

15

**CONSULTANT SELECTION FOR ENGINEERING SERVICES
CLASS ENVIRONMENTAL ASSESSMENT STUDY
RUTHERFORD ROAD / CARRVILLE ROAD
CITY OF VAUGHAN AND TOWN OF RICHMOND HILL
(REQUEST FOR PROPOSAL P-09-12)**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report dated June 3, 2009, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize staff to retain the consulting firm of iTRANS Consulting Incorporated, to undertake the Municipal Class Environmental Assessment for road improvements on Rutherford Road / Carrville Road (Y.R. 73) from Jane Street (Y.R. 55) to Yonge Street (Y.R. 1), in the City of Vaughan and Town of Richmond Hill, at a cost not to exceed \$1,261,709 excluding GST.
2. The General Manager of Roads be authorized to execute the contract, subject to terms and conditions acceptable to the Commissioner of Transportation Services and the Regional Solicitor's approval as to form and content.

2. PURPOSE

This report recommends the award of the consulting assignment for the Municipal Class EA for road improvements on Rutherford Road / Carrville Road (Y.R. 73) from Jane Street to Yonge Street, in the City of Vaughan and the Town of Richmond Hill. A location plan is appended to this report (*see Attachment 1*).

In compliance with the Region's Purchasing By-law, Council approval is required for an award when a Request for Proposal has been issued and the bidder with the highest score is:

- The lowest competitive bid.
- Submitted a fee plus taxes over \$500,000.

3. BACKGROUND

The approved 2009 10-year Roads Construction Program identifies the following schedule for improvements to Rutherford Road / Carrville Road within the limits outlined in the request for proposal:

- Intersection improvements Rutherford Road at Jane Street 2011
- Rutherford Road, Jane Street to Dufferin Street 2012
- Rutherford/Carrville Road, Dufferin Street to Yonge Street 2015

Project Description

The Region's transportation and roadway management strategies have identified future road network needs for Rutherford Road / Carrville Road from Jane Street to Yonge Street. Travel demand due to growth in and around the area as outlined in the Region's Transportation Master Plan has necessitated the study.

The study limits span more than eight kilometres in which there are 10 watercourse crossings, one grade-separated crossing of the CN Rail Line and an at-grade crossing of the GO Transit Rail Line. The study area also spans two local municipalities including a mix of adjacent established residential neighbourhoods and new development including residential and commercial uses. In addition, the study area is subject to the Oak Ridges Moraine Conservation Act and the Greenbelt Plan.

With the number of competing interests within the study area the study's objectives for the project are, but not limited to, the following:

- Establishing a range of reasonable alternatives to address mobility of people by all means – auto users, transit users, cyclists and pedestrians.
- Developing and evaluating the alternatives in a fair and transparent manner.
- Assessing impacts and ensuring mitigation is provided to address adjacent natural features, community requirements and associated local needs.
- Achieving solutions which balance auto-based travel demand and the need for human scale development.
- Meeting Regional policies and objectives including the protection of the Regional forest and natural environment
- Satisfying development and sustainability goals included in the Region's Official Plan, Transportation Master Plan, Towards Great Regional Streets and other associated documents.
- Respecting and addressing the inputs of all stakeholders including those of the local municipalities'.

Scope of Assignment

The scope of work for this assignment includes:

- Complete assessment of improvements to Rutherford Road / Carrville Road from Jane Street to Yonge Street in accordance with all requirements of the Municipal Class EA for a Schedule 'C' project.
- Undertake an enhanced consultation program to encourage open dialogue to extract and address issues and concerns of stakeholders in a stepwise approach through the course of the study.
- Complete the study to meet the requirements of the Canadian Environmental Assessment Act (CEAA) as required and co-ordinate with the Municipal Class EA, under the concept of "one-project – one assessment".
- Complete preliminary design of the project requirements in accordance with York Region Standards, specifications and practices.

Project Timing

The Environmental Assessment is scheduled to be initiated in July 2009 with the final ESR document being filed for public review in February 2011.

As a part of the Environmental Assessment process a phasing strategy will be developed for input into the Roads 10-Year Capital Program.

4. ANALYSIS AND OPTIONS

In accordance with the Regional Purchasing By-law, submissions were received in response to the Request for Qualification for Engineering Services No. P-07-43. Of those that submitted a short-list of three (3) consultants, with expertise in the Municipal Class EA and associated fields were invited to submit detailed proposals.

The three firms invited to submit a response to our Request for Proposal (RFP) were:

- Delcan Corporation
- iTRANS Consulting Incorporated
- McCormick Rankin Corporation

All three consulting firms submitted a proposal in response to this RFP. Proposals were evaluated using a two-envelope system. This system requires the technical proposal and the fee proposal to be submitted in two separate envelopes. The technical proposal envelopes were opened first and evaluated using the following criteria:

- Project team qualifications and experience: including the proposed project manager, the overall project team and its individual members.
- Project deliverables: referring to the overall project plan including management of resources, budget and schedule.
- Project implementation: including the response to the RFP as to the work program, the methodology and the process to deliver the works from start to finish.

The fee envelopes were then opened. The fees were converted to a score and weighted along with the technical criteria to determine an overall score.

Technical and Financial Evaluation Summary

The proponents, their technical scores and proposed upset limit fees are presented in Table 1 below:

Table 1
Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Excluding GST)	Financial Score (out of 20)	Total Source (out of 100)
iTRANS Consulting Incorporated	58.9	\$1,261,709	20	78.9
McCormick Rankin Corporation	53.0	\$1,596,158	15.8	68.8
Delcan Corporation	54.4	\$2,025,335	12.5	66.8

The technical proposals were evaluated based on the evaluation criteria summarized in the Request for Proposal P-09-12. The iTRANS Consulting Inc. proposal received the highest technical score as well as the highest financial score. This combination represents the best value for York Region for this assignment.

The iTRANS submission illustrated a strong understanding of the competing challenges that not only the Region, but residents and business owners are experiencing today as it relates to development, growth and mobility. The recognition of the need for a strong technical assessment balanced with an enhanced consultation program was demonstrated in a well written detailed submission.

5. FINANCIAL IMPLICATIONS

The upset limit fee for the Class EA is \$1,261,709 excluding GST. There are sufficient funds in the Region's approved 2009 Roads Capital Budget and the 10-Year Program.

The upset limit fees provide for provisional items of consulting activity (i.e., technical archaeological assessments and/or additional public consultation, if required). The consultant will only be paid for these items if necessary and specifically directed by the Region to complete them.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

Through this study a range of improvements to the Rutherford Road / Carrville Road corridor will be developed, analyzed and evaluated to address both Regional corridor requirements as well as local directives established by The City of Vaughan and the Town of Richmond Hill. Accordingly, throughout the Municipal Class EA, Regional staff will work with staff from the City of Vaughan and Town of Richmond Hill to accommodate their requirements in the Class EA and preliminary design.

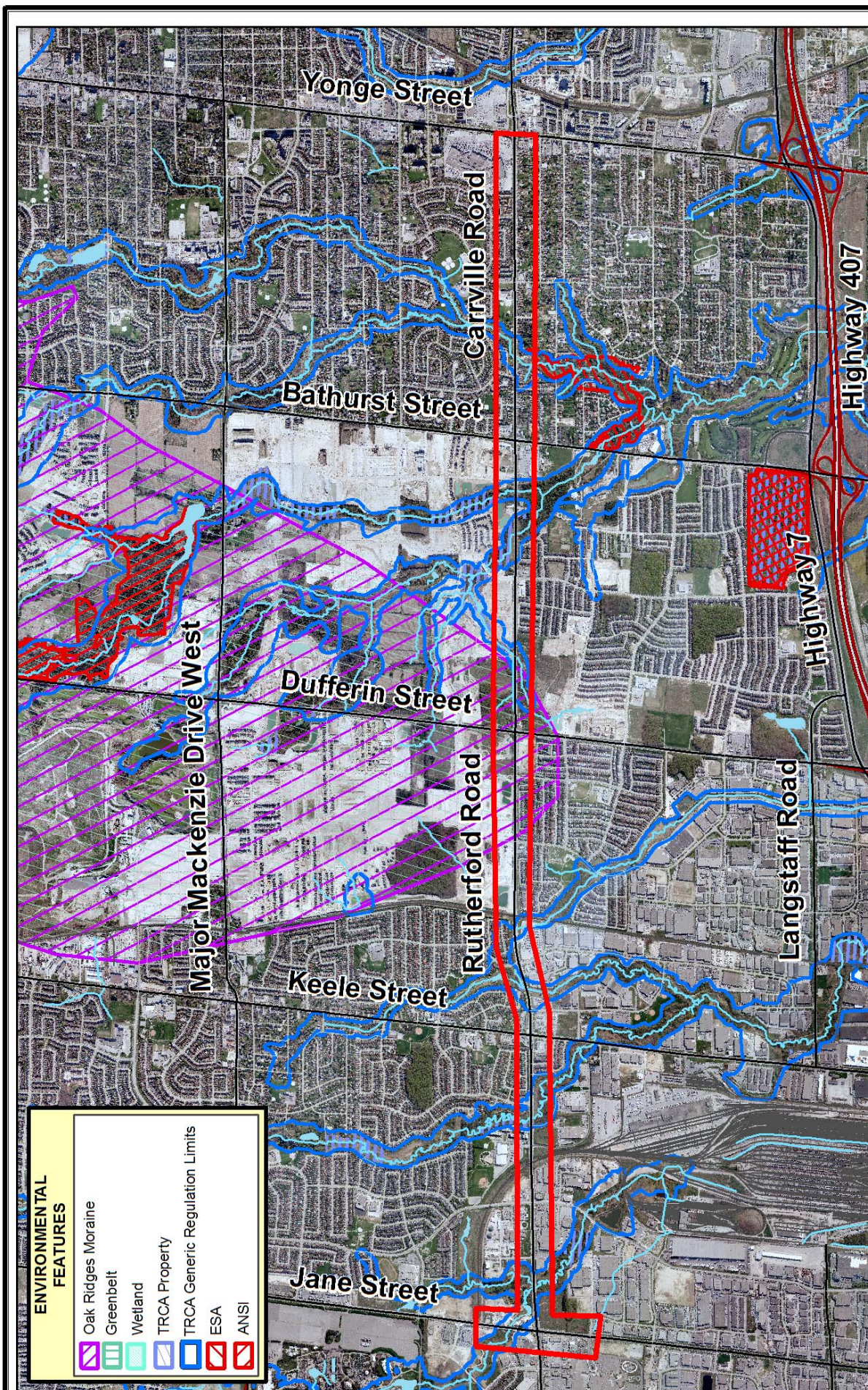
7. CONCLUSION

Consultants' proposals for this project were evaluated in accordance with Regional policy, by-laws and practices. The proposal submitted by iTRANS Consulting Inc. addressed all of the requirements for this assignment, including qualified and knowledgeable personnel, and proposed a sound methodology to complete this assignment. The proposal represents the best overall value to York Region.

For more information on this report, contact Paul Jankowski, extension 5901, General Manager, Roads Branch in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the June 17, 2009 meeting.)



ENVIRONMENTAL FEATURES	
	Oak Ridges Moraine
	Greenbelt
	Wetland
	TRCA Property
	TRCA Generic Regulation Limits
	ESA
	ANSI

LOCATION PLAN

Project 8556, 8557, 8558, 8559, 8573
 Rutherford/Carville Road, Jane Street to Yonge Street
 City of Vaughan, Town of Richmond Hill



Produced By: Roads Branch - Capital Delivery
 © Copyright, The Regional Municipality of York, May, 2009
 © J.D. Barnes Limited, 2007 Orthophotography



ROADS BRANCH - CAPITAL DELIVERY