

# Request for Decision City Council



## Type of Decision

Meeting Date	April 14 <sup>th</sup> , 2005				Report Date	March 30 <sup>th</sup> , 2005			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

## Report Title

**Contract GDD05-04, Request for proposal for the purchase of three low floor transit buses**

### Policy Implication + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

The financing for the three buses is approved through the 2005 Capital Budget for Transit

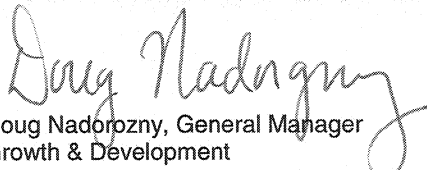
Background Attached

### Recommendation

THAT Nova Bus, A Division of Prévost Car Inc., be awarded contract GDD05-04, request for proposal for the purchase of three low floor transit buses in the amount of \$1,237,922.10

Recommendation Continued

### Recommended by the Department Head

  
Doug Nadrozny, General Manager  
Growth & Development

### Recommended by the C.A.O.

  
Mark Mieta  
Chief Administrative Officer

Date: March 30<sup>th</sup>, 2005

Report Prepared By
Roger Sauve Director of Transit

Division Review
Name and Title

**Report:**

The Greater Sudbury Transit fleet is comprised of 51 buses, which together drive in excess of 3.4 million kilometres annually. The average cost of a new accessible bus is \$475,000. The Greater Sudbury Transit Fleet Capital plan was developed with a view to replacing every vehicle in the fleet when that vehicle has seen between 15 and 20 years of active service, depending on the condition of the bus.

Greater Sudbury Transit will meet its capital needs by utilizing the recently announced Provincial Gas Tax Funding and the Ontario Transit Vehicle Program (OTVP).

The Capital budget approved for Transit in 2005 included three (3) new low floor accessible buses to replace older buses.

RFP'S were issued on February 11<sup>th</sup>, 2005 by the Supplies & Services Section for three (3) low floor transit buses. Proposals were received from New Flyer Industries and Nova Bus, A Division of Prevost Car Inc.

A committee comprised of Roger Sauvé, Director of Transit and Denis Martel, Transit Fleet & Facilities Supervisor reviewed the two proposals using the following grid criteria weighting system:

<u>Description</u>	<u>Points</u>
Specifications - as close as possible to the specs provided	40
Price	30
Lead Time to Complete	20
Warranty	10
<b>Total</b>	<b><u>100</u></b>

The committee scored the proposals as follows:

New Flyer Industries	88
Nova Bus, A Division of Prevost Car Inc.	96

Proposed bids were:

New Flyer Industries	\$354,000/unit	\$1,221,300 total
Nova Bus, A Division of Prevost Car Inc	\$360,734/unit	\$1,244,532.30 total

Date: March 30<sup>th</sup>, 2005

Major differences in the proposals were specifications and warranty. Nova met all but one (1) of the specifications requested while New Flyer had ten (10) specifications that were not met. Nova offers a 20 year warranty against corrosion affecting structural integrity. The stainless steel structure eliminates the need for a mid-life rebuild due to corrosion which represents significant cost savings. New Flyer did not provide a corrosion warranty.

After reviewing the proposals Nova was asked for a best and final offer which they provided as follows:

- Unit price per bus \$357,260 new total for three (3) buses \$1,232,547
- Nova Bus, A Division of Prévost Car Inc. reduced the quote for the Voith transmission as requested from \$7,141.50 to \$5,375.10 (total for 3 buses)
- They also included a material cost reduction of \$5,500 per bus to retrofit the ramps on our existing Nova buses. We have 5 existing buses - cost savings of \$27,500

Based on the foregoing, it is recommended that Council award the Request For Proposal to Nova Bus, A Division of Prévost Car Inc. For the purchase of three (3) new low floor transit buses at a total cost of \$1,237,922.10

The financing for the three buses is approved through the 2005 Capital Budget for Transit and will be funded using the Equipment Reserve Fund, Ontario Transit Vehicle Program and Provincial Gas Tax.

# Request for Decision City Council




Type of Decision									
Meeting Date	April 14, 2005				Report Date	April 6, 2005			
Decision Requested	<input checked="" type="checkbox"/>	Yes		No	Priority	<input checked="" type="checkbox"/>	High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title
Award of Contract 2005-18 Long Lake Road / Upgrading Paris Street to St. Charles Lake Road

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

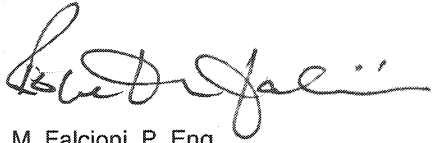
Recommendation
<p>THAT the tender for Contract 2005-18, Long Lake Road / Upgrading Paris Street to St. Charles Lake Road, be awarded to Terranorth Construction &amp; Engineering Limited, in the amount of \$2,930,852.63, being the lowest tender meeting all requirements, and in accordance with the report from the General Manager of Infrastructure and Emergency Services, dated April 5<sup>th</sup>, 2005.</p>
Recommendation Continued

Recommended by the Department Head
 Alan Stephen General Manager of Infrastructure & Emergency Services

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer


Date: April 6<sup>th</sup>, 2005

**Report Prepared By**



R. M. Falcioni, P. Eng.  
Acting Director of Roads and Transportation

**Division Review**



R. G. (Greg) Clausen, P. Eng.  
City Engineer

Background:

Tenders for Contract 2005-18, Long Lake Road / Paris Street to St. Charles Lake Road, including a new signalized intersection at St Charles Lake Road and improvements to the existing intersection of Regent Street and Long Lake Road, were opened at the Tender Opening Committee meeting at 2:30 p.m., local time, on Tuesday, April 5<sup>th</sup>, 2005, and the following are the results:

BIDDER	TOTAL TENDERED AMOUNT
Terranorth Construction & Engineering Limited	\$ 2,930,852.63
Interpaving Limited	\$ 3,163,288.08
R. M. Belanger Limited	\$ 3,199,931.30

The tender from Interpaving Limited had a minor error for failure to initial white outs, the Belanger tender failed to supply a detailed price for traffic control. The errors were deemed to be minor and did not void the tenders. It should be noted that there were no errors in the low tender.

The low tender for Contract 2005-18, meeting all contract specifications, was submitted by Teranorth Construction & Engineering Limited, in the amount of \$ 2,930,852.63, and is recommended for approval.

Northland Engineering, our consultant for this project, prepared the tender documents that included off-site improvements to Long Lake Road required as a result of the expansion to the Southridge Mall. The Mall Owner / Developer is contributing \$697,000 towards the project for his share.

The tender also includes sewer and water improvements and repairs in the amount of \$370,000, which will be funded from the approved 2005 Capital Sewer and 2005 Capital Water Budgets.

The tender also includes road and traffic signalization improvements to the intersection of Paris Street / Regent Street and Long Lake Road. The amount of money budgeted by the City in the 2005 Capital Roads budget is \$1,000,000. At the time of budgeting, the improvements to the Regent Street intersection were not included. As a result, there is a funding shortfall for this project of approximately \$870,000. The project scope could be reduced to be within the approved budget; however, this would require that the necessary intersection improvements at Regent Street be deferred to next year. This would result in having construction in the area for four consecutive years. It is recommended that all road work be completed this construction year. The funding shortfall could be provided from the 2004 Capital Roads Program budget for work on Lasalle Boulevard.

Date: April 6<sup>th</sup>, 2005

In discussions with the New Sudbury Centre, it has been determined that the road improvements scheduled for Lasalle Boulevard in conjunction with the New Sudbury Centre expansion, will not be able to be undertaken in 2005. The road work cannot take place until after the contractor for the New Sudbury Centre has completed their site works including the demolition of the existing Wal-Mart building and reconstruction of the parking lot and entrances. The Contract Manager for the mall expansion has stated this will not be completed until late 2005.

There is \$1,000,000 approved funding in the 2004 Capital Road Program for the Lasalle Boulevard work. The Belfry Avenue project, also scheduled for 2005, will also be deferred until next year and will be included as part of the Lasalle Boulevard project.

It is therefore recommended that the funding shortfall for Contract 2005 -18, Long Lake Road / Upgrading Paris Street to St Charles Lake Road, be funded from the 2004 Capital Road Program allocation for Lasalle Boulevard and that any resulting shortfall of funding required for the Lasalle Boulevard project be included in the 2006 Capital Road Program.