

3

CONSULTANT SELECTION FOR ENGINEERING SERVICES DETAILED DESIGN OF MAJOR MACKENZIE DRIVE CP RAILWAY TO ISLINGTON AVENUE, CITY OF VAUGHAN (REQUEST FOR PROPOSAL P-12-30)

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated May 1, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATIONS

It is recommended that:

1. Council authorize staff to retain the consulting firm of AECOM Canada Ltd. to undertake the detailed design for road improvements on Major Mackenzie Drive (Y.R. 25), from the Canadian Pacific (CP) Railway crossing to Islington Avenue in the City of Vaughan, at a cost not to exceed \$1,271,683 excluding HST.
2. The Commissioner of Transportation and Community Planning be authorized to execute the agreement, subject to terms and conditions acceptable to the Commissioner of Transportation and Community Planning and the Regional Solicitor's approval as to form and content.

2. PURPOSE

This report recommends the award of the consulting assignment for the detailed design for road improvements on Major Mackenzie Drive from the CP Railway crossing to Islington Avenue in the City of Vaughan (*See Attachment 1*).

This report is before the Transportation Services Committee because the Region's Purchasing By-law requires Council approval for awards over \$500,000.

3. BACKGROUND

The Western Vaughan Individual Environmental Assessment assessed a number of options to address transportation needs in western Vaughan

The Western Vaughan Individual Environmental Assessment (IEA) was initiated in 2007 and builds on previous studies and the key initiatives outlined in the Transportation Master Plan (TMP) Update. Using the Master Plan as an overall guideline, the IEA focused on the Western Vaughan area and provided additional assessment with respect to

alternative transportation networks, detailed environmental inventories and updated development forecasts to identify a sustainable transportation network solution that will encourage multi-modal travel.

A comprehensive public consultation process was undertaken

There were a total of 11 public meetings held for the study. Given the large study area, a comprehensive notification strategy was deployed for each public meeting that included handing out approximately 40,000 flyers to all residents, multiple advertisements in the Vaughan Citizen and Toronto Star newspapers, website notification and posters at local community centres and libraries. On average, the attendance at the meetings was approximately 35 people.

Public comments focused on the need for transportation infrastructure while minimizing impacts to adjacent residents

In general, the public recognized the need to provide transportation infrastructure and continue to identify transportation as one of the key issues in this area. It was noted that ongoing growth has had an impact on travel times and that there is a need to respond to these issues. There were a number of comments about the Region's proposed six-lane transit/HOV design and many residents identified issues related to the impacts of road widening, reduced boulevards and increased noise issues. Staff responded to these matters by stating the importance of transportation infrastructure to support planned growth and Council's approved design for transit/HOV lanes. Staff outlined the design features that will be implemented to address some of the impacts. These include noise walls, where warranted in accordance with Region's noise policy, dedicated bike lanes, sidewalks, street tree planting and a centre median design to improve urban design and increase safety.

The Western Vaughan IEA was amended based on public input and was submitted to the Ministry of Environment in September, 2011. Although it is not yet approved, notification is expected in the next two to three months.

The preferred solution of the Western Vaughan Individual Environmental Assessment included a number of transportation infrastructure improvements

An assessment of existing operational conditions and current limitations was undertaken. It was determined that existing infrastructure was already near capacity in several corridors. Based on the current conditions and recognizing the need to accommodate future growth, it was determined that approximately 40 km of roads/transit improvements are required to support long term growth in the study area. Transit/HOV lanes are consistent with the Region's six-lane design standard and are recommended as part of the ultimate solution on Major Mackenzie Drive between Highway 50 and Highway 400.

Improvements to Major Mackenzie Drive were identified as one of the near term projects as part of the preferred solution

The Region's current 10-Year Roads Construction Program shows the subject section of Major Mackenzie Drive to be tendered in 2015. Based on projected volumes, a six-lane transit/HOV facility is not required until 2025, or beyond, when population growth in the area will require increased transit service. As a result, staff are proposing a four-lane facility to meet near term demands while protecting the ability to provide for six-lanes in the future.

Regional staff plan to proceed with the detailed design of the Major Mackenzie Drive improvements between the CP Railway and Islington Avenue even though EA approval is pending

The *Environmental Assessment Act* does not preclude the proponent from proceeding with detailed design prior to approval of the Environmental Assessment Report. The proponent must ensure that all commitments outlined in the approved EA are accommodated in the design and must be willing to assume any risks associated with potential design changes. As part of the pre-submission process, staff reviewed the preliminary design with key stakeholders including Toronto and Region Conservation Authority and Ministry of Environment staff. Their initial comments have been included in the final submission and therefore, it is not anticipated that there will be any major changes with respect to receiving final approval on the IEA. Any construction related to the proposed undertaking will not start until the IEA is approved.

Changes to Major Mackenzie Drive west of the CPR have been proposed as part of the provincial EA for the extension of Highway 427

The future alignment of Major Mackenzie Drive, west of the CPR has been identified as part of the provincial EA for the extension of Highway 427; therefore the Region's proposed design terminates approximately 500 metres west of the CPR.

4. ANALYSIS AND OPTIONS

The first phase of the procurement process was to issue a Request for Pre-Qualifications (RFPQ)

The Supplies and Services Branch issued a Request for Pre-Qualifications (RFPQ) for Engineering Services No. P-11-135. The request was issued to solicit interest from as broad a market for engineering services as possible. In response to RFPQ P-11-135, seven engineering consulting firms expressed interest in this project and submitted their qualifications and proposed team members. These seven submissions were evaluated and scored based on our standard criteria, which include:

- Project Manager's experience
- Team completeness and experience with York Region projects
- Industry experience of key project lead members
- York Region needs and team availability
- References
- Added value

The second phase of the procurement process was to issue Request for Proposals to the four highest scoring firms from the RFPQ

The Supplies and Services Branch issued Request for Proposal (RFP) No. P-12-30 to the four firms who achieved the highest score under the RFPQ process. The four firms invited to submit a proposal in response to RFP P-12-30 were:

- AECOM Canada Ltd.
- Delcan Corp.
- Morrison Hershfield Ltd.
- SNC Lavalin Inc.

Following our standard practice, only the top three to five scoring firms are invited to submit a proposal because this results in significantly higher quality and completeness of the submissions. Through our ongoing consultation with the Consulting Engineers of Ontario, it has been communicated that top performing firms are reluctant to actively participate in an RFP process when five or more firms are invited. The top firms are less likely to invest substantial effort in the preparation of a proposal because of the increased competition and perceived lower likelihood of success.

The third phase of the procurement process was to evaluate the proposals using a two envelope system

The two envelope system requires the technical proposal and the financial proposal be submitted in two separate envelopes. The proposals were evaluated based on a weighting of 80% for the technical component and 20% for the financial component.

The allocation of 80% for the technical component and 20% for the financial component has been our practice for several years. The reason for this split is to recognize the relative importance to the Region of retaining the best available professional services yet demonstrating fiscal prudence. This attention to fiscal prudence is further demonstrated in our RFP process by the "dollar cost per technical point" methodology, which applies when the total scores of two or more firms are within five points of each other.

The technical proposals were opened first and evaluated using the following criteria:

- Project deliverables, including project plan, schedule and budget control, staff allocation and quality assurance.

- Project implementation, including project understanding, approach and methodology, key project issues, value and innovation of services.

A technical score was then calculated for each proponent.

The financial proposals were then opened and evaluated. A financial score was calculated for each proponent.

The technical and financial scores were combined to achieve a total score

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

Table 1
Evaluation Summary

Firm	Technical Score (out of 80)	Upset Fee (Excluding taxes)	Financial Score (out of 20)	Total Score (out of 100)
AECOM Canada Ltd	62	1,271,683	20	82
Delcan Corp.	55	2,306,151	11	66
Morrison Hersfield Ltd.	53	1,632,420	16	69
SNC Lavalin Inc.	60	1,957,225	13	73

The proposal from AECOM Canada Ltd. received the highest total score in response to RFP P-12-30

Based on the evaluation of the technical and financial proposal, AECOM Canada Ltd. achieved the highest total score in response to RFP P-12-30.

5. FINANCIAL IMPLICATIONS

The Total Upset Limit fee of \$1,271,683 has been approved as part of the 2012 10-Year Roads Construction Program

The upset limit fee for the detailed design assignment is \$1,271,683 excluding HST. The 2012 10-Year Roads Construction Program has sufficient funds to cover anticipated expenditures for this project in 2012.

This work will be funded at 10% from Tax Levy and 90% from Development Charges.

6. LOCAL MUNICIPAL IMPACT

Regional staff will work with City of Vaughan staff and other stakeholders to address specific issues during the detailed design assignment.

Project staff will consult throughout the detailed design phase with all stakeholders on various issues, including:

- Property requirements
- City of Vaughan requirements
- Driveways and local road connections
- Mitigating impacts on Toronto and Region and Conservation Authority lands
- Addressing property and archaeological issues on Ontario Heritage Trust lands

Throughout the course of this assignment, Regional staff will work with staff from the City of Vaughan, Toronto and Region Conservation Authority and Ontario Heritage Trust to accommodate their requirements.

7. CONCLUSION

It is recommended the consulting assignment for the detailed design for Major Mackenzie Drive improvements from the CP Railway crossing to Islington Avenue be awarded to AECOM Canada Ltd. as the successful proponent under Request for Proposal P-12-30.

For more information on this report, please contact Brian Titherington, Director, Roads at extension 5901.

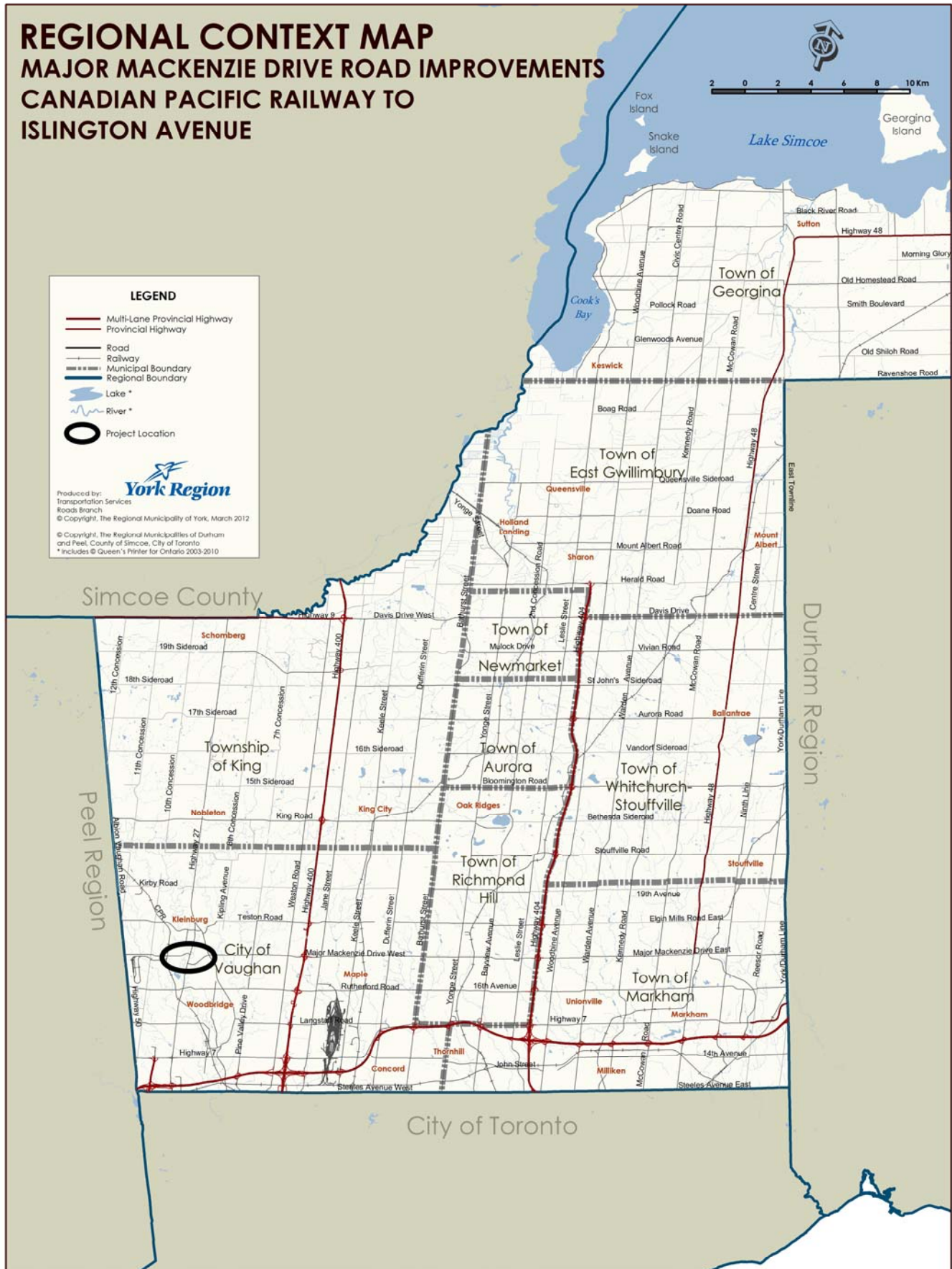
The Senior Management Group has reviewed this report.

(The two attachments referred to in this clause are attached to this report.)

REGIONAL CONTEXT MAP

MAJOR MACKENZIE DRIVE ROAD IMPROVEMENTS

CANADIAN PACIFIC RAILWAY TO ISLINGTON AVENUE





LOCATION PLAN

EXISTING AND PROPOSED ALIGNMENT

RFP P-12-30 DETAILED DESIGN

MAJOR MACKENZIE DRIVE FROM CPR TO ISLINGTON AVENUE

City of Vaughan

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