

Metrolinx Lakeshore East Corridor
RFQ/RFP Documents and Procurement Process
Wednesday, June 20, 2018
Metrolinx
10 Bay St., Toronto, ON
9:00 a.m. - 11:00 a.m.

The purpose of this meeting is to walk the through the RFQ/RFP documents and processes. The community would like to understand how their input would be captured during the procurement phase, which includes noise and vibration mitigation during construction.

This meeting provides an opportunity for the CAC leadership to meet with Metrolinx staff, and our partners at Infrastructure Ontario, to discuss how the project in their communities will be tendered and procured.

- **Lakeshore East (LSE) Corridor West Expansion Project:** covers the area from Don River to Scarborough GO Station/Junction. This project is within the limits of the GO Expansion Package 1 which is network wide, and is 1 out of a total of 3 Packages. This LSE West Expansion Project is a Build Finance procurement contract, which involves early enabling works to prepare the trackbed for an additional track, expanding the corridor to allow for increased service.
- Lakeshore East Corridor is divided into 3 sections:
 - Lakeshore East (West Corridor Expansion - Eastern to Scarborough): work includes track grading (not new track), includes excavation and retaining walls along the corridor, revamp of Danforth station, expanding three bridge structures (Woodbine, Danforth and Warden) as well as modifying and underpinning Birchmount bridge.
 - Lakeshore East (Central Corridor - Scarborough GO Station to Guildwood GO Station)
 - Lakeshore East (East Corridor - Guildwood GO Station to Oshawa GO Station)
- Project Co. is the generic name that identifies the successful consortium constructor. PA is Project Agreement (which is essentially the contract).
- **Request for Qualifications (RFQ):** is the process where companies are pre-approved and shortlisted. The shortlist of companies has generally shown they can perform this type of work based on scale and scope. The evaluation criteria are shared with the bidders to give them an opportunity to submit their relevant expertise and qualifications. The RFQ stage allows for a screening process to remove companies

Attachments include:

- *Attachment A: Participant List*

due to conflicts of interest. Once shortlisted, qualified bidders can then move onto the Request for Proposals (RFP) stage.

- **Request for Proposals (RFP):** the RFP stage is another evaluation process whereby shortlisted bidders must demonstrate how they would manage detailed issues and work related specifically to the local area and community. The RFP includes a variety of constraints the bidding contractor must address - the constraints include items such as technical/commercial/construction constraints, permits, species at risk and noise and vibration, noise by-law, etc.
- There is an opportunity at the RFP stage to provide detailed concerns from the Community Advisory Committee to Metrolinx, who, would in turn can ask bidders how they will approach construction and address concerns.
- After the RFP closes, feedback can still be considered during negotiations with the contractor until Financial Close (the negotiation period takes about 5 months).
- Once Project Co. is on board as the successful constructor - Project Co. is held accountable and must be compliant to the contract. For example, a non-compliance report (NCR) can be enacted with financial penalty for violating constraints such as the noise by-law.
- There have been improvements with the RFP process since the Crosstown Light Rail Transit RFP 5 years ago and improvements since Crosstown leading to Hurontario Light Rail Transit RFP based on best practices and lessons learned.

Questions/Concerns from the Community Advisory Committee

1. Community Advisory Committee (CAC): Who do we contact with concerns during construction?

Metrolinx (Mx): any questions or concerns during construction go to Metrolinx Community Relations.

2. CAC: How will the community be made aware of retaining walls for feedback?

Mx: Through the CAC, the design excellence phase will provide design options for the community to provide input. Designs of noise walls are part of Package 3. Permanent Noise and Vibration mitigation options are part of package 3; however, we can continue to discuss additional/interim noise and vibration mitigation options through regularly held CAC meetings.

3. CAC: Is it possible to have someone else, instead of Metrolinx, pay for the environmental assessments on noise and vibration?

Infrastructure Ontario: The budget for the environmental assessments is funded/paid for by the Government and managed through Metrolinx.

Mx: Metrolinx hires an independent third party to perform the assessments.

Next Steps:

- RFQ: Local construction knowledge section - there is an opportunity to look at including considerations for Community Relations criteria in the future templates.

- Consider raising questions about updating the noise and vibration standards currently held by the Ministry of Environment.
- Infrastructure Ontario to explore if a redacted RFP template can be provided to the CAC for their input on community concerns including support services such as a 24-hour live hotline, etc.

Meeting Adjourned.

ATTACHMENT A: PARTICIPANT LIST

CAC Members

CHAIR - Yanina Espinoza - Old Riverdale Group
VICE CHAIR - Lynne Patterson - Riverside Community Group
SECRETARY - David Barr - Old Riverdale Group
Don Booth - Lakeshore East Rail Coalition
Alison McMurray - Danforth East Community Association
Gail Mason - Riverdale South Community Group

Metrolinx

Rawle Agard - Manager - Community Relations, LSE/USRCE/STVL
Houtan Moravej - Project Coordinator, RER-AFP Early Works
Teresa Ko - Communications Specialist, LSE/USRCE
Jody Robinson - Community Relations, LSE

Infrastructure Ontario

Terence Foran
Chris Turner