

STAFF REPORT: ENGINEERING AND PUBLIC WORKS DEPARTMENT



REPORT TO: Infrastructure & Recreation Committee
MEETING DATE: September 8, 2009
REPORT NO.: EPW.09.075
SUBJECT: Town Comprehensive Transportation
 Strategic Plan – Consultant Fee Increase
PREPARED BY: Reg Russwurm – Director of Engineering
 and Public Works

A. Recommendation

THAT Council approve increasing the upset fee estimate for Earth Tech Canada Ltd to provide additional services for the Comprehensive Transportation Strategic Plan by \$18,280 from \$196,080.00 to \$214,360.00 as outlined in Report EPW.09.075 “Town Comprehensive Transportation Strategic Plan – Consultant Fee Increase”.

B. Background

In March 2008, the Town retained Earth Tech Canada Ltd to undertake the Town’s Comprehensive Transportation Strategic Plan in partnership with Grey County and the Ministry of Transportation (MTO) as recommended in Report EPW.08.26. This report is provided as Attachment 1 for information.

In January 2009, the MTO confirmed that they wished to have additional work completed related to additional traffic modelling and signal warrant assessments done along Highway 26 for an upset fee of \$18, 280 excluding GST.

The original assignment as awarded in March 2008 included a fee contingency of \$20,000. Staff are unable to apply the MTO costs against the fee contingency because Town Staff have recently completed negotiations with the Consultant for additional study work in an amount of \$18,570. This additional work was required for modelling effort related to the assessment of more intersections than first contemplated, re-analysing modelling results due to changes in planning figures and additional effort at Public Information Centres not originally budgeted. The study is close to completion and there is no expectation that additional fees will be warranted.

Staff recommend increasing the upset fee estimate for Earth Tech Canada Ltd to provide additional services for the Comprehensive Transportation Strategic Plan by \$18,280 from \$196,080.00 to \$214,360.00 to provide for the additional work requested by MTO.

C. The Blue Mountains' Strategic Plan

Town's Strategic Plan Goal # 2 "Addressing the Town's Municipal Infrastructure needs" is in part satisfied by the recommended action.

D. Environmental Impacts

none

E. Budget Impact

There is no net budget impact because the additional costs of \$18,280 will be fully reimbursed by MTO.

F. Attached

1. Attachment 1 – Report EPW.08.26, Town Comprehensive Transportation Strategic Plan – Consultant Selection to Engineering and Public Works Committee, March 10, 2008

Respectfully submitted,

Reg Russwurm
Director, Engineering and Public Works

For more information, please contact:

Reg Russwurm
rrusswurm@thebluemountains.ca
(519) 599-3131 x260

STAFF REPORT: ENGINEERING AND PUBLIC WORKS DEPARTMENT



REPORT TO: **Council**
MEETING DATE: **March 10, 2008**
REPORT NO.: **EPW.08.26**
SUBJECT: **Town Comprehensive Transportation
Strategic Plan – Consultant Selection**
PREPARED BY: **Reg Russwurm, Director of Engineering
and Public Works**

A. Recommendation

THAT Council approve retaining Earth Tech Canada Ltd to provide engineering services to undertake the Town Comprehensive Strategic Transportation Plan in the amount of \$196,080.00 consisting of \$176,080.00 upset fee estimate plus \$20,000.00 fee contingency as outlined in Report EPW.08.26, and

THAT Council approve the Mayor and Clerk executing the Engineering Agreement for this assignment upon the recommendation of the Town Solicitor and the Director of Engineering and Public Works, and the endorsement of the County of Grey.

B. Background

The Town of The Blue Mountains (Town), the County of Grey (County) and the Ministry of Transportation (MTO), wish to develop a transportation plan to be known as The Town of The Blue Mountains Comprehensive Transportation Strategic Plan Report (BMTP Report). The purpose of the study is to conduct an area wide transportation review incorporating the short, medium and long-term transportation needs of the Town, County and MTO roads within the Town of The Blue Mountains for a 20-year period, in five year increments. The study area is the geographical area within the Town of The Blue Mountains and surrounding areas as necessary to assess how current and future development within the Town and area municipalities will impact on the functionality and service levels of the road systems of all three road jurisdictions located in the Town.

Several issues and recent events have brought the need for developing a Town wide transportation plan to the forefront and are as follows:

- The Town, County and MTO wish to prepare a Highway Access Management Plan (“HAMP”) to maintain or improve the safety, mobility and level of service along the Highway 26 corridor within the Town’s boundaries;
- MTO is currently carrying out the “Highway 26 Corridor Collingwood/Stayner Area Study Design Report” (MTO Highway 26 Study). The MTO Highway 26 Study area extends from Highway 26 east of Stayner westerly into The Town of The Blue Mountains to the west side of Thornbury. The MTO Highway 26 Study will outline the proposed scope for a subsequent MTO Class Environmental Assessment for Provincial Transportation Facilities (MTO Class EA);

- The Town and County wish to ensure the safety and functionality (Level of Service) on their roads. Rapid growth and development in the Town and surrounding areas gives rise to the following concerns:
 - Traffic congestion on Grey Road 19, Jozo Weider Blvd, Grey Road 21, Mountain Drive, Scenic Caves Road and other roads in the vicinity of the Blue Mountain Resort and Village, especially on winter weekends;
 - Increased residential, commercial, tourist, and flow through traffic on the Highway 26 corridor;
 - Intersection capacity problems with high turning movements at Grey Road 21(Osler Bluff Road) and Highway 26 at Craigleith as well as at the Grey Road 21 (Osler Bluff Road) and Grey Road 19 intersection;
 - Diversion of traffic onto County and local roads between Stayner and into the Blue Mountain Resort ski area to avoid a congested Highway 26 corridor;
 - Congestion in Thornbury on the Highway 26 Connecting Link due to traffic volumes and the bottle-neck effect of the Bruce St. intersection with its proximity to the two lane Beaver River Bridge;
 - Difficulty in accessing Highway 26 from intersecting County and Town side roads during periods of high volume traffic;
 - Increasing traffic volumes may result in an increase in the number of collisions on the existing road system; and,
- The Town has adopted a new Official Plan and related amendments which extend future growth patterns. In addition to addressing existing traffic concerns, this Transportation Plan is intended to support the recently approved Official Plan.

The BMTP Report will also be a key document for inclusion in the Development Charges Background Study (DC Study). The information regarding growth related roads will be compiled into a format that can be easily incorporated into the DC Study. In particular, the following will be documented: i) need for the road, ii) the overall cost of the works, and iii) the share split between existing deficiency and growth related. Information for inclusion in the DC Background Study will be provided to the Town by the end of September 2008. The Town will be pay for 100% of the cost of the DC related work.

The Town undertook detailed traffic counts and turning movement data collection at 9 selected intersections within the Town over the February 15 – 18th Family Day long weekend for use as background information. All associated costs for these traffic counts and others that may prove necessary will be included within the overall cost sharing arrangement.

This project will include the following major tasks:

- | | |
|---------|---|
| Task 1: | Project Initiation |
| Task 2: | Background Data Collection and Transportation Model |

Task 3:	Traffic Analysis and Forecast Development
Task 4:	Highway 26 Access Management Plan
Task 5:	Supporting Analysis for Development Charges
Task 6:	Public Consultation
Task 7:	Report Documentation

Consultant Selection

The Town prepared a Request for Proposal (RFP) and issued it on December 12, 2007. The Consultant selection was a two stage process. During the first stage, Letters of Interest were received from six Consultants and four Consultants were short-listed. In the second stage, the short-listed Consultants were asked to submit a Detailed Work Plan and Upset Fee Estimate in separate sealed envelopes. The Selection Team, consisting of Ken Teasdale (MTO), Gary Shaw (Grey County), Reg Russwurm (Town), Jim McCannell (Town) satisfied themselves that the proposals were complete. The Upset Fee Estimate envelopes were opened only once the quality factors were agreed upon.

Consultants were evaluated based on the following weighted evaluation factors:

<u>Quality Factors</u>	
Firm's Qualifications and Experience on Similar Projects	10%
Project Team's Experience	20%
Project Understanding and Approach	15%
Work Plan, Methodology and Quality Assurance Plan	20%
Project Schedule	10%
<u>Fee Factor</u>	25%
Total	100%

The Consultant achieving the highest combined weighted quality and fee factors was Earth Tech Canada Ltd (ETC) and therefore the Selection Team recommends retaining this firm in the amount of \$196,080.00 consisting of \$176,080.00 upset fee estimate plus \$20,000.00 fee contingency. C.C. Tatham and Associates Ltd. is a key sub-consultant to ETC and will play a significant role in the study.

C. The Blue Mountains' Strategic Plan

Town's Strategic Plan Goal # 2 "Addressing the Town's Municipal Infrastructure needs" is in part satisfied by the recommended action.

D. Budget Impact

The 2008 Capital Budget provides \$300,000 for this study shared equally between MTO, the County and the Town. The MTO has committed to \$100,000 and the County has committed to \$80,000 with a possibility that the value may be increased during the County's 2008 budget process.

The DC Study supporting information to be generated as part of this engineering assignment will be reimbursed 100% by the Town. The costs are eligible for cost recovery through the General Government DC Fund as this cost is considered a component of the study update.

The total project cost of the study is outlined below:

Engineering Fees		
Upset Fee Estimate	\$176,080	
Fee Contingency	\$20,000	
Total Fees	\$196,080	
Other Project Costs		
Est. Traffic Counting Costs	\$15,000	
Est. Misc Project Costs	\$5,000	
Total Estimated Cost	\$216,080	
Less DC related Fees	\$11,500	100% Town
Costs to be Shared	\$204,580	33% Town, MTO, County

The estimated cost for MTO and the County is \$68,193 (1/3 of \$204,580) and \$79,693 (\$68,193 plus \$11,500 for DC related work) for the Town.

E. Attached

None

Respectfully submitted,

Reg Russwurm
Director, Engineering and Public Works