



THE REGIONAL MUNICIPALITY OF NIAGARA
PUBLIC WORKS COMMITTEE
FINAL AGENDA

PWC 9-2019

Tuesday, September 10, 2019

9:30 a.m.

Council Chamber

Niagara Region Headquarters, Campbell West

1815 Sir Isaac Brock Way, Thorold, ON

	Pages
1. <u>CALL TO ORDER</u>	
2. <u>DISCLOSURES OF PECUNIARY INTEREST</u>	
3. <u>PRESENTATIONS</u>	
3.1 <u>Modernizing the Blue Box and Special Advisor's Report on the Blue Box Mediation Process</u> Jennifer Mazurek, Program Manager, Waste Management	3 - 19
4. <u>DELEGATIONS</u>	
5. <u>ITEMS FOR CONSIDERATION</u>	
5.1 <u>PW 49-2019</u> Award of Contract 2019-T-210 Road Reconstruction of Regional Road 20 (West Street & St. Catharines Street), in the Township of West Lincoln	20 - 28
5.2 <u>PW 51-2019</u> Regional Road 56 (Collier Road) Parking Prohibition, City of Thorold	29 - 35
5.3 <u>PWC-C 23-2019</u> Recommendation for Consideration from the Waste Management Planning Steering Committee on August 26, 2019.	36 - 54

5.4 PW 52-2019 55 - 61
Award of Contract 2019-T-161 Phase 1: Grimsby Watermain Replacement

5.5 PW 50-2019 62 - 69
Award of Contract 2018-T-116 Niagara Falls Water Treatment Plant Phase II Upgrades

6. CONSENT ITEMS FOR INFORMATION

6.1 PW 53-2019 70 - 72
U-Pass Agreements 2019-2020

7. OTHER BUSINESS

8. CLOSED SESSION

8.1 PW 55-2019
A Matter Respecting Litigation and A Matter of Advice that is Subject to Solicitor-Client privilege under s. 239 (2) of the Municipal Act, 2001 - Rejection of Bids relating to 2019-T-161 Phase 1 Grimsby Watermain Replacement and 2018-T-116 Niagara Falls Water Treatment Plant Phase II Upgrades

8.2 PWC-C 24-2019
A Matter of Proposed or Pending Acquisition of Land by the Municipality - Amendment to PW 44-2019 – Sir Isaac Brock Way – 3550 Schmon Parkway

9. BUSINESS ARISING FROM CLOSED SESSION ITEMS

10. NEXT MEETING

The next meeting will be held on Tuesday, October 8, 2019 at 9:30 a.m. in the Council Chamber, Regional Headquarters.

11. ADJOURNMENT

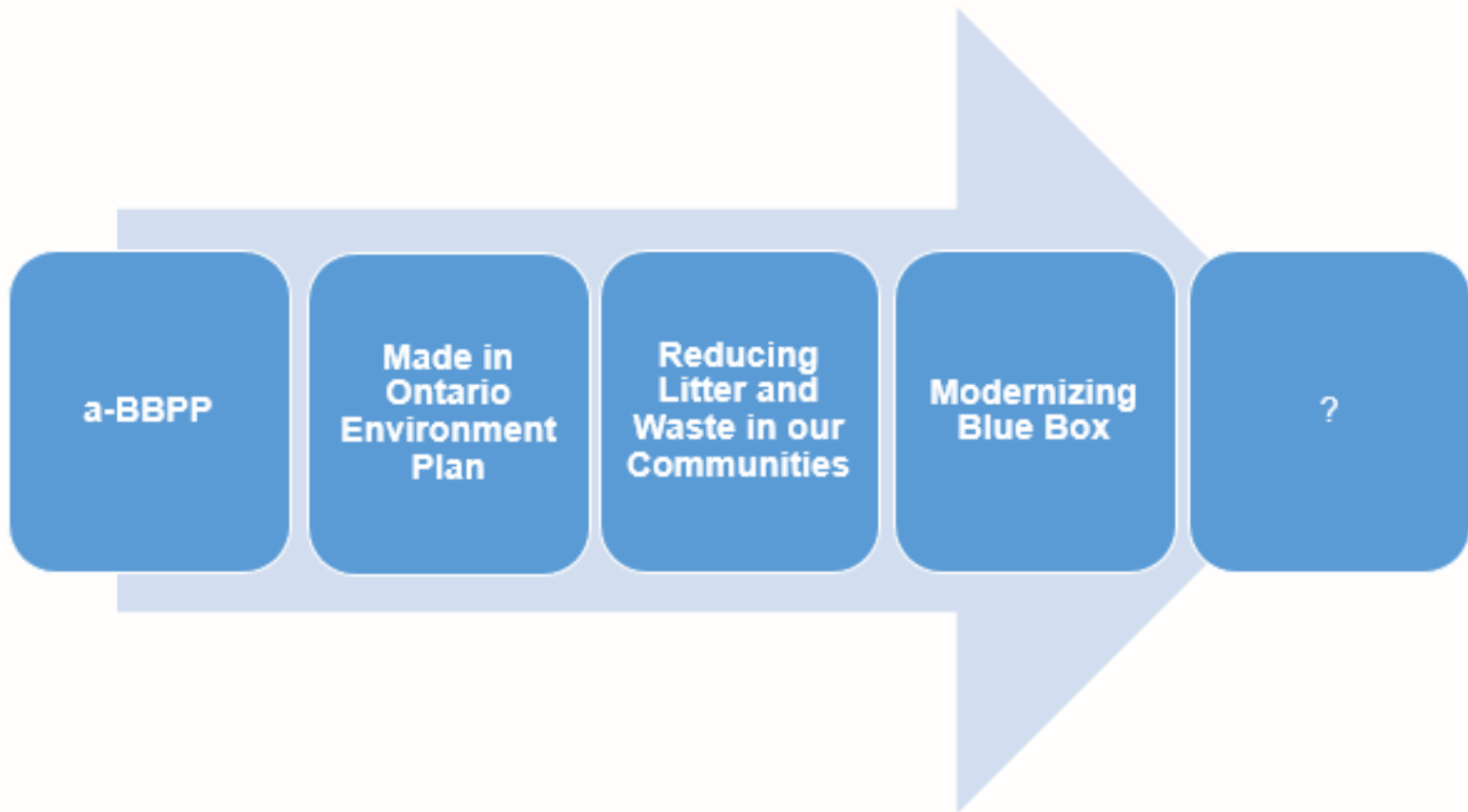
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Modernizing the Blue Box and Special Advisor's Report on the Blue Box Mediation Process

Public Works Committee

September 10, 2019

History



A Made-in-Ontario Environment Plan

- A Made-in-Ontario Environment Plan was released on November 29, 2018 with a 60 day review period
- Niagara Region's response incorporated input from Planning and Development Services, Public Works, Public Health and Emergency Services, and some Local Area Municipalities
- The plan focused on:
 - Protecting our Air, Lakes and Rivers
 - Addressing Climate Change
 - Reducing Litter and Waste in Our Communities & Keeping Our Land and Soil Clean
 - Conserving Land and Greenspace

Reducing Litter and Waste in Our Communities: Discussion Paper

- Delivering on the Made-in-Ontario Environment Plan, this paper was released on March 6, 2019
- Offers commitments aimed at reducing litter and waste including:
 - Reducing and diverting food and organic waste from households and businesses
 - Reducing plastic waste
 - Reducing litter in our neighbourhoods and parks
 - Increasing opportunities for the people of Ontario to participate in waste reduction efforts

Renewing the Blue Box: Final Report on the Blue Box Mediation Process

- New regulations needed to move the blue box program to producer responsibility
- Outstanding issues need to be addressed for an effective transition
- Mediation process
 - Seven key issues were identified for discussion
 - Modernizing Blue Box Stakeholder Webinar
 - After a six-week mediation, the message was clear – all participants want to begin the transition process

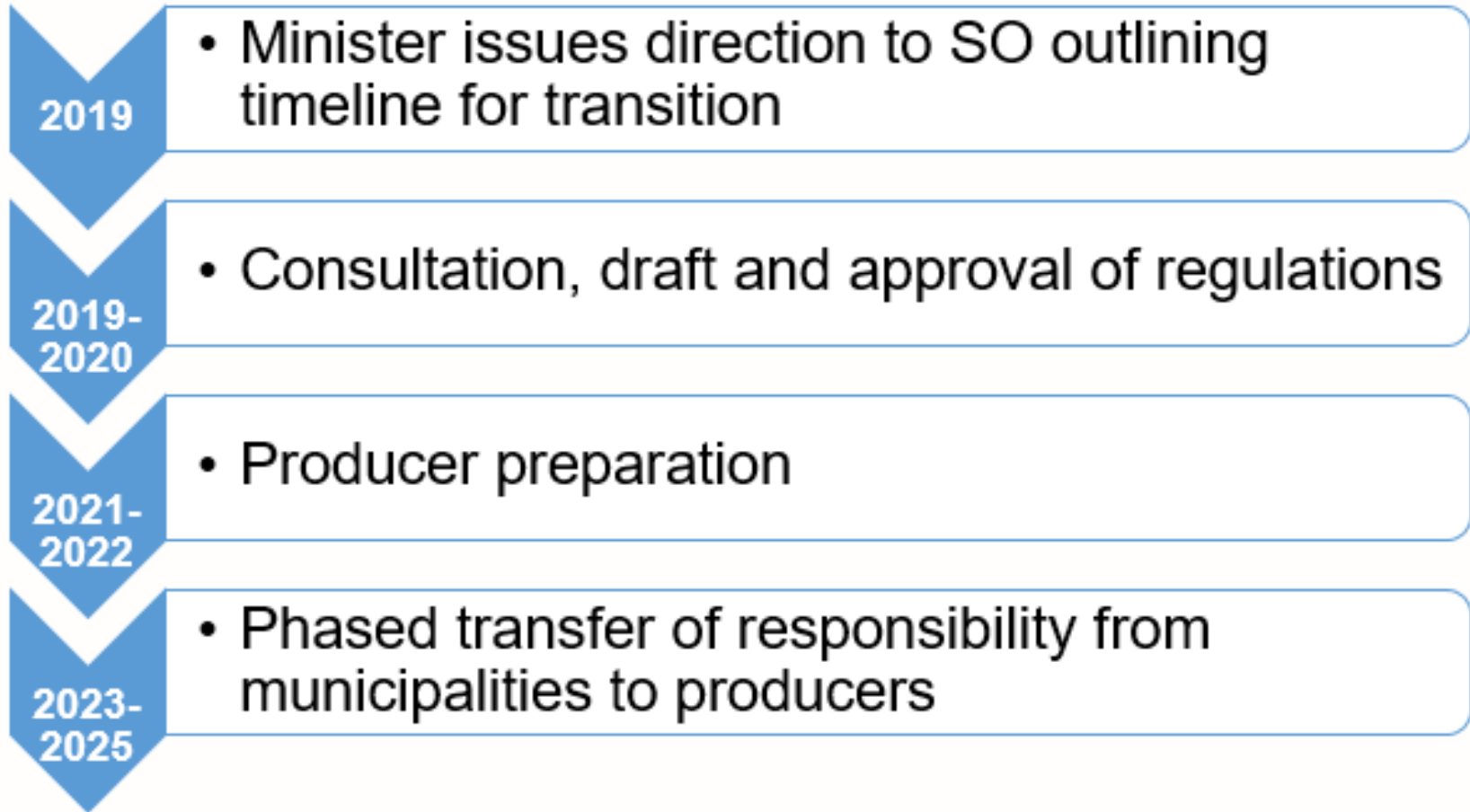
Modernizing Blue Box Stakeholder Webinar

- Presented on June 20, 2019
- Drivers for Change
 - (i) Improving recycling rates in Ontario – citizens and consumers are confused about what can or cannot be recycled
 - (ii) Taking control of escalating Blue Box costs
 - (iii) Both municipalities and producers desire change and support a shift to full producer responsibility
 - (iv) Providing certainty to support new investments and innovation
- Where is Ontario Heading?
 - (i) Mediation
 - (ii) Transition Direction and Regulation Making
 - (iii) Orderly Transition
 - (iv) Modernized Blue Box

Renewing the Blue Box: Final Report on the Blue Box Mediation Process

Recommendations

TOPIC 1: A measured timeframe for transition



TOPIC 2: Ensuring a common collection system

- Uninterrupted service for residents
- Blue Box collection must be maintained but producers need flexibility to collect some packaging through other methods
- Regulation-making process will be a critical step

TOPIC 3: Transitioning municipal assets

- Parties agreed that producers will have control when deciding which assets will be used
- Parties agreed that municipalities must be able to bid fairly on future services for producers and to decide whether, and how, their existing assets may be used as part of bids

TOPIC 4: Standardizing what's in the Blue Box

- Producers should have some flexibility in determining best way to achieve diversion goals, while maintaining responsibility for all printed paper and packaging
- Regulations should identify standard list of Blue Box materials

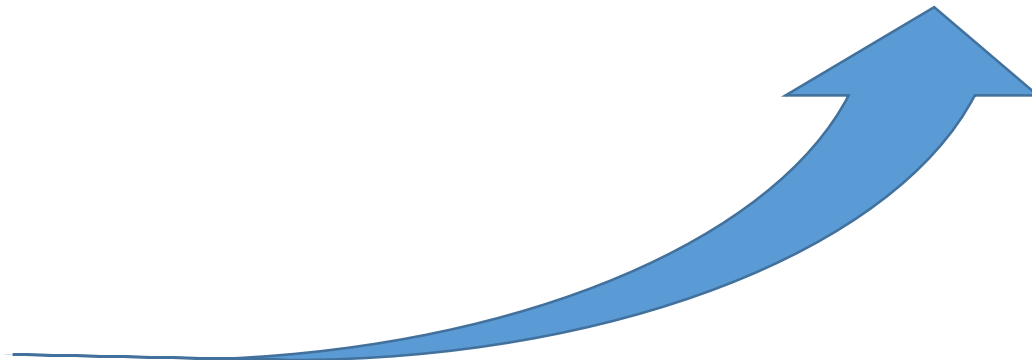


TOPIC 5: Determining eligible sources for Blue Box materials

- Confirmation of scope:
 - Through transition: Every Low-Density Residential (and similar) property with existing curbside service
 - After transition: Expand to Multi-Residential properties, parks and public spaces
 - Excluded: Industrial, Commercial and Institutional Properties

TOPIC 6: Setting effective diversion targets

- Province should consult to identify specific targets for different types of printed paper and packaging material
- Targets should progressively increase over time



TOPIC 7: Promoting increased diversion from landfill

- Diversion: Reduce, reuse, recycle

“Processes that continue to make materials available as a resource for new products or packaging”

- The Importance of Reduction:
The first “R”

“Where feasible, producer responsibility regulations should recognize and reward producers for reducing waste and improving their environmental performance”



TOPIC 8: Thinking bigger than the Blue Box

- Co-ordinated province-wide promotion and education is critical to make waste reduction part of everyday life
- Action is required at multiple levels of government and across ministries
- Strong action to reduce plastic pollution

Next Steps

- Stewardship Ontario must submit a plan to Resource Productivity and Recovery Authority by June 30, 2020
- The Blue Box Program will begin preparing for transition once the Resource Productivity and Recovery Authority approves the plan, no later than December 31, 2020

Questions?

Subject: Award of Contract 2019-T-210 Road Reconstruction of Regional Road 20 (West Street & St. Catharines Street), in the Township of West Lincoln

Report to: Public Works Committee

Report date: Tuesday, September 10, 2019

Recommendations

1. That Contract 2019-T-210 – Reconstruction of Regional Road 20 (West Street and St. Catharines Street) between South Grimsby Road 6 and Townline Road, in the Township of West Lincoln, **BE AWARDED** to Rankin Construction Inc., at their bid price of \$8,172,651.55 (including 13% HST); and
2. That the Gross Budget for – Phase 3 Roundabout at RR20 and South Grimsby Road 6 **BE INCREASED** by \$1,159,863.21 and that the increase **BE FUNDED** from the Capital Variance (CV) Reserve – Levy Project for \$900,000.00 and from Federal Gas Tax for \$259,863.21.

Key Facts

- The purpose of this report is to seek Council approval for an increase to the gross budget for project 20000141 (Phase 3 – Roundabout at RR20 and South Grimsby Road 6) and to approve the Tender Award of Contract 2019-T-210, to Rankin Construction Inc.
- The Purchasing and Execution Authority of the Niagara Region’s Procurement By-law states that the purchasing authority for competitive bid processes over \$5,000,000 is Council, which includes a contract award greater than \$5,000,000.
- The award of Tender comprises Phases 2 & 3 for the Regional Road 20 reconstruction program. See Appendix 1 for Staging of Works and Appendix 2 for Key Mapping.
- A public tender process was initiated and a total of three (3) bids were received with the lowest bid being \$7,232,435 (excluding 13% HST).
- A total of \$8,242,528 has been collectively approved in previous Capital Budgets for Phases 2 and 3: \$3,690,548 for project 20000681 (Phase 2 – Roundabout at RR20 and Townline Road) and \$4,551,980 for project 20000141 (Phase 3 – Roundabout at RR20 and South Grimsby Road 6).
- The increased project cost is due to design changes to accommodate utility relocates, property acquisition and contaminated materials within the roadway.

Financial Considerations

Council previously approved a budget of \$7,400,000, collectively, for Reconstruction of Regional Road 20 in the Township of West Lincoln: \$3,600,000 for project 20000681 (Phase 2); and \$3,800,000 for project 20000141 (Phase 3). This collective budget included funding for property acquisition, utility relocation, construction, contract administration and inspection, construction testing, internal staff time, contingency and the Township of West Lincoln's cost share of \$200,000.

A gross budget adjustment for \$842,528 was recently processed reflecting an increase in the Township of West Lincoln's cost sharing contribution from \$200,000 to \$1,042,528, thereby increasing the overall project budgets from \$7,400,000 to \$8,242,528 for additional works requested by the Township of West Lincoln; \$90,548 to Phase 2 and \$751,980 to Phase 3. The Township of West Lincoln has confirmed their agreement to the cost sharing of their contribution.

When reconciling the overall project costs to-date with the construction tender costs, changes in the design to accommodate utility relocates, property acquisition, contaminated materials within the roadway, a budget increase of \$700,000 is required to increase the total combined project budgets from \$8,242,528 to \$8,942,528. This will be achieved by funding from the Capital Variance – Levy Project in the amount of \$900,000 and Federal Gas Tax of \$259,863 to project 20000141 (Phase 3) – totalling \$1,159,863. A return of funds to the Capital Variance – Levy Project of \$200,000 and return of \$259,863 to Federal Gas Tax from project 20000681 (Phase 2) – totalling \$459,863, will partially offset the gross budget increase requested to project 20000141 (Phase 3).

Appendix 3 shows the breakdown of the associated costs with each Phase of the project with a total net budget increase of \$700,000 overall between the two projects.

It should be noted that from January 1, 2019 to July 24, 2019, Transportation Services division has returned \$4,980,834 to Capital Variance – Levy Project and requested \$1,609,414 from Capital Variance – Levy Project resulting in a net return of \$3,371,420 to the Capital Variance - Levy Project. At August 15, 2019, the Capital Variance - Levy Project has an uncommitted balance of \$1,285,420.

The total gross budget between both projects (Phase 2 and Phase 3) if this budget increase request is approved will be allocated between the Region and Township of West Lincoln as follows:

- Region's Transportation share is \$7,900,000;
- Township of West Lincoln's share of \$1,042,528.

A full budget breakdown can be found in Appendix 3 Total Estimated Project Cost.

Analysis

Regional Road 20 is a major arterial road connecting the most easterly municipality of Niagara Falls through to the westerly limit of Hamilton with a portion of this roadway passing directly through the Township of West Lincoln.

The reconstruction of Regional Road 20 (West Street and St. Catharines Street) has been subject to a Municipal Class, Schedule "C" Environmental Assessment which was completed and filed in March, 2016. As part of that process three (3) Public Information Centers were held. There was also a fourth Public Information Centre held in April of 2019. The fourth Public Information Centre was held to inform the public of the proposed construction, utility relocations and property acquisitions. This Public Information Centre was held prior to the commencement of utility relocations.

Extensive utility relocations are anticipated within the coming months, which is reliant upon the acquisition of the properties, with the majority of the property acquisitions in the final stages of acquisition.

The proposed improvements for Regional Road 20 (West Street and St. Catharines Street) include the construction of two (2) roundabouts, one at South Grimsby Road 6, which will include the urbanization of the remaining section of the roadway towards the easterly limit of South Grimsby Road 5 (Phase 3). The other roundabout is being constructed at Townline Road with roadway improvements northerly to Industrial Park Drive (Phase 2). Additional works to be completed as part of this project are the installation of traffic signals at West Street and Griffin Street, including road improvements, sidewalk upgrades and the installation of a parkette at Griffin Street to be funded by the Township. Additional works requested by the Township and included within this contract are: the construction of a Parkette at Brock Street; upgrades to the landscaping within the roundabouts; upgraded decorative street lighting; and sidewalk upgrades on West Street between Griffin Street and the Township's new Multi-use Recreational Site.

Under the guidance of the Region's Procurement Department, Niagara Region advertised for Tender Call on June 20, 2019. Three (3) tenders were received and publicly opened on July 18, 2019. The Region's Procurement department has reviewed all of the tender submissions. All three (3) tenders included Addendums 1 & 2 and all three (3) submitted the necessary tender deposit and Agreement to Bond. There was one (1) mathematical error found in one (1) bid which had no bearing on the lowest bid received.

The total tendered amounts (before HST) are listed below in ascending order:

Contractor	Bid Price Received (excluding HST)	Corrected Amount (excluding HST)
Brennan Paving – Niagara, a division of Brennan Paving & Construction Ltd.	\$8,113,640.00	\$8,101,040.00
Norjohn Contracting & Paving Ltd.	\$7,270,685.00	\$7,270,685.00
Rankin Construction Inc.	\$7,232,435.00	\$7,232,435.00

Niagara Region’s consultant, Associated Engineering (Ont) Ltd., has advised that the tendered unit prices submitted by the low bidder, Rankin Construction Inc., are competitive. Staff therefore recommend that the low bid as submitted by Rankin Construction Inc., be accepted.

Alternatives Reviewed

Cancelling this tender was considered as an alternative. However, due to this being a priority partnership project with sensitive funding associated with the Township of West Lincoln’s portion of the project, it is not being recommended.

From a technical perspective, if this project does not proceed, the road condition will continue to deteriorate and the capacity issues will only increase.

Relationship to Council Strategic Priorities

Improving capacity and addressing road condition is an essential part of maintaining the Region’s road network and this vital program is closely tied to Strategic Priority 1 “Moving people and goods”. This road section is a major commercial corridor and with the increased capacity and condition this will assist the Region with Strategic Priority 4 “Positioning Niagara Globally”. Region Staff have put forward considerable effort to ensure a timely project to mitigate the impact on the public.

Prepared by:

Stephanie, Huppunen, C. Tech.
Project Manager
Transportation Engineering,
Public Works Department

Recommended by:

Catherine Habermehl
Acting Commissioner
Public Works Department

Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in consultation with Frank Tassone, Associate Director Transportation Engineering and Brian McMahon, Program Financial Specialist, and reviewed by Carolyn Ryall, Director Transportation Services.

Appendices

Appendix 1	Staging of Works	Page 6
Appendix 2	Key Map	Pages 7-8
Appendix 3	Total Estimated Project Cost	Page 9

PW 49-2019 APPENDIX 1

Staging of Works

**Contract 2019-T-210 Road Reconstruction of Regional Road 20
(West Street & St. Catharines Street), Between South Grimsby Road 6 & Townline Road
in the Township of West Lincoln**

The works for this project shall be performed over three (3) stages which span 2019 and 2020. An anticipated start to construction is October 7, 2019. A completion date of December 20, 2019 is targeted for all Stage 1 works (not limited to the Summary of Tasks as noted below).

Stage 1 works including base asphalt in roadways; all works within the Smithville Square Parkette have a mandatory completion date of December 20, 2019 including top asphalt.



The remainder of the works in the contract shall be completed by October 31, 2020 notwithstanding the Staging noted.

The stages and description for each is outlined below:

STAGE	DESCRIPTION	SUMMARY OF TASKS
Stage 1	Work to be performed in 2019	Construction of Smithville Square Parkette and gateway feature.
		Road reconstruction of RR20 (West Street) and RR14 (Station Street) intersection & portion of RR14. Inclusive of installation of traffic signal and parkette on the south-west corner. Exclusive of top asphalt.
Stage 2	Work to be performed in Spring 2020.	Road resurfacing and roadside improvements of RR20 (St. Catharines Street) between Industrial Park Road and Townline Road. Inclusive of installation of infrastructure for future traffic signal at Industrial Park Road.
		Road reconstruction of RR20 (St. Catharines Street) at Townline Road intersection. Inclusive of installation of roundabout.
Stage 3	Work to be performed in Summer 2020.	Road resurfacing and roadside improvements including sidewalk works on RR20 (West Street) between Wade Street and Station Street.
		Road reconstruction of RR20 (West Street) between South Grimsby Road 6 and South Grimsby Road 5. Inclusive of installation of roundabout.



LEGEND

-  Stage 1 Construction
Completion
December 20, 2019
-  Stage 3 Construction
Completion
October 31, 2020

PW 49-2019 APPENDIX 2

Key Map

Construction Staging

Contract 2019-T-210 Road Reconstruction of Regional Road 20 (West Street & St. Catharines Street)
Between South Grimsby Road 6 & Townline Road
in the Township of West Lincoln 26



LEGEND



Stage 2 Construction
Completion
October 31, 2020

PW 49-2019 APPENDIX 2

Key Map

Construction Staging

Contract 2019-T-210 Road Reconstruction of Regional Road 20 (West Street & St. Catharines Street)
Between South Grimsby Road 6 & Townline Road
in the Township of West Lincoln 27

**PW 49-2019 APPENDIX 3
Total Estimated Project Cost
Contract Award**

Contract 2019-T-210 Road Reconstruction of Regional Road 20 (West Street & St. Catharines Street), Between South Grimsby Road 6 & Townline Road, in the Township of West Lincoln

	Council Approved Budget	Budget Increase/ Reallocation	Revised Council Approved Budget	Expended & Committed as of 08/20/19	Contract Award/ Forecast	Budget Remaining
	(A)	(B)	(C) = (A)+(B)	(D)	(E)	(F) = (C)-(D)-(E)
<u>Total Estimated Project Cost (20000141)* (Roundabout at RR20 and South Grimsby Rd 6) - Phase 3</u>						
(a) Construction**						
i. Regional portion**	3,250,000	695,101	3,945,101		3,945,101	-
ii. Cost Sharing - Township of West Lincoln**	701,481		701,481		701,481	-
(b) Project Contingency	30,000	(30,000)	-		-	-
(c) Property Acquisition	200,000	(10,000)	190,000		190,000	-
(d) Consulting Engineering Services						
i. Detailed Design	290,000		290,000	279,841	10,159	-
ii. Contract Administration & Inspection		5,000	5,000		5,000	-
ii. Geotechnical Service-Quality Control		25,000	25,000		25,000	-
(e) Project Management (In-House) and Operations						
i. Contract Administration & Inspection (In-House)	30,000	46,715	76,715	4,331	72,384	-
(f) Traffic Signals and Signs						
i. Regional portion		48,047	48,047		48,047	-
ii. Cost Sharing - Township of West Lincoln						
(g) Utility Relocation		380,000	380,000		380,000	-
(h) Miscellaneous						
i. Regional portion						
ii. Cost Sharing - Township of West Lincoln	50,498		50,498		50,498	-
Total Estimated Project Cost (20000141)	4,551,980	1,159,863	5,711,843	284,171	5,427,672	-
<u>Total Estimated Project Cost (20000681)* (Roundabout at RR20 and Townline Road) - Phase 2</u>						
(a) Construction**						
i. Regional portion**	2,700,000	(230,165)	2,469,835		2,469,835	-
ii. Cost Sharing - Township of West Lincoln**	243,309		243,309		243,309	-
(b) Project Contingency	270,000	(270,000)	-		-	-
(c) Property Acquisition		60,000	60,000	141	59,859	-
(d) Consulting Engineering Services						
i. Detailed Design						
ii. Contract Administration & Inspection		5,000	5,000		5,000	-
ii. Geotechnical Service-Quality Control		25,000	25,000		25,000	-
(e) Project Management (In-House) and Operations						
i. Contract Administration & Inspection (In-House)	230,000	(157,196)	72,804	380	72,424	-
(f) Traffic Signals and Signs						
i. Regional portion	200,000	(41,478)	158,522		158,522	-
ii. Cost Sharing - Township of West Lincoln	29,994		29,994		29,994	-
(g) Utility Relocation		120,000	120,000		120,000	-
(h) Miscellaneous						
i. Regional portion		28,976	28,976		28,976	-
ii. Cost Sharing - Township of West Lincoln	17,246		17,246		17,246	-
Total Estimated Project Cost (20000681)	3,690,548	(459,863)	3,230,685	521	3,230,164	-
Total Estimated Project Cost Combined	8,242,528	700,000	8,942,528	284,692	8,657,835	-
<u>Total Estimated Project Funding Sources (20000141)* (Roundabout at RR20 and South Grimsby Rd 6) - Phase 3</u>						
Capital Levy	(1,225,000)		(1,225,000)	(1,225,000)	-	-
Capital Variance Project - Levy		(900,000)	(900,000)		(900,000)	-
Federal Gas Tax	(2,500,000)	(259,863)	(2,759,863)	(98,341)	(2,661,523)	-
Municipal Cost Sharing - Township of West Lincoln	(751,980)		(751,980)		(751,980)	-
Development Charges	(75,000)		(75,000)	(2,065)	(72,935)	-
	(4,551,980)	(1,159,863)	(5,711,843)	(1,325,406)	(4,386,437)	-
<u>Total Estimated Project Funding Sources (20000681)* (Roundabout at RR20 and Townline Road) - Phase 2</u>						
Capital Levy	(400,000)		(400,000)	(400,000)	-	-
Capital Variance Project - Levy		200,000	200,000		200,000	-
Federal Gas Tax	(3,000,000)	259,863	(2,740,137)		(2,740,137)	-
Municipal Cost Sharing - Township of West Lincoln	(290,548)		(290,548)		(290,548)	-
Development Charges						-
	(3,690,548)	459,863	(3,230,685)	(400,000)	(2,830,685)	-
Total Estimated Project Funding Sources Combined	(8,242,528)	(700,000)	(8,942,528)	(1,725,406)	(7,217,122)	-

* All costs include 1.76% non-refundable HST.

** Total Contract Cost includes both Regional and Municipal cost sharing amounts.

** Total Contract Award is equal to i) \$7,232,435.00 before tax; ii) \$7,359,725.86 including 1.76% non-refundable HST; iii) \$8,172,651.55 including 13% HST.

Subject: Regional Road 56 (Collier Road) Parking Prohibition, City of Thorold

Report to: Public Works Committee

Report date: Tuesday, September 10, 2019

Recommendations

1. That a parking prohibition **BE APPROVED** on both sides of Regional Road 56 (Collier Road) from St. David's Road to Sullivan Avenue.
2. That the necessary by-law **BE PREPARED** and **PRESENTED** to Council for consideration.

Key Facts

- The purpose of this report is to seek Council's approval for a parking prohibition on both sides of Collier Road between St. David's Road and Sullivan Avenue.
- City of Thorold Council approved report (PWCS2019-44) requesting Niagara Region to consider prohibiting parking along both sides of Collier Road between St. David's Road and Sullivan Avenue.
- Parking is presently permissible on both sides of Collier Road between St. David's Road and Sullivan Avenue; causing vehicles to cross the centreline when passing parked vehicles.
- Parking is presently prohibited on both sides of Collier Road between Sullivan Avenue and King's Highway 58 off ramp, with stopping prohibitions on both sides of the roadway in the vicinity of the school crossing at Monsignor Clancy Catholic School.

Financial Considerations

The costs to introduce the recommended parking prohibition through signage is minimal and will be accommodated within the 2019 Operating budget.

Analysis

The City of Thorold Council at its meeting of July 2, 2019 passed a resolution requesting Niagara Region to consider prohibiting parking along both sides of Collier Road between St. David's Road and Sullivan Avenue (Appendix 1). City of Thorold staff report (PWCS2019-44), Appendix 2, recommended prohibiting parking on both sides of Collier Road between St. David's Road and Sullivan Avenue. As part of the process, City staff held a PIC on April 19, 2019 to receive comments from residents on the matter.

Regional Road 56 (Collier Road) is a two-lane north-south arterial roadway having an urban cross-section with curb and gutter and a traffic volume of 4400 vehicles a day. The width of the roadway varies from 9.4 to 9.8 metres. The section between St. David's Road and Sullivan Avenue has a sidewalk on the east side, and the section between Sullivan Avenue and Richmond Street has sidewalks on both sides of the roadway.

The concerns brought forth were related to difficulties some residents had exiting their driveways due to vehicles parked on-street in very close proximity to the driveway accesses. Regional staff also observed that vehicles tend to cross the centreline when passing on-street parked vehicles.

Residential properties along the entire section of Collier Road between St. David's Road and Richmond Street are similar in nature having adequate parking space in their driveways. Since a parking prohibition already exists on both sides of Collier Road between Sullivan Avenue and King's Highway 58, staff are of the opinion that extending the parking prohibition northerly to St. David's Road will not negatively affect residents.

Based on the concerns presented by residents to the City of Thorold staff and motorists crossing the centreline when passing parked vehicles, staff are recommending that parking be prohibited on both sides of Collier Road from St. David's Road to Sullivan Avenue. This would provide a continuous parking prohibition along the entire section of Collier Road from St. David's Road to King's Highway 58.

Staff at the City of Thorold have been informed of the proposed recommendations and are in support.

Alternatives Reviewed

The City of Thorold staff considered prohibiting parking along the east side of the roadway and allowing parking along the west side of the roadway. This scenario would require the centreline to be offset. Due to the stopping prohibition near the school, the centreline would have to shift back and forth, not allowing for safe transitions.

Relationship to Council Strategic Priorities

This report is being brought forth by staff, as the result of a City of Thorold Council resolution. By improving public safety, it aligns with Regional Council's strategic priority in the safer Movement of People and Goods.

Other Pertinent Reports

City Council Approved Report, PWCS2019-44

Prepared by:

Marcelo Sanguenza
Traffic Operations Technician
Public Works

Recommended by:

Catherine Habermehl
Acting Commissioner
Public Works Department

Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

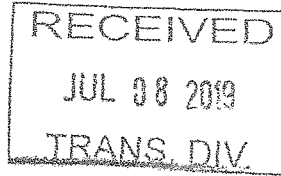
This report was prepared in consultation with Petar Vujic, Road Safety and Permits Program Manager, and reviewed by Carolyn Ryall, Director Transportation Services.

Appendices

Appendix 1	Map of Parking Prohibition	4
Appendix 2	City of Thorold Council Resolution and Staff Report	5

REGIONAL ROAD 56 (COLLIER ROAD)
PROPOSED PARKING PROHIBITION
CITY OF THOROLD





July 3, 2019

The Regional Municipality of Niagara
P.O. Box 1042
2202 St. Davids Road
Thorold, ON L2V 4T7

Attention: Mr. Sulaf Alkarawi
Associate Director of Transportation Planning

Dear Sir:

Re: Restricted Parking on Collier Road
Between St. David's Road and Sullivan Avenue

Council at its meeting of July 2, 2019 approved Report PWCS2019-44 by the Director of Public Works and Community Services (copy attached), which made the following recommendation:

“That City Council request Niagara Region to restrict parking for the section of Collier Road (Regional Road 56) between Sullivan Avenue and St. David's Road on both side.”

Should you have any questions or concerns please contact Adam Motchka at 905-227-3535.

Yours very truly,

Geoff Holman, C.E.T.,
Director of Public Works and Community Services

GH:am
Attach

c.c. M. Sanguenza, Traffic Operations Technician, Niagara Region
A. Motchka, Engineering Technician

Operations Department – Location – 1543 Beaverdams Road, Thorold, Ontario L2V 3Y7
Public Works: 905-227-3521 Email: pubworks@thorold.com
Engineering: 905-227-3535 Email: thoreng@thorold.com
Fax: 905-227-3666

City of Thorold

P.O. Box 1044, 3540 Schmon Parkway, Thorold, Ontario L2V 4A7

www.thorold.com

Tel: 905-227-8613



Title: Collier Road Parking (Sullivan To St. David's)
Report Number: PWCS 2019-44
Meeting Date: Tuesday, July 02, 2019
Report Prepared: Tuesday, May 28, 2019

RECOMMENDATION(S):

1. City Council request Niagara Region to restrict parking for the section of Collier Road (Regional Road 56) between Sullivan Avenue and St. David's Road on both sides.

REPORT:

City Council had brought a parking and safety concern to city staff in March in regard to a section of Collier Road (R.R 56) between Sullivan Avenue and St. David's Road. As this is a Regional Road city staff held a PIC on April 19, 2019 to access interest for no parking on Collier Road (R.R 56).

Staff proposed no parking on the East side of Collier Road (R.R 56) as the West side of the road would be better option to handle more parking as well as leave the fire hydrants on the East side road open for fire access as well as addressing the parking congestion and safety problem. City Staff received comments from residents both for and against this proposal with an equal interest split (Appendix A).

As there is no clear public decision that was reached at the PIC on April 19, 2019. City staff have reviewed the Niagara Regional Transportation Masterplan and the on going City of Thorold Transportation Masterplan, this states an Urban Narrow road is to have no parking on both sides of the road. City Staff recommend to restrict parking on both sides of the section of Collier Road (R.R. 56) between Sullivan Avenue and St. David's Road as per the Niagara Regional Transportation Master plan.

BUDGETARY STATUS:

N/A

STRATEGIC PLAN:

Provide effective public safety and emergency services

CANADIAN CONTENT:

N/A

ATTACHMENTS:

Appendix A Comments received April 17, 2019

PREPARED BY: “original signed” Adam Motchka, Engineering Technician

SUBMITTED BY: “original signed” Geoff Holman, Director of Public Works and Community Services

APPROVED BY: “original signed” Manoj Dilwaria, Chief Administrative Officer

MEMORANDUM

PWC-C 23-2019

Subject: Recommendation for Consideration from the Waste Management Planning Steering Committee meeting held August 26, 2019

Date: September 10, 2019

To: Public Works Committee

From: Ann-Marie Norio, Regional Clerk

At its meeting held on August 26, 2019, the Waste Management Planning Steering Committee passed the following motion for consideration by the Public Works Committee:

**Minute Item 3.1
Nespresso Recycling Program**

That staff **BE DIRECTED** to meet with Nespresso Canada to consider implementing the Nespresso “Green Bag” pod recycling program in Niagara Region and report back with options in January 2020.

Respectfully submitted and signed by,

Ann-Marie Norio
Regional Clerk

**THE REGIONAL MUNICIPALITY OF NIAGARA
WASTE MANAGEMENT PLANNING STEERING COMMITTEE
MINUTES**

**WMPSC 4-2019
Monday, August 26, 2019
Committee Room 4
Niagara Region Headquarters
1815 Sir Isaac Brock Way, Thorold ON**

Committee: Butters, Diodati, Edgar (Committee Vice-Chair), Fertich, Gibson, Rigby, Ugulini (Committee Chair), Witteveen

Absent/Regrets: Bellows, Bradley (Regional Chair)

Staff: M. Evely, Legislative Coordinator, C. Habermebl, Acting Commissioner, Public Works, E. Hughes, Waste Diversion Coordinator, J. Mazurek, Program Manager, Waste Management, A.-M. Norio, Regional Clerk, S. Tait, Manager, Waste Policy & Planning, A. Tyldesley, Associate Director, Waste Collection & Diversion

1. CALL TO ORDER

Committee Chair Ugulini called the meeting to order at 9:07 a.m.

2. DISCLOSURES OF PECUNIARY INTEREST

There were no disclosures of pecuniary interest.

3. PRESENTATIONS

3.1 Nespresso Recycling Program

Caroline Duguay, Director, Communications, Nespresso Canada, provided information respecting Nespresso Recycling Program. Topics of the presentation included:

- The Opportunity
- 3 Recycling Solutions
- Estimated Volumes

Moved by Councillor Diodati
Seconded by Councillor Edgar

That staff **BE DIRECTED** to meet with Nespresso Canada to consider implementing the Nespresso “Green Bag” pod recycling program in Niagara Region and report back with options in January 2020.

Carried

3.2 Modernizing the Blue Box and Special Advisor's Report on the Blue Box Mediation Process

Jennifer Mazurek, Program Manager, Waste Management, provided information respecting Modernizing the Blue Box and Special Advisor's Report on the Blue Box Mediation Process. Topics of the presentation included:

- Modernizing Blue Box Stakeholder Webinar
- Recommendations from the Final Report on the Mediation Process Including:
 - Standardizing what is in the Blue Box
 - Determining Eligible Sources for Blue Box Materials
 - Promoting Increased Diversion from Landfill
 - Timeframes and Next Steps

Councillor Information Request(s):

Provide information respecting implementing deposits for recycled plastic bottles. Councillor Witteveen.

3.3 Multi-Residential Eco-Ambassador Program Update

Emily Hughes, Waste Diversion Coordinator, provided information respecting Multi-Residential Eco-Ambassador Program Update. Topics of the presentation included:

- Program Creation
- Becoming an Eco-Ambassador
- Program Statistics
- Programs Costs and Next Steps

4. **DELEGATIONS**

There were no delegations.

5. **ITEMS FOR CONSIDERATION**

There were no items for consideration.

6. CONSENT ITEMS FOR INFORMATION

Correspondence Item WMPSC-C 28-2019 (Agenda Item 6.1) was considered separately.

Moved by Councillor Rigby
Seconded by Councillor Butters

That the following items **BE RECEIVED** for information:

WMPSC-C 29-2019
Q2 Recycling Centre End Market Updates

WMPSC-C 30-2019
2018 Waste Audit Results

WMPSC-C 31-2019
Multi-Residential Eco-Ambassador Program Update

WMPSC-C 32-2019
Modernizing Blue Box Program

Carried

6.1 WMPSC-C 28-2019
Councillor Information Request

Moved by Councillor Butters
Seconded by Councillor Diodati

That Correspondence Item WMPSC-C 28-2019, being a memorandum from L. Torbicki, Acting Director, Waste Management Services, dated August 26, 2019, respecting Councillor Information Request, **BE RECEIVED** for information.

Carried

7. OTHER BUSINESS

7.1 Region of Waterloo's Waste Management Diversion

Sherri Tait, Program Manager, Waste Management Services, informed Committee that the Region of Waterloo is now diverting 65% of waste from landfills.

7.2 Waste Collection Services Surrounding Pleasant Beach, Port Colborne

Councillor Butters requested information regarding possible waste collection services for residents in the Pleasant Beach area in Port Colborne. Catharine Habermebl, Acting Commissioner, Public Works, advised that she would be meeting with City of Port Colborne staff to discuss this issue and noted that the RFP for the new collection contract includes pricing for private laneway collection.

7.3 Curbside Waste Collection Contract

Councillor Witteveen enquired about the interest in the new curbside waste collection contract. Catharine Habermebl, Acting Commissioner, Public Works, advised that there has been strong interest.

7.4 Waste Management Advisory Committee

Councillor Rigby requested information respecting the Waste Management Advisory Committee. Sherri Tait, Program Manager, Waste Management Services, advised that a call for new members yielded minimal interest; therefore, staff are considering other options.

Committee members requested information on options to include citizen members on the Waste Management Planning Steering Committee.

8. **NEXT MEETING**

The next meeting will be held on Monday, October 28, 2019 at 9:00 a.m. in the Committee Room 4.

9. **ADJOURNMENT**

There being no further business, the meeting adjourned at 10:40 a.m.

—
Councillor Ugolini
Committee Chair

—
Mark Evely
Legislative Coordinator

—
Ann-Marie Norio
Regional Clerk



NESPRESSO CANADA



Who We Are

- Nespresso has been committed to pursuing sustainable solutions for more than 25 years.
- We launched our first recycling program in 1991 and have been investing in sustainability and recycling ever since, collaborating wherever possible with local partners and levels of government.
- Producer responsibility is at the core of Nespresso's business model.
- Our capsules are made of aluminum, an infinitely recyclable material considered one of the most valuable in the recycling ecosystem.



The Opportunity

We are requesting that the government actively support **public-private partnerships** between municipalities and companies like Nespresso, which could mitigate the quantity of single-use products in landfill and help improve waste diversion rates.

- Nespresso pays for the entire program. The province and municipalities would incur zero hard costs by participating in the Green Bag, meaning **taxpayers are off the hook for additional costs or fees.**
- The Green Bag program is an opportunity to **make recycling easier and more straightforward** for consumers, who want to do their part for the environment.
- The program would be an excellent candidate and case study for the government's commitment to cut red tape and clear the path for innovative pilot projects.



The Positive Cup – Ambitious 2020 Goals

COFFEE

100% sustainable coffee sources (from certified AAA farms)

- Over 93% of coffee sourced through the Nespresso AAA Sustainable Quality™ Program
- Over 100,000 AAA farmers in 13 countries
- Long-term partnerships with: Rainforest Alliance, FairTrade International, Technoserve, Pur Project, IUCN

ALUMINIUM

100% sustainably managed (sourced and recycled)

- Nespresso capsules made by Rio Tinto from the first-ever certified sustainable aluminum
- 95% of Canadian Nespresso club members have access to an easy recycling solution
- Aluminum from Nespresso capsules is given new life as various objects

CLIMATE

100% carbon-neutral footprint

- Operational carbon footprint fully inset
- Over 3.3 million trees planted since 2014 to build coffee farm and supply resilience
- Factories:
 - ✓ Zero waste to landfill achieved since 2014
 - ✓ 100% renewable electricity (as per RE100) since 2017
 - ✓ LEED certified in Romont, Switzerland



Nespresso's 3 Recycling Solutions

Accessible to 95% of Canadian consumers



The Black Bag

In-shop collection; return in-person to a Nespresso boutique or partner.



The Red Bag

Return via Canada Post mailbox or post office. Postage is pre-paid.



The Green Bag

Return capsules curbside by placing them in a sealed Green Bag, which is then placed directly in a blue bin.

Usage of Nespresso's Recycling Programs

% used it before



Directly in the recycling bin or bag at home via the green bag provided by Nespresso

87%



In mailboxes or Canada Post collection points (Uniprix, Pharmaprix, etc.) via the prepaid red bag provided by Nespresso

66%



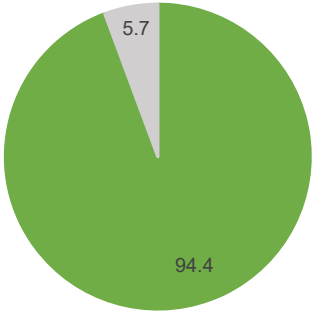
In all Nespresso boutiques or partner collection points (ex: The Bay) via the black bag provided by Nespresso

54%



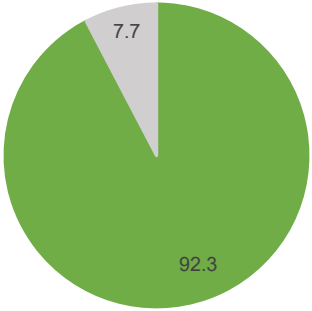
Pilot Project – Recovery Test Results

Recovery Rate
Sorting Center #1



■ % Recovered bags ■ % Unrecovered bags

Recovery Rate
Sorting Center #2



■ % Recovered bags ■ % Unrecovered bags

- Unrecovered bags
are found in:
- 1) The fibers (paper) 95%
 - 2) Containers 4%
 - 3) Landfill (unsorted bags) 1%

Green Bag in Action (continued)

The Green Bag program does not significantly increase contamination levels in municipal recycling facilities, with unrecovered Green Bags representing less than 0.02% of total treated material.

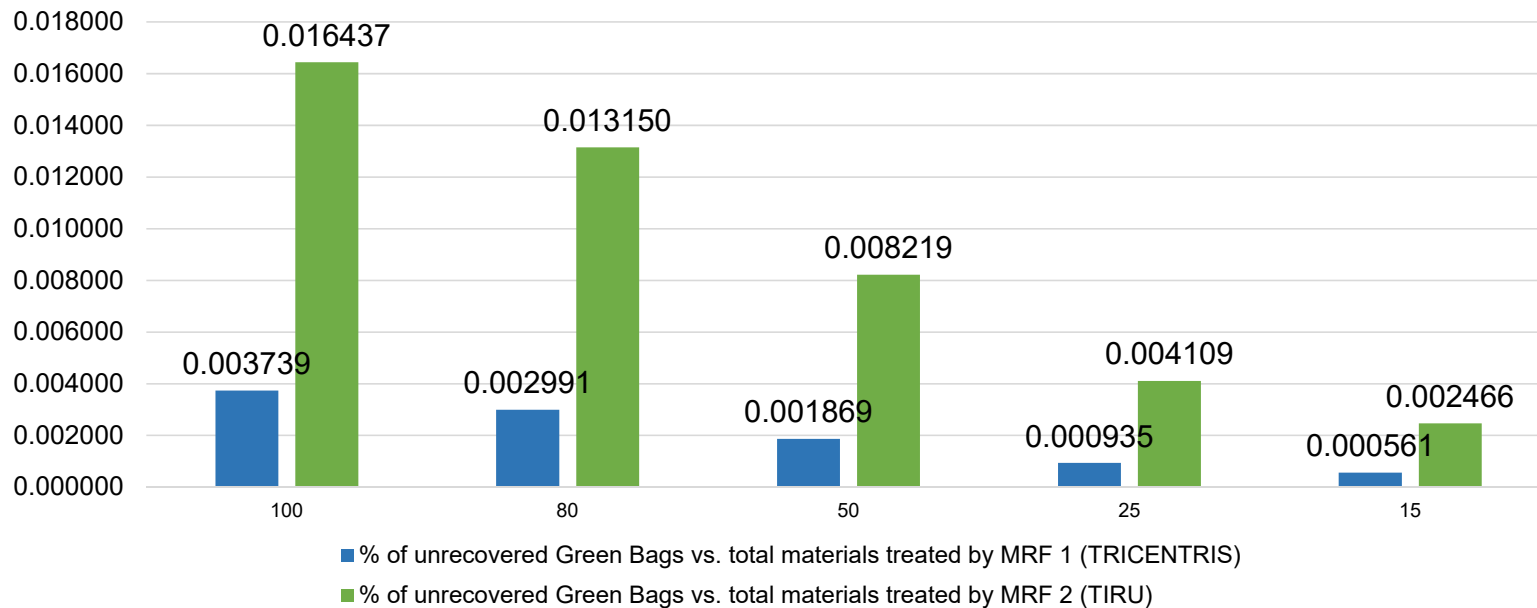


Chart illustrates the percentage of Green Bags that were not recovered compared to the total quantity of treated material, based on pilot data sourced from two Quebec-based MRFs.



Estimated volumes



3 500 Nespresso Club Members

Return Rate	Green Bags FY	Green Bags Monthly	Green Bags Daily	Green Bags Hourly	Tonnes/Year
100%	14379	1198	40	1.664	15.53
80%	11503	959	32	1.331	12.42
50%	7189	599	20	0.832	7.76
25%	3595	300	10	0.416	3.88
10%	1438	120	4	0.166	1.55

Success proof points

- Since its launch in April 2016, the Green Bag avoided **521 tons** of used capsules being sent to landfills, at no costs to Quebec & British-Columbia taxpayers.
- From 2017 to 2018, we noticed a **57% increase rate** of number of capsules returned with the Green Bag solution.
- **100% retention rate** of the solution with sorting centers, since launching.



Testimony

- « At the beginning, we weren't thrilled to received coffee capsules in our facilities, since their size is problematic to be sorted in a sorting center.
- However, everything changed when we learned that it was more likely that consumers would accumulate their Nespresso capsules and send them to the sorting center in a sealed bag specifically designed for this purpose.
- Collaborating with Nespresso for the design of the green bag we all know today has allowed us to ensure the project takes into account the reality of sorting centers and thus be able to transpose this idea is a successful project. It's even our sorters that determined the color of the bag, which would be easiest for them to spot amongst all the recyclable materials in front of them.
- The vast majority of bags are actually intercepted in the first sorting step, avoiding the rest of the processing chain. The integration of Nespresso capsules recovery requires very little adaptation to daily operations and allows the recycling of aluminum that was once destined to end up in landfills. »

- Frédéric Potvin, Managing Director – Tricentris Sorting Center



Why adopt the Green Bag?

- Simple and accessible solution for the citizens
- Higher recycled capsule rate
- Reduction of waste sent to landfill
- All costs incurred covered by Nespresso
- Contribution to the municipalities sustainability targets



Summary

- The public-private partnerships Nespresso is requesting could help improve waste diversion rates.
- Fully recyclable coffee capsules often end up in the garbage or as contaminants loose in recycling bins, costing governments money.
- Consumers want to be environmentally-friendly, but are much likelier to participate in recycling if it is kept simple and straightforward.
- The more challenging it is for people to access a recycling solution, the less likely they are to participate.
- The Green Bag program is a convenient sustainability solution with a track record of success in boosting recycling uptake.
- The program comes with no additional costs to government or fees for taxpayers.





THANK YOU

Subject: Award of Contract 2019-T-161 Phase 1: Grimsby Watermain Replacement

Report to: Public Works Committee

Report date: Tuesday, September 10, 2019

Recommendations

1. That Contract 2019-T-161 Phase 1: Grimsby Watermain Replacement between Murray Street and Baker Road North in the Town of Grimsby **BE AWARDED** to Baiocco Construction Corporation at their bid price of \$12,348,477 (including 13% HST).

Key Facts

- The purpose of this report is to seek Council's approval to award Contract 2019-T-161 Phase 1: Grimsby Watermain Replacement between Murray Street and Baker Road North in the Town of Grimsby.
- Schedule B of Niagara Region's Procurement By-law 02-2016 as amended February 28, 2019 requires Council approval for all tender awards in excess of \$5,000,000.
- Proposed works include replacement of 2.45 km of existing 500 mm diameter watermain with a new 750 mm diameter watermain along Regional Road 40 (South Service Road / Clarke Street) from Murray Street to Baker Road North.
- Construction is scheduled from September 2019 to August 2020 with a contract completion date of August 31, 2020.
- On July 18, 2019, Niagara Region initiated a competitive public tender process (2019-T-161), to solicit bids from General Contractors for these works. The tender closed on August 15, 2019. The tender opening was deferred until September 4, 2019. Eleven (11) bid submissions were received and ten (10) bids were opened with the lowest compliant bid being received from Baiocco Construction Corporation in the amount of \$10,927,855 (excluding 13% HST).

Financial Considerations

Project 20000467 Phase 1: Grimsby Watermain Replacement between Murray Street and Baker Road North in the Town of Grimsby has a previously approved capital budget of \$13,400,000. The total estimated project cost after the award of Contract 2019-T-161 is \$12,104,315 (inclusive of 1.76% non-refundable HST), as detailed in Appendix 1 – Total Estimated Project Cost. The expected surplus of \$574,908 will be returned to the Capital Variance Reserve – Water.

Analysis

The primary water supply to South Grimsby, Beamsville and Smithville is provided by the Grimsby Water Treatment Plant through a 500 mm diameter ductile iron watermain. This watermain was constructed in 1975 along the CNR tracks in the Town of Grimsby and, consequently, Niagara Region pays an annual license agreement fee to the railway. Furthermore, gaining access to the valves and watermain for maintenance and repair is challenging.

In January 2016, this watermain failed twice in the section between Baker Road North and Nelles Road North. While making the repairs, it was discovered that when the land to the south was developed, a berm was constructed overtop of the watermain, burying it and the air release valves to more than double the original design depth. The watermain from Elizabeth Street to Baker Road North was constructed as one contract and as such, it is believed that the ductile iron pipe in this entire section is in the same poor condition as the pipe in the failure areas.

Providing safe, reliable drinking water is a key objective of Niagara Region. Future failures of this watermain will be problematic as they will negatively impact the communities of South Grimsby, Beamsville and Smithville. To address this concern, it is our intent to replace this watermain in two phases. Phase 1 includes Grimsby Watermain Replacement along Regional Road 40 (South Service Road / Clarke Street) between Murray Street and Baker Road North (See Appendix 2 Key Plan). Phase 2 will include the Grimsby Watermain Replacement between Baker Road North and Park Road North.

Proposed works for Phase 1 Grimsby Watermain Replacement include:

- 2.45 km of new 750 mm diameter watermain to be installed via open-cut methods along Regional Road 40 (South Service Road / Clarke Street) from Murray Street to Baker Road North.
- Four (4) local connections and one (1) regional connection to be made to the existing watermain system:
- One (1) trenchless crossing via micro tunnel methods with 300/900 mm diameter carrier/casing pipe is required across Canadian National Railway (CN) tracks at Nelles Road North.
- One (1) open-cut crossing with 750/1200 mm diameter carrier/casing pipe is required under the Ministry of Transportation Ontario (MTO) overpass at Maple Avenue.

Associated Engineering was retained by Niagara Region through 2016-RFP-43 to complete detailed design and tendering. Contract administration and inspection services were evaluated during the original RFP period, and were approved by Change Purchase Order through the procurement process.

In accordance with Niagara Region Procurement By-law 02-2016 as amended on February 28, 2019 and under the guidance of the Region's Procurement Department, a public tender process was initiated on Thursday, July 18, 2019. While the tender did close on Thursday, August 15, 2019, staff advised all bidders in attendance and issued an addenda the same day that the public opening for this project was deferred. On Friday, August 30, 2019, a post-closing addenda was posted, providing a 48 hour notice confirming tender opening rescheduled for September 4, 2019.

Tender opening occurred on Wednesday, September 4, 2019 and of the eleven (11) bids received, ten (10) were opened with the lowest compliant bid being received from Baiocco Construction Corporation in the amount of \$12,348,477 (including 13% HST).

The Region's Procurement Department has reviewed and checked all opened tenders to confirm they included acknowledgement of the correct number of Addenda and requisite Bid Security (tender deposit) and Surety (Agreement to Bond).

A summary of the bid submissions which were opened is included in Appendix 3.

Contract award requires resources from Legal Services and Corporate Services in order to execute the required contract documents. Water and Wastewater Engineering staff will be providing resources throughout the project in order to manage the contract with assistance from Corporate Services on contract/project payments.

Alternatives Reviewed

1. Proceed with the Contract Award – This alternative would enable staff to proceed with contract award to Baiocco Construction Corporation to replace the old 500 mm diameter watermain pipeline that is beyond its service life with a new 750 mm diameter watermain to meet the Niagara Region's objective of providing safe and reliable drinking water supply to the communities of South Grimsby, Beamsville and Smithville.
2. Do Nothing – This alternative does not adequately address the safe and reliable distribution system supply of potable drinking water to the communities of South Grimsby, Beamsville and Smithville given the condition, risk, and break history of the old watermain that requires replacement.

Staff recommend Alternative 1 to proceed with contract award to Baiocco Construction Corporation.

Relationship to Council Strategic Priorities

This recommendation is related to the Fostering Growth strategic priority, since the planned watermain replacement upgrade will ensure reliable infrastructure to support

growth and economic development within the Town of Grimsby, Town of Lincoln and Township of West Lincoln.

Other Pertinent Reports

N/A.

Prepared by:

Gino Giancola, B.Sc., C.E.T., PMP
Project Manager, W-WW Engineering
Public Works Department

Recommended by:

Catherine Habermehl
Acting Commissioner
Public Works Department

Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in consultation with Tony Cimino, C.E.T., Associate Director, W-WW Engineering and Pamela Hamilton, Program Financial Specialist, W-WW, and reviewed by Joseph Tonellato, P.Eng., Director, W-WW and Bart Menage, Director, Procurement and Strategic Acquisitions.

Appendices

Appendix 1	Total Estimated Project Cost	5
Appendix 2	Key Plan	6
Appendix 3	Summary of Bids	7

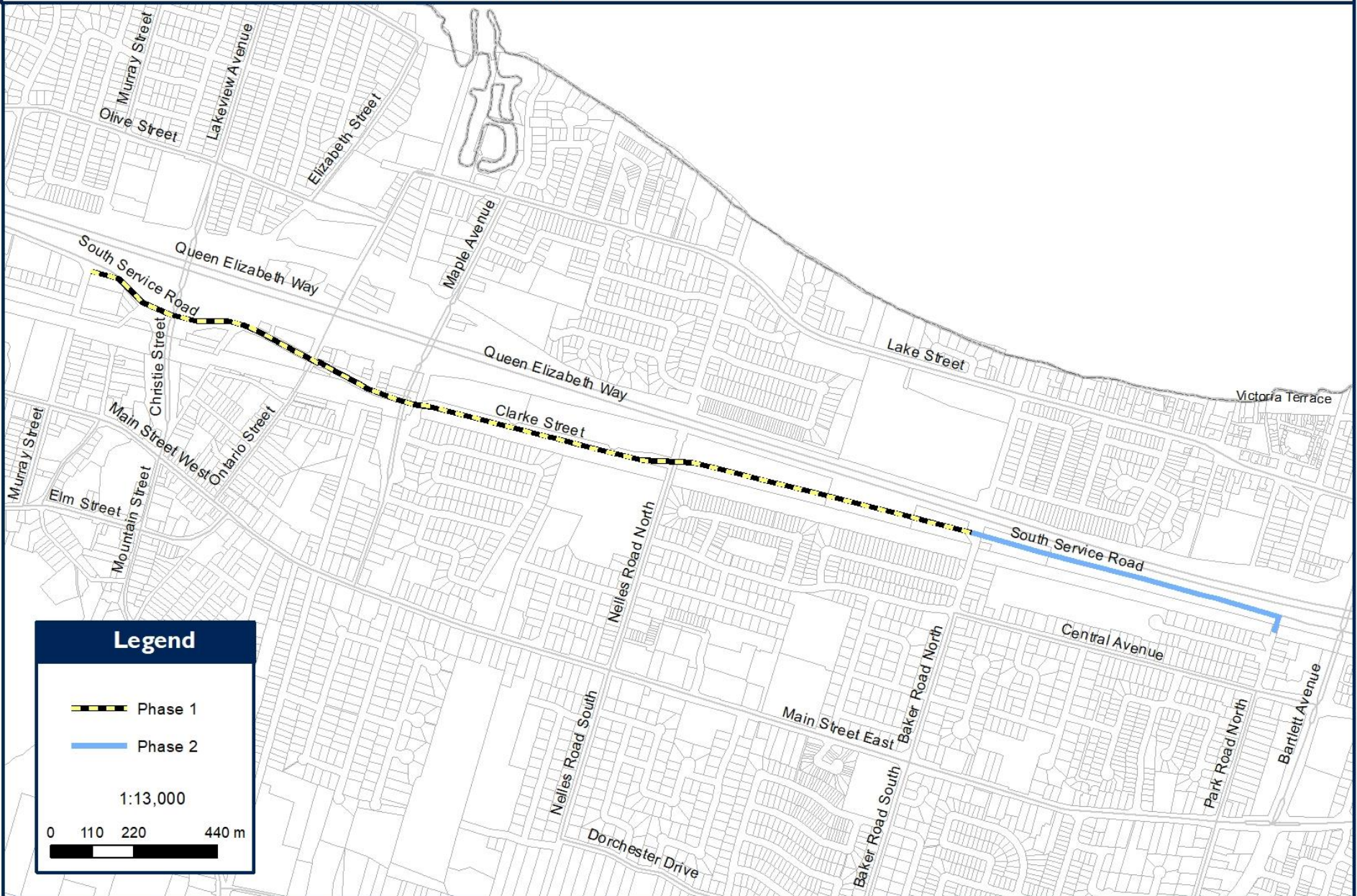
**PW 52-2019 APPENDIX 1
Total Estimated Project Cost
Contract Award**

Contract 2019-T-161 - Phase 1: Grimsby Watermain Replacement between Murray Street and Baker Road North - Town of Grimsby



	Council Approved Budget	Budget Increase/ Reallocation	Revised Council Approved Budget	Expended & Committed as of 09/05/19	Contract Award/ Forecast	Budget Remaining
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (C)-(D)- (E)
<u>Total Estimated Project Cost (20000467)*</u>						
(a) Construction (includes contract contingency)**	8,800,622	2,350,092	11,150,714	30,528	11,120,186	-
(b) Project Contingency	2,625,000	(1,450,092)	1,174,908		600,000	574,908
(c) Consulting Engineering Services (Design, Contract Administration, & Inspection)	1,636,070	(750,000)	886,070	661,319	224,751	-
(d) Project Management & Internal Costs	338,308	(150,000)	188,308	28,930	159,378	-
Total Estimated Project Cost	13,400,000	-	13,400,000	720,777	12,104,315	574,908

*All costs include 1.76% non-refundable HST

** Total Contract Award is equal to i) \$10,927,855 before tax; ii) \$11,120,186 including 1.76% non-refundable HST; iii) \$12,348,477 including 13% HST




Legend

-  Phase 1
-  Phase 2

1:13,000

0 110 220 440 m



Appendix 3 Summary of Bids (2019-T-161)

Vendor	Total Tender Price (excluding HST)
Baiocco Construction Corporation	\$10,927,855.40
V. Gibbons Contracting Ltd.	\$11,248,266.15
Dom-Meridian Construction	Rejected - Informal
New Alliance Ltd.	\$11,986,370.00
Peters Excavating	\$12,646,700.00
Alfred Beam	\$13,064,993.70
Regional Sewer & Watermain	\$13,959,006.38
DESO Construction Ltd.	\$15,080,000.00
Lakeside Contracting	\$15,842,653.75
Brantford Engineering & Construction Ltd.	\$17,278,775.25

Subject: Award of Contract 2018-T-116: Niagara Falls Water Treatment Plant Phase II Upgrades

Report to: Public Works Committee

Report date: Tuesday, September 10, 2019

Recommendations

1. That Contract 2018-T-116 Niagara Falls Water Treatment Plant Phase II Upgrades **BE AWARDED** to Maple Reinders Constructors Ltd. at their bid price of \$12,667,413.00 (including 13% HST).
2. That the gross budget for the Niagara Falls Water Treatment Plant Phase II Upgrades project **BE INCREASED** by \$2,637,129.00 and that the increase **BE FUNDED** from the Capital Variance - Water Reserve.

Key Facts

- The purpose of this report is to seek Council's approval for an increase to the gross budget for project 20000460 (Niagara Falls Water Treatment Plant Phase II Upgrades) and to award contract 2018-T-116 to Maple Reinders Constructors Ltd. at their bid price of \$11,210,100.00 (excluding 13% HST).
- Schedule B of Niagara Region Procurement By-law 02-2016 as amended on February 28, 2019 requires Council approval for all Tender awards in excess of \$5,000,000.
- A gross budget increase of \$2,637,129.00 is required due to higher than estimated tender prices resulting from unknown risks associated with structural restoration, seasonal demands and process upgrades, as well as to ensure the project is completed on time to meet funding requirements.
- Proposed upgrades include structural rehabilitation and process and mechanical replacements of the interior of the filter buildings (plants 1 and 2), and structural rehabilitation of the exterior of high lift pumping station building and chemical storage building.
- Construction is scheduled from October 2019 to July 2020, with a milestone completion on March 31, 2020 (for funding purposes).
- On July 3, 2019 Niagara Region initiated a competitive public tender process (2018-T-116), to solicit competitive bids from General Contractors for these works. The tender closed on August 8, 2019. The tender opening was deferred until September 4, 2019. Three (3) bids received, two (2) bids were opened with the lowest compliant bid being received from Maple Reinders Constructors Ltd. at their bid price of \$11,210,100.00 (excluding 13% HST and including 10% construction contingency, excluding provisional items).

- This project is eligible for funding from the CWWF for a combined federal and provincial contribution of \$2,808,000.00. The Contract includes provision to ensure that the value of work required to receive the full remaining eligible funding is complete by the funding deadline of March 31, 2020.

Financial Considerations

Project 20000460 (NFWTP Phase II Upgrades) has a previously approved capital budget of \$10,115,000. Partial Federal and Provincial funding of \$2,808,000 has been awarded to this project through the Clean Water and Wastewater Fund (CWWF).

While reconciling the overall project costs to date with the construction related costs, a budget increase of \$2,637,129.00 (inclusive of 1.76% non-refundable HST) is required. The increase is required as the low bid tender price came in higher than the original tender estimate due construction risks associated with structural restoration, seasonal demands and process upgrades of the aging infrastructure at the facility. The project must be completed on time to meet funding requirements. In addition, consulting engineering services for WSP and speciality inspection as well as internal staff are expected to increase given the complexity of work, highly regulated environment and unknown risks.

This will increase the total project budget to \$12,752,129.00 and is to be funded from the Capital Variance Reserve – Water. The recommended budget increase will not impact the previously approved CWWF funding, however a provision has been included in the contract to ensure the work required for the eligible funding is completed by the funding deadline of March 31, 2020.

A full budget breakdown can be found in Appendix 3 – Total Estimated Project cost.

It should be noted that from January 1, 2019 to September 5, 2019, there was \$3,130,733 returned to the Capital Variance Reserve - Water and requests totalling \$847,110, resulting in a net return of \$2,283,623 to the Capital Variance Reserve – Water. As of September 5, 2019 the Capital Variance Reserve – Water has an uncommitted balance of \$3,284,115.

Analysis

Niagara Region owns and operates the Niagara Falls Water Treatment Plant (NFWTP) located at 3599 Macklem Street in the City of Niagara Falls. The NFWTP was originally constructed in 1932 (Plant 1) and expanded in 1950 (Plant 2) with further modifications in 1980 and in 2005. The plant is rated at 145.5 ML/d and services the City of Niagara Falls, and parts of the City of Thorold and the Town of Niagara-on-the-Lake via a water main network, pumping stations, and service reservoirs. The raw water intake draws

from the Welland River at the mouth of the Niagara River. Appendix 1 includes a key plan of the NFWTP.

The 2017 Master Servicing Plan (MSP) shows that the existing service area for the NFWTP is approximately 163,000 people (combined residential and employment), which includes the Decew WTP interconnections. Growth is anticipated to be approximately 60,000 by 2041 (combined residential and employment). Although demands will increase, the NFWTP has surplus capacity to support the growth within Niagara Falls, Niagara-on-the-Lake and South Thorold. System storage optimization and increased transmission capacity is required to accommodate growth and will be included in separate projects.

Plant 1 and 2 require sustainability improvements, specifically in the filter rooms and pipe galleries. The Contract also includes exterior building works that have been included due to similarities in scope to that of the filter improvements. The following is the scope of work for this project:

Proposed interior works include:

- Lead paint removal and abatement for all interior concrete surfaces (including Filter Plant 1 and 2, Plant 1 Pipe Gallery and Backwash Water Pump Room);
- Application of a high performance epoxy coating for above-tank walls, columns and ceilings;
- Filter room miscellaneous upgrades (floor coating and handrail);
- Filter troughs replacement and rehabilitation;
- Inlet sluice gates and drain gates replacement (Plant 2 only);
- Filter underdrain inspections (during construction);
- Structural rehabilitation and application of durable engineered (NSF 61) cementitious coatings in filter tanks.
- Filter media replacement;
- Replacement of twelve (12) mechanical heaters on the main floor;

Proposed exterior works include:

- Structural rehabilitation, coatings and caulking of filter buildings, high lift pumping station building and chemical storage building;
- Plant entrance stairs and barrier free accessibility ramp;

The provisional items from the tender in the amount of \$396,000.00 will not be awarded at this time.

WSP Canada Inc. (WSP) was retained by Niagara Region through 2017-RFP-08 to complete the detailed design and tendering. Contract administration and inspection services were evaluated during the original RFP period, and will be awarded following award of this Contract.

In accordance with Niagara Region Procurement By-law 02-2016 as amended on February 28, 2019 and under the guidance of the Region's Procurement Department, a public tender process was initiated on Wednesday, July 3, 2019. While the tender did close on Thursday, August 8, 2019, staff advised all bidders in attendance and issued an addenda the same day, the public opening for this project was deferred. On Friday August 30, 2019, a post-closing addenda was posted, providing a 48 hour notice confirming tender opening rescheduled for September 4, 2019.

Tender opening occurred on Wednesday, September 4, 2019 and of the three (3) bids received, two (2) were opened with the lowest compliant bid being received from Maple Reinders Constructors Ltd. at their bid price of \$12,667,413.00 (including 13% HST and 10% construction contingency, excluding provisional items).

The Region's Procurement Department has reviewed and checked all opened tenders to confirm they included acknowledgment of the correct number of Addenda and requisite Bid Security (tender deposit) and Surety (Agreement to Bond).

A summary of the bid submissions which were opened is included in Appendix 2.

Contract award requires resources from Legal Services and Purchasing Services in order to execute the required contract documents. Water and Wastewater Engineering staff will be providing resources throughout the project in order to manage the contract with assistance from Corporate Services on contract/project payments.

Alternatives Reviewed

1. Proceed with contract award – This alternative would enable staff to proceed with contract award to Maple Reinders Constructors Ltd. to prolong the service life of the existing NFWTP Structure with functional and aesthetics upgrades, reduce energy consumption from obsolete equipment, improve the plant operation performance and water quality and enhance the health and safety of the plant operation staff. Proceeding with the contract award at this time will help the Region ensure that the eligible CWWF funds are secured by March 31, 2020.
2. Do Nothing – This alternative does not adequately address the operation and maintenance issues currently experienced at the NFWTP. This would also present funding risk for the CWWF funding allocation.

Staff recommend alternative 1 to proceed with Contract award to Maple Reinders Constructors Ltd.

Relationship to Council Strategic Priorities

This recommendation is related to the Fostering Growth strategic priority since the planned upgrades will ensure reliable infrastructure to support growth and economic development within the City of Niagara Falls.

Other Pertinent Reports

N/A

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Recommended by:

Catherine Habermehl
Acting Commissioner
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Submitted by:

Ron Tripp, P.Eng.
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This report was prepared in consultation with Tony Cimino, C.E.T., Associate Director, W-WW Engineering; and Pamela Hamilton, Program Financial Specialist W-WW, and reviewed by Joseph Tonellato, P.Eng, Director W-WW; and Bart Menage, Director, Procurement and Strategic Acquisitions.

Appendices

Appendix 1	Key Plan	6
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Appendix 3	Total Estimated Project Cost	8



PW 50-2019 Appendix 2 - Summary of Bids (2018-T-116)

Vendor	Total Tender Price (excluding HST)
Maple Reinders Constructors Ltd.	\$11,606,100.00
ASCO Construction Ltd.	\$12,089,000.00

**PW 50-2019 APPENDIX 3
TOTAL ESTIMATED PROJECT COST
Contract Award**

Contract 2018-T-116 Niagara Falls Water Treatment Plant Phase II Upgrades

	Total Council Approved Budget	Budget Increase / Reallocation	Revised Council Approved Budget	Expended & Committed as of September 5, 2019	Contract Award/Forecast	Budget Remaining
	(A)	(B)	(C) = (A) + (B)	(D)	(E)	(F) = (C)-(D)-E
<u>Total Estimated Project Cost 20000460 *</u>						
(a) Construction (includes contract contingency)**	8,783,700	2,638,429	11,422,129	14,731	11,407,398	-
(b) Project Contingency	1,118,650	(618,650)	500,000	-	500,000	-
(c) Consulting Engineering Services (Design, Contract Administration, & Inspection)	-	580,000	580,000	177,737	402,263	-
(d) Project Management & Internal Costs	212,650	37,350	250,000	30,518	219,482	-
Total Estimated Project Cost	10,115,000	2,637,129	12,752,129	222,987	12,529,142	-
<u>Project Funding Sources</u>						
Regional Reserves	(7,307,000)		(7,307,000)	(7,307,000)	-	-
Capital Variance Project - Water		(2,637,129)	(2,637,129)		(2,637,129)	-
Federal Grants	(1,872,000)		(1,872,000)	(77,421)	(1,794,579)	-
Provincial Grants	(936,000)		(936,000)	(38,711)	(897,289)	-
	(10,115,000)	(2,637,129)	(12,752,129)	(7,423,132)	(5,328,997)	-

* All costs above include the non-refundable 1.76% portion of HST.

** Total Contract Award is equal to i) \$11,210,100 before tax; ii) \$11,407,398 including 1.76% non-refundable HST; iii) \$12,667,413 including 13% HST

Subject: U-Pass Agreements 2019-2020

Report to: Public Works Committee

Report date: Tuesday, September 10, 2019

Recommendations

1. That this report **BE RECEIVED** for information.

Key Facts

- The purpose of this report is to advise Committee members that terms for the continuation of the U-Pass program have been reached with the Brock University Student Union (BUSU) and the Niagara College Student Administrative Council (NCSAC).
- The U-Pass provides post-secondary students with unlimited access to transit during the period of the agreements.
- By restructuring the U-Pass agreements to flow through Niagara Region, the Inter-municipal Transit Working Group (IMTWG) has advanced the harmonization of transit services in Niagara and confirms participation in the U-Pass program by each Niagara municipality that offers transit.
- PW 26-2018 granted repeat delegated authority to the Commissioner of Public Works to execute U-Pass agreements with BUSU and NCSAC where the terms are satisfactory to the Commissioner of Corporate Services, Director of Legal & Court Services, and the Chief Administrative Officer.
- The 2019-2020 U-Pass agreements increase the budgeted 2019 NRT revenues by \$0.8M (24%).

Financial Considerations

The U-Pass revenue is a significant portion of total conventional transit revenue and allows transit systems in Niagara to bolster the public service by leveraging the contributions by the post-secondary student bodies. Table 1 below shows Niagara Region Transit's (NRT) portion of the U-Pass revenues and their share of the overall NRT revenues.

Table 1 – NRT U-Pass Revenues

Revenues	2017 Actuals	2018 Actuals	2019 Forecast
U-Pass	\$627,819	\$1,278,675	\$3,758,000
Total	\$1,330,805	\$1,912,765	\$4,504,000
Share	47%	67%	83%

The U-Pass revenue amount of \$3,758,000 for 2019 includes those revenues committed through the 2018 U-Pass agreements covering the period for January through August 2019, and the amounts related to the recently renewed U-Pass agreements for the fall of 2019.

This year's agreements mark a key milestone of the Linking Niagara Transit Committee (LNTC) work plan to rationalize the post-secondary student routes with the existing public routes. By merging these routes, the revenues attributable to the previous post-secondary routes will flow to NRT. This increases the NRT revenues beyond what was budgeted in 2019 by \$0.8M (24%). Any in-year NRT operating costs related to delivering these service changes will be accommodated by the increased U-Pass revenue as well as the funding for route enhancements identified in the 2019 NRT Operating Budget. Any excess of increased NRT revenues beyond budget, net of increased operating costs associated with these service changes, will be identified at year end for potential return to the taxpayer relief reserve which was utilized to partially fund 2019 NRT operations. The U-pass agreements contain a provision which indicates that Niagara Region's ability to provide the U-Pass is subject to Niagara Region's 2020 budget approval process.

Staff was provided repeat delegated authority to execute the U-Pass agreements in 2018 in order to facilitate the timely execution of the agreements and to ensure service continuity. At the time of writing this report, the negotiated terms of the agreements have been confirmed by the parties involved, however formal execution is still underway.

Analysis

The provision of the U-Pass as consideration of a paid fare provides each student with unlimited access to the entire transit network in Niagara. This removes a significant barrier (i.e. reliable transportation) for post-secondary students in Niagara by ensuring that they are able to equitably pursue their education. In addition, it enables students to freely engage in employment opportunities throughout the region.

In June 2012, Niagara Region's Public Works Committee approved the use of a valid U-Pass on NRT buses. Since that time, student ridership on NRT has increased significantly from approximately 69,000 in 2013 to more than 600,000 in 2018. This trend highlights the importance of the U-Pass to post-secondary students. As noted in the financial information above, the subsequent revenue generated from the U-Pass is equally important to NRT and has increased commensurate with ridership over that period of time.

Alternatives Reviewed

Before entering negotiations, the IMTWG considered whether offering the U-Pass program was still in the best interest of the respective transit systems. The group determined that not only does it still make financial sense to offer a U-Pass, but the program also allows the transit systems to leverage those contributions to enhance service for the use of the general public as well.

Relationship to Council Strategic Priorities

Advancing Regional Transit is an objective under Priority 3: Responsible Growth and Infrastructure Planning and is one of the 6 implementation projects identified. The enhancements provided through the leveraging of U-Pass revenues represent significant service improvements for residents, students and tourists alike. The U-Pass provides students with reliable and equitable access to a variety of educational, medical and employment opportunities regardless of their socio-economic status.

Other Pertinent Reports

- PW 23-2019 NRT & NST Ridership and Revenue Summary
- PW 26-2018 Delegated Authority for NRT U-Pass Agreements

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