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CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: May 3, 2007
Author: Dale Bracewell
Phone No.: 604.871.6440
RTS No.: 06720
VanRIMS No.: 03-1200-11
Meeting Date: May 15, 2007

TO: Vancouver City Council

FROM: General Manager of Engineering Services
Manager of Materials Management

SUBJECT: Award of Contract for RFP #PS07050 - Consulting Services for the Preliminary Engineering and Design for Phase Zero of the Downtown Streetcar Project

RECOMMENDATION

- A. THAT, subject to the conditions set out in Recommendations B, C, and D, Council authorize a contract with Hatch Mott MacDonald to provide professional engineering services for the Preliminary Engineering and Design for Phase Zero of the Downtown Streetcar Project from Granville Island to Science World at an estimated cost of \$283,301 plus applicable taxes, with funding to be provided from the 2005 Engineering Capital Budget, subject to a contract satisfactory to the Director of Legal Services, the General Manager of Engineering Services, and the Manager of Materials Management.
- B. THAT, the Director of Legal Services be authorized to execute and deliver on behalf of the City all legal documents required to implement Recommendation A.
- C. THAT, all such legal documents be on terms and conditions satisfactory to the General Manager of Engineering Services, Manager of Materials Management, and the Director of Legal Services.
- D. THAT, no legal rights or obligations will be created by Council's adoption of Recommendation A, B and C above unless and until such legal documents are executed and delivered by the Director of Legal Services.

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services and the Manager of Materials Management recommend approval of Recommendations A through D.

COUNCIL POLICY

Consultant agreements exceeding \$30,000 require Council Authorization. Contracts are to be awarded on the basis of best overall value for the City.

In October 2006, Council approved the next steps of the Downtown Streetcar project including a budget of \$300,000 for completing more detailed design for the section from Granville Island to Science World, including a maintenance facility.

PURPOSE

The purpose of this report is to seek Council authority to engage Hatch Mott MacDonald to conduct Professional Engineering Services for the Preliminary Engineering and Design for Phase Zero of the Downtown Streetcar Project from Granville Island to Science World at an estimated cost of \$283,301 plus applicable taxes.

BACKGROUND

The Vancouver Transit Strategy provides the City with a comprehensive long term plan for future city and regional transit services. Some progress has been made on each of the City's transit initiatives and all will need to be completed to achieve our citywide transit mode split targets and to make transit a preferred mode choice for all types of trips.

In 2002, Council affirmed its first priority of the transit strategy is the trolley fleet replacement and expansion of bus service which is now underway. The Vancouver-UBC Area Transit Plan is being implemented and the Canada Line is under construction. The two key remaining transit strategy initiatives yet to be realized are the extension of rapid transit to Central Broadway and the Downtown Streetcar.

In 2006, Council affirmed that the extension of the Millennium Line along the Broadway Corridor remains the City's highest transit priority. Council also directed staff to continue the Downtown Streetcar project by seeking Senior Government funding, undertaking a public process, and exploring innovative funding options. Council also approved a budget of \$300,000 to complete more detailed design for the Phase Zero section from Granville Island to Science World, including a maintenance facility.

The Downtown Streetcar is a proposed new transit system that may one day provide a level of service and capacity between that of local bus and regional-scale rail transit (e.g. SkyTrain or the proposed Evergreen Line). Modern streetcars provide the capacity and priority necessary to attract new transit riders while enhancing liveability in the neighbourhoods they serve. The Downtown Streetcar is an important element of a sustainable transportation system that will support the Southeast False Creek (SEFC) neighbourhood. An expanded rail infrastructure would also support Vancouver's EcoDensity initiative.

DISCUSSION

Recently completed streetcar studies for Vancouver include updates to ridership, revenue, and cost estimates. Given the immediate timing of construction of both Southeast False Creek and the Olympic Village Canada Line station, it is important to finalize more detailed design that accommodates the future streetcar while minimising construction costs and neighbourhood impacts. However, staff cautions that the Downtown Streetcar as envisioned will not be a project easily or quickly realized. The success of the Downtown Streetcar as a transit system - ridership and financial - will depend on full integration with the regional transit system. To date, there is no commitment by TransLink or other potential funding partners to move the system to the next stage of development, even if that is restricted to the current Granville Island to Science World right of way.

The streetcar system could begin with the 3-km section (Phase Zero) from Granville Island to Science World. This section could be upgraded from the existing Downtown Historic Railway to a modern streetcar system for approximately \$60 million (estimated in 2005 dollars). A streetcar connecting Granville Island to Science World could produce significant ridership, (Granville Island has more than 10 million visitors a year) and it would provide a direct connection to two regional rapid transit lines - the Canada Line and the Expo Line.



In January 2007, the City issued an Expression of Interest (EOI PS07003) for Consulting Services for the Preliminary Engineering and Design for Phase Zero of the Downtown Streetcar Project. The EOI was advertised on the City's website, the BC Purchasing Commission's website and the Canadian Urban Transportation Association's website. In addition to notifying incumbent suppliers to the City and other well known vendors an advertisement was placed in the Vancouver Sun. A total of seven companies submitted expressions of interest.

The scope of the preliminary engineering and design generally includes providing revised cost estimates and civil design plans for the Downtown Streetcar from Granville Island to Science World. This includes but is not limited to plan and profile drawings and typical sections of sufficient detail to make project-funding decisions based on high priority engineering and design issues and current construction timelines.

Prior to reviewing the proposals, the General Manager of Engineering Services and the Manager of Materials Management developed an evaluation matrix to pre-qualify three consulting companies to receive the Request for Proposals (RFP). The Matrix compared the proponents' project teams, general proposal contents and proposal details. Proponents were scored out of a total of 100 points.

An evaluation team composed of Engineering Services, Central Area Planning, and Granville Island staff evaluated the proposals. The evaluation team ranked the EOI submissions and recommended the following teams as the most pre-qualified to complete the scope of work:

- Hatch Mott MacDonald in association with Via Architecture & ZGF, PBA Engineering Ltd, Anthony Steadman & Associates and iTRANS Consulting Inc.,
- HDR Engineering, Inc. in association with IBI Group, Inc. and LTK Engineering Services Inc.,
- SNC-Lavalin Inc. in association with Steer Davies Gleave, Zimmer-Gunsul-Frasca Architects - LLP and VIA Architecture.

The RFP was issued to the three pre-qualified teams and closed on April 4, 2007. The evaluation team evaluated the proposals to decide on a proponent to be recommended by the General Manager of Engineering Services. The evaluation process included reviewing the proposals, meeting to discuss the proposals, checking references, and interviewing each of the three consultant teams.

Based on the entire evaluation process, the team lead by Hatch Mott MacDonald emerged as the strongest proposal. Hatch Mott MacDonald has assembled a team of professionals with knowledge and experience in all areas required for this project. To supplement's Hatch, Mott MacDonald's experience in modern streetcar design, they have added Via Architecture & ZGF, PBA Engineering Ltd., iTRANS Consulting and Anthony Steadman & Associates to provide respective expertise in the areas of urban design, electrical/traffic signal design, ridership forecasting and cost estimation. The evaluation team noted that Hatch Mott MacDonald had a strong project manager with practical and recent modern streetcar experience who is local and available, the right balance of the needed preliminary engineering and civil design supported by urban design, and added value services such as a streetcar safety audit, life cycle costing, and European streetcar knowledge.

The evaluation team was unanimous in recommending that Hatch Mott MacDonald be retained for the project. Therefore, staff is recommending that Hatch Mott MacDonald be awarded a contract for engineering consulting services up to an estimated cost of \$283,301 plus applicable taxes (Recommendation A).

FINANCIAL IMPLICATIONS

Funding for this streetcar design consultancy was approved by Council on October 5, 2006. A total of \$300,000 funding is provided in the 2005 Engineering Streets Budget for the detailed design of the Downtown Streetcar.

CONCLUSION

Staff recommend that the contract for Consulting Services for the Preliminary Engineering and Design for Phase Zero of the Downtown Streetcar Project (Granville Island to Science World) be awarded to Hatch Mott MacDonald. The Hatch Mott MacDonald proposal and consultant team provides the overall best value to the City for the required scope of work and previously approved budget of \$300,000.

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