

Report No. 2 of the Commissioner of Transportation Services was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on December 17, 2015.

Consultant Selection for Environmental Assessment Studies
16th Avenue from Yonge Street to Woodbine Avenue and
16th Avenue from Woodbine Avenue to York/Durham Line
Town of Richmond Hill and City of Markham

1. Recommendation

It is recommended that:

1. Council approve the award of the contract for Environmental Assessment Studies for road improvements on 16th Avenue (Y.R. 73) from Yonge Street (Y.R. 13) to Woodbine Avenue (Y.R. 8) in the Town of Richmond Hill and City of Markham and 16th Avenue (Y.R. 73) from Woodbine Avenue (Y.R. 8) to York/Durham Line (Y.R. 30) in the City of Markham to HDR Corporation, pursuant to Request for Proposal (RFP P-15-161) at a total cost of \$1,699,871, excluding HST, and authorize the execution of the contract on behalf of the Region.

2. Purpose

This report seeks approval for the Region to enter into a contract with HDR Corporation for the Environmental Assessment Studies for road improvements on 16th Avenue from Yonge Street to Woodbine Avenue in the Town of Richmond Hill and City of Markham; and 16th Avenue from Woodbine Avenue to York/Durham Line in the City of Markham.

In accordance with the Region's Purchasing Bylaw, Council authorization is required when a Request for Proposal has been issued and the highest scoring proposal is not the proposal with the lowest overall cost. A location plan is shown in Attachment 1.

3. Background

Investing in transportation infrastructure is a key component of managing growth and ensuring economic prosperity

By 2041, York Region is projected to grow to 1.8 million people and 900,000 jobs. Building and linking complete communities, providing live/work opportunities, promoting efficient goods movement, and investing in the necessary infrastructure to ensure economic prosperity are key components in managing growth and ensuring a prosperous future. Road improvements to increase capacity on the existing road network are important parts of planning for the Region's future.

The need for capacity improvements along 16th Avenue is identified in the Region's Transportation Master Plan

16th Avenue is a major east-west corridor in the Region. The Region's 2009 Transportation Master Plan identified the need for capacity improvements along 16th Avenue. Improvements will serve to increase east-west capacity within the Region's arterial network, accommodate growth and improve overall network connectivity.

The function of streets in the Region is to move people and goods while accommodating greater mobility for all road users

The planning and design of streets are becoming more complex. The function of streets has shifted from primarily serving single occupant motorists to accommodating all road users, including transit users, pedestrians and cyclists. The Region is challenged with providing additional infrastructure within the limited space available in the road rights-of-way, while being sensitive to minimizing impacts to the communities.

The Region will take this context sensitive approach in planning improvements on 16th Avenue.

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4. Analysis and Options

The Region's standard process for procuring engineering services was followed

The Region's standard process for procuring engineering services was followed, and included the following five phases:

- Issue a Request for Pre-Qualification (RFPQ)
- Issue Request for Proposals (RFP) to four highest scoring firms from pre-qualification
- Evaluate proposals using a two-envelope (technical and financial) system
- Combine technical and financial scores to achieve a total score
- Award project to the highest total score

Supplies and Services Branch issued an RFPQ on July 29, 2015 for Engineering Services. Eight engineering consulting firms submitted expressions of interest.

Supplies and Services Branch further issued an RFP 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-15-161 were:

1. AECOM
2. CIMA Canada Inc. (CIMA)
3. HDR Corporation (HDR)
4. Stantec Consulting Ltd. (Stantec)

The proposal by CIMA was not accepted because it arrived after the RFP closing deadline.

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

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The proponents, their technical scores and proposed upset limit fees are shown 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)
HDR Corporation	59	\$1,699,871	18	77
AECOM	48	\$1,550,909	20	68
Stantec Consulting Ltd.	48	\$2,517,332	12	60

The proposal from HDR achieved the highest total score in response to RFP P-15-161

The proposal from HDR scored the highest technical score relative to the proposals from AECOM and Stantec showing better understanding of key issues and details including:

- Better project understanding/scope
- Better approach to addressing key project challenges
- Well-detailed budget development and control mechanisms

Link to key Council-approved plans

Vision 2051 – Goals addressed by this project include livable cities, complete communities and interconnected systems for mobility through a network of complete streets.

The 2015 to 2019 Strategic Plan – The 16th Avenue project will provide needed infrastructure to support growth in the Town of Richmond Hill and City of Markham.

Pedestrian and Cycling Master Plan – Cycling facilities to be considered part of the 16th Avenue project will promote active transportation.

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5. Financial Implications

The total upset limit fee of \$1,699,871 will be funded 90 per cent from development charges and 10 per cent from tax levy

The upset limit fee for the Environmental Assessment Studies is \$1,699,871, excluding HST. The Environmental Assessment costs for this project are included in the 2016 10-Year Capital Budget, and the upset limit is within the approved Capital Spending Authority. All expenditures for this project will be funded 90 per cent from development charges and 10 per cent from tax levy.

6. Local Municipal Impact

Throughout the course of the Environmental Assessment, Regional staff will work with staff from the Town of Richmond and City of Markham to address any local municipal requirements including sidewalks, street lights and local municipal infrastructure such as watermains.

7. Conclusion

Proposals from three consultants for the provision of professional engineering services were evaluated in accordance with Regional policy, bylaws and practices. The proposal submitted by HDR achieved the highest technical score, had the highest total score and best overall value to the Region.

It is recommended the consulting assignment for the Environmental Assessment Studies of 16th Avenue, from Yonge Street to Woodbine Avenue, in the Town of Richmond Hill and the City of Markham, and 16th Avenue from Woodbine Avenue to York/Durham Line in the City of Markham, be awarded to HDR as the successful proponent under RFP P-15-161.

For more information on this report, please contact Salim Alibhai, Director of Capital Planning and Delivery at ext. 75229.

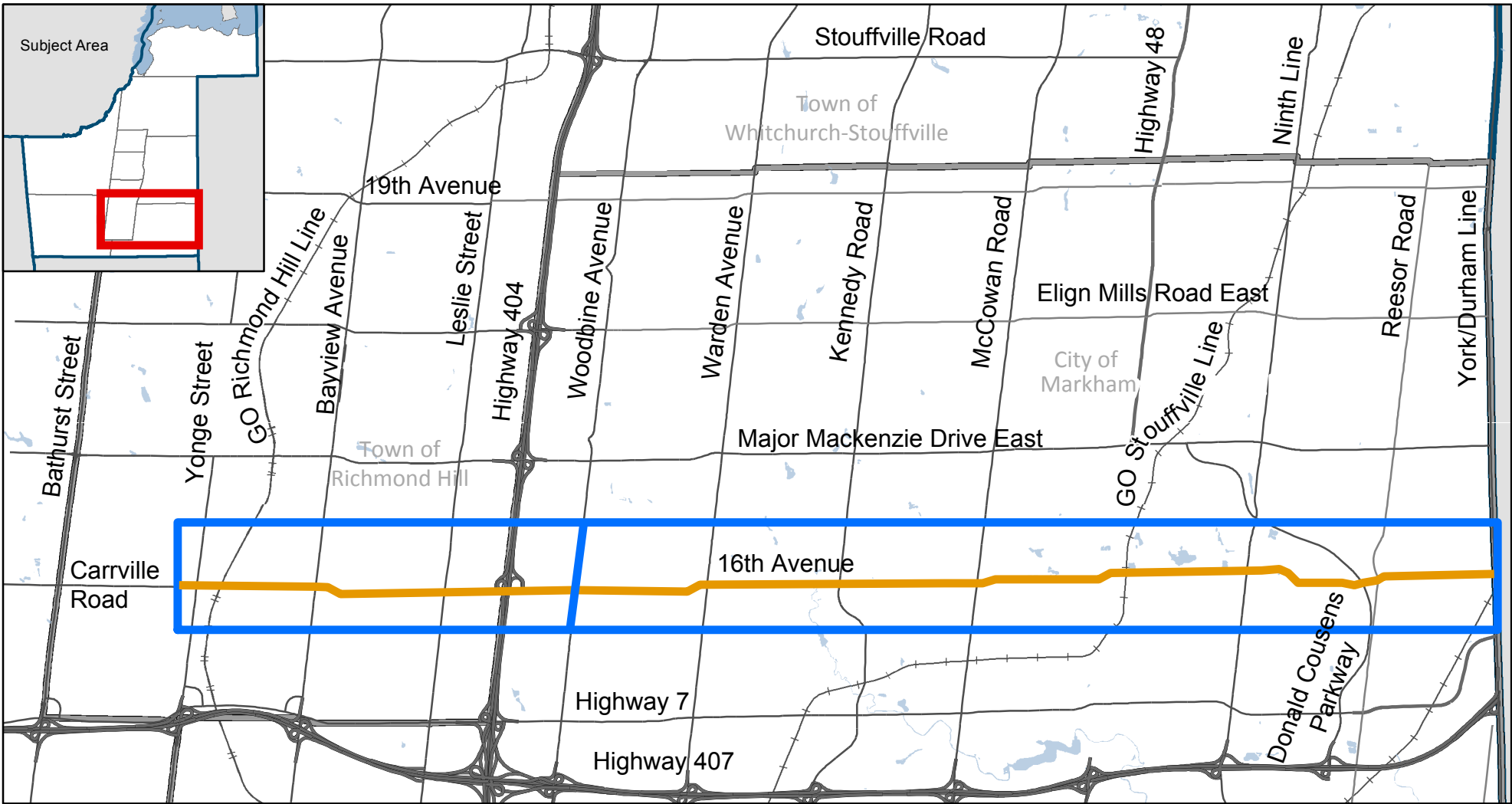
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December 8, 2015

Attachment (1)

#6463609



Accessible formats or communication supports are available upon request



**16th Avenue Between Yonge Street and Woodbine Avenue
 16th Avenue Between Woodbine Avenue and York/Durham Line
 Municipal Class Environmental Assessment Studies**

Study Area (Town of Richmond Hill/City of Markham)
 December 17, 2015

Legend

-  Study Area
-  16th Avenue Study Corridor

Produced by:
 The Regional Municipality of York
 Capital Planning and Delivery, Transportation Services
 December 2015

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