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## City of Kelowna

# MEMORANDUM

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**DATE:** November 1, 2006  
**FILE:** 5400-20 COB Phase 2  
**TO:** City Manager  
**FROM:** Transportation Manager  
**RE:** **Central Okanagan Multi-modal Corridor – Award of Consultant**

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### **RECOMMENDATION:**

THAT Council award of the planning component of the Central Okanagan Multi-modal Corridor between Gordon Dr and UBC Okanagan to Urban Systems Ltd/Associated Engineering Ltd for the sum of \$641,408.32 plus GST;

AND THAT the 2006 Budget be amended to show contributions towards this initiative of \$100,000 from Transport Canada, \$80,000 from the BC Ministry of Transportation and \$25,000 from UBC Okanagan;

AND THAT subject to the 2007 Provisional Budget approval Council award the detailed design of corridor improvements between Spall Rd and McCurdy Rd to Urban Systems Ltd/Associated Engineering Ltd for the sum of \$2,172,406.29 plus GST.

### **BACKGROUND:**

In October 2005, Council directed staff to advance an application for senior government funding for development of the Central Okanagan Bypass (COB) between High Road and the Ellison Highway 97/CN Overpass. This direction came upon consideration of growth in traffic along Highway 97 and amendments to the OCP such as for UBC Okanagan that will accelerate the need for the Bypass.

In November, 2005, Transport Canada announced a Call for Proposals for Transportation Planning and Modal Integration Initiatives. The focus of this funding program was to advance planning of integration of various transportation modes including rail, road and 'green' transportation systems. Staff recognized the potential of this program to support a partnership to plan and implement the COB, to implement the proposed Rails with Trails, to accommodate to the rail corridor and to support the development of grade separated interchanges. This planning work could also consider the long-range use of the corridor for light-rapid transit and/or commuter rail.

In January, 2006 a submission was made in response to Transport Canada's call for proposals. The submission included partnerships that were successfully fostered with the Ministry of Transportation (\$80,000 cash and \$20,000 in-kind) and UBC Okanagan (\$25,000 cash and \$25,000 in-kind). Mayor Shepherd, on behalf of the City, confirmed the City's commitment of \$100,000 towards this initiative.

At 2006 Final Budget approval in May, Council approved \$500,000 for staff to advance planning and design of the COB with a goal to either create a funding partnership with senior governments or to allow the City to advance construction work in 2008. The construction could include either the section of Spall Rd to Hwy 33 or Spall Rd to McCurdy Rd.

In June, 2006 Kelowna-Lake Country MP Ron Cannan announced to City Council that we were successful with our submission and had Transport Canada approval of \$100,000 for this initiative.

Staff began the exercise of scoping the planning and design work in June. The following are milestone dates since that time:

- July 13<sup>th</sup> Council tour of the COB between Gordon Drive and Leathead Rd attended by four members of Council and MP Ron Cannan.
- July 24<sup>th</sup> Council authorized executing the funding agreement with Transport Canada and awarded initial work on environmental assessments and planning for freight movement and rail corridor improvements.
- August 14<sup>th</sup> a new staff project manager began work for the City.
- September 8<sup>th</sup> a request for proposals (RFP) was issued and an all-consultant meeting was held.
- October 13<sup>th</sup> staff received proposals for the planning and design assignment.
- October 20<sup>th</sup> staff executed a letter of agreement for cost sharing with the Ministry of Transportation to reflect their funding participation.

City and Ministry staff have recently completed an evaluation of the responses received from the local engineering consulting firms to our RFP. Based on this evaluation the proposal submitted by the consortium of Urban Systems and Associated Engineering was judged to be the best and is being recommended to Council for the award.

### **Summary**

The goal of this initiative is to demonstrate to senior governments the importance of a bypass through Kelowna and how investing in it supports a number of modes of transportation and the economy of the Central Okanagan. The planning horizon will project out to the year 2030 or a population of close to 250,000 for the Central Okanagan. The development of such a significant transportation corridor requires an extensive effort to develop a cost effective solution that serves the best interest of local community and all project participants.

The planning phase is scheduled to be completed in late spring of 2007. At that time it will be necessary to confirm with Council what elements should be planned for construction in 2008. An estimate of the design engineering cost for the section between Spall Rd and McCurdy Rd has been made and included in the 2007 Provisional Budget submission. Some of the preliminary design tasks will overlap with the planning on such things as environmental assessments, surveying/mapping and geotechnical engineering. Subject to Council's approval of the 2007 Provisional Budget, staff recommends the award of the design assignment to the Urban Systems/Associated Engineering consortium.

Funding for the City's share of the planning initiative is available in the 2006 budget through account 10-3403-R556 and with the additional funding outlined in this report.



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Ron W. Westlake, P.Eng.  
Transportation Manager

Approved for inclusion:  
John Vos  
Director of Works & Utilities

RW/ms

cc. Director of Finance