation services for the Downtown Loop, East London Link, and Wellington Gateway projects at the submitted price of \$563,496.55 (including contingency, excluding HST) which is further detailed in the appended Source of Finance.

Prepared by: Ted Koza, P.Eng., Division Manager, Major Projects

Submitted by: Jennie Dann, P.Eng., Director, Construction & Infrastructure Services

Recommended by: Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment & Infrastructure

Appendix A – Sources of Financing report

Appendix "A"

#22154

November 29, 2022

(Appoint Engineering and Prototype Fabrication)

Chair and Members

Civic Works Committee

RE: Vendor of Record Contract Award: Request for Proposal RFP-2022-170 - Rapid Transit Shelter Infrastructure (Subledger RD220014)

Capital Project RT1430-1D - Wellington Gateway South - Stops Rapid Transit

Capital Project RT1430-3D - East London Link - Stops Rapid Transit

Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit

Enseicom - \$563,496.55 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
RT1430-1D - Wellington Gateway - Stops Rapid Transit				
Engineering (Note 2)	10,632,000	0	265,729	10,366,271
RT1430-3D - East London Link - Stops Rapid Transit				
Engineering	264,515	26,758	237,757	0
Construction	8,656,485	356,435	0	8,300,050
RT1430-3D Total	8,921,000	383,193	237,757	8,300,050
RT1430-7D - Downtown Loop - Stops Rapid Transit				
Engineering	122,628	52,700	69,928	0
Construction	4,320,171	557,940	0	3,762,231
City Related Expenses	201	201	0	0
RT1430-7D Total	4,443,000	610,841	69,928	3,762,231
Total Expenditures	\$23,996,000	\$994,034	\$573,414	\$22,428,552

Sources of Financing

RT1430-1D - Wellington Gateway - Stops Rapid Transit				
Capital Levy	1,616,266	0	40,396	1,575,870
Public Transit Infrastructure Stream (PTIS)-Federal Funding	4,252,800	0	106,292	4,146,508
Public Transit Infrastructure Stream (PTIS)-Provincial Funding	3,543,646	0	88,567	3,455,079
Drawdown from City Services - Transit Reserve Fund (Development Charges) (Note 1)	1,219,288	0	30,474	1,188,814
RT1430-1D Total	10,632,000	0	265,729	10,366,271
RT1430-3D - East London Link - Stops Rapid Transit				
Capital Levy	1,356,162	58,253	36,144	1,261,765
Public Transit Infrastructure Stream (PTIS)-Federal Funding	3,568,400	153,277	95,103	3,320,020
Public Transit Infrastructure Stream (PTIS)-Provincial Funding	2,973,369	127,718	79,244	2,766,407
Drawdown from City Services - Transit Reserve Fund (Development Charges) (Note 1)	1,023,069	43,945	27,266	951,858
RT1430-3D Total	8,921,000	383,193	237,757	8,300,050

Appendix "A"

#22154

November 29, 2022

(Appoint Engineering and Prototype Fabrication)

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RE: Vendor of Record Contract Award: Request for Proposal RFP-2022-170 - Rapid Transit Shelter Infrastructure
(Subledger RD220014)

Capital Project RT1430-1D - Wellington Gateway South - Stops Rapid Transit

Capital Project RT1430-3D - East London Link - Stops Rapid Transit

Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit

Enseicom - \$563,496.55 (excluding HST)

RT1430-7D - Downtown Loop - Stops Rapid Transit

Capital Levy	675,420	92,859	10,630	571,931
Public Transit Infrastructure Stream (PTIS)-Federal Funding	1,777,200	244,337	27,972	1,504,891
Public Transit Infrastructure Stream (PTIS)-Provincial Funding	1,480,852	203,593	23,307	1,253,952
Drawdown from City Services - Transit Reserve Fund (Development Charges) (Note 1)	509,528	70,052	8,019	431,457
RT1430-7D Total	4,443,000	610,841	69,928	3,762,231
Total Financing	\$23,996,000	\$994,034	\$573,414	\$22,428,552

Financial Note:	RT1430-1D	RT1430-3D	RT1430-7D	Total
Contract Price	261,133	233,645	68,719	563,497
Add: HST @13%	33,947	30,374	8,933	73,254
Total Contract Price Including Taxes	295,080	264,019	77,652	636,751
Less: HST Rebate	-29,351	-26,262	-7,724	-63,337
Net Contract Price	\$265,729	\$237,757	\$69,928	\$573,414

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: RT1430-1D is included in the 2020-2023 Multi-Year Budget capital plan and is subject to Council re-confirmation of the 2023 Annual Budget Update. The actual expenditures committed to this project will not occur until 2023.

Jason Davies

Manager of Financial Planning & Policy

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