

Section II – Items for Executive Action

TO: Chair and Members of the Executive Committee
Meeting #4/20, Friday, June 12, 2020

FROM: Moranne McDonnell, Director, Restoration and Infrastructure

RE: **REQUEST TO ENTER INTO SINGLE SOURCE AGREEMENT WITH PORTSTORONTO FOR DREDGING OF COATSWORTH CUT**
RFT No. 10033498

KEY ISSUE

Approval to enter into single source agreement with PortsToronto (formally Toronto Port Authority) for dredging of Coatsworth Cut Channel near Ashbridges Bay Park in the City of Toronto in accordance with the established Memorandum of Understanding (MOU).

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires dredging services;

AND WHEREAS the value and benefits of working with PortsToronto on this project, in accordance with the existing MOU, make sense based on unit rates of recent tender processes and other sustainability benefits;

THEREFORE, LET IT BE RESOLVED THAT TRCA enter into an agreement with PortsToronto for the dredging of Coatsworth Cut Channel at a total cost not to exceed \$392,250 plus applicable taxes, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$39,225 (10% of the project cost), plus applicable taxes, in excess of the contract agreement cost as a contingency allowance if deemed necessary;

AND FURTHER THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract agreement, including the obtaining of necessary approvals and the signing and execution of any documents.

BACKGROUND

In 1983, TRCA began dredging operations at the mouth of Coatsworth Cut to maintain navigation between Lake Ontario and the boating facilities located at Ashbridges Bay Park. Maintenance dredging is undertaken on an annual basis, typically in the fall months following the end of the summer boating season. On average, 3,000-5,000 cubic meters (m³) of sediment is dredged each year to maintain the 1.8 meter below datum depth that is required for safe passage.

In preparation for 2018 dredging activities, material sampling and testing was conducted. Of the four samples analyzed, three samples failed Ministry of Environment, Conservation and Parks (MECP) Table 3 Residential/Parkland/Institutional criteria. As such, the dredged material was trucked offsite to a licensed MECP disposal facility. Due to the high cost associated with this disposal method and budget limitations, only 1,500 m³ of sediment was removed during maintenance dredging, a significantly lower amount than the historic annual average.

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Given the minimal amount of material dredged in 2018, a survey was conducted in March 2019 to assess the channel depth and potential risk to navigation. The survey indicated that, given average water levels, the channel depth may pose a risk to navigation. Staff began planning for a spring dredge, including material sampling and testing, but the record high 2019 lake levels negated the navigation risk. As the lake levels were slow to recede and remained high during the summer and fall of 2019, the annual dredging (along with budget) was deferred to 2020 in order to avoid two mobilization/demobilization expenditures and thereby allow for a larger volume of material to be dredged.

Material testing in spring of 2020 indicated that the sediment is contaminated (as it was in 2018) and requires proper disposal. In order to reduce the costs and disruption to the public, TRCA approached PortsToronto to discuss disposal of the material in the nearby Cell 3 confined disposal facility (CDF) within Leslie Street Spit. This proposed approach would substantially reduce disposal costs, allowing more funds to be directed to dredging a greater amount of material, and is less impactful to Ashbridges Bay Park users as all work will be marine based, negating the need for trucks entering and exiting the park.

A bathymetric survey was completed on March 5, 2020 to determine the existing depth of the channel and inform the volume of material recommended to be dredged. In order to realize a 30 metre channel at a minimum depth of 1.8 metres below chart datum, TRCA staff are recommending the removal of 3,550 m³.

The long-term solution to the sedimentation problem in Coatsworth Cut is being undertaken as part of the Ashbridges Bay Treatment Plant Landform Project; however, maintenance dredging will be required until the final solution is in place and sedimentation rates are confirmed to be declining in response. The components of the Ashbridges Treatment Plant Landform Project that will substantially reduce sedimentation in Coatsworth Cut are currently scheduled to be completed in 2024.

RATIONALE

At Board of Directors Meeting #6/19, held on June 21, 2019, Resolution #A110/19 was approved directing TRCA staff to:

enter into a nonbinding Memorandum of Understanding (MOU) with TPA (PortsToronto) setting the guiding principles of a long-term partnership to advance a variety of mutually beneficial infrastructure, planning and environmental initiatives;

and specified that TRCA staff:

be directed to enter into a subsequent Master Service Agreement and Letter Agreements with TPA (PortsToronto) for TRCA to undertake a variety of activities on behalf of TPA that may include but not be limited to activities such as:

- a) environmental monitoring;*
- b) project planning;*
- c) landscape design and construction;*
- d) stakeholder consultation; and*
- e) obtaining environmental permits and approvals.*

This MOU was subsequently signed and executed by TRCA and PortsToronto on August 28th 2019, with Section 3 of this document stating:

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Subject to complying with its procurement and purchasing policies, TRCA agrees to give due consideration to the TPA (PortsToronto) when procuring services which are a core competency of the TPA (PortsToronto), namely services including but not limited to, operating businesses, dredging and marine based construction.

Given Resolution #A110/19, the subsequent MOU, and in consideration that Coatsworth Cut Channel and the disposal location in Cell 3 Confined Disposal Facility (CDF) within Leslie Street Spit are co-owned by PortsToronto and TRCA staff requested information from PortsToronto on unit prices. Upon review of information on dredging costs and discussions to confirm how PortsToronto could help move material in a more sustainable and less disruptive manner staff are recommending that Request for Tender (RFT) #10033498 be issued directly to PortsToronto. As per our Procurement Policy, TRCA Board of Directors approval is required for a sole source agreement of this nature.

TRCA staff recommends that Contract #10033498 be awarded to PortsToronto for a total cost not to exceed \$392,250, plus a 10% contract contingency, plus HST. The price provided is of reasonable value given that alternative disposal options would require trucking the material off-site. By depositing the material in Cell 3 of Leslie Street Spit, all dredging and hauling activities can be undertaken by barge providing significant cost savings and reducing disturbance to the public as it eliminates the need to truck out material through Ashbridges Bay Park.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:
Strategy 2 – Manage our regional water resources for current and future generations
Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

Funding for this work is provided from TRCA's annual capital budget for Coatsworth Cut maintenance dredging, including the carry-over of unspent 2019 funding. Expenditures are being tracked within account 211-16.

DETAILS OF WORK TO BE DONE

Work is anticipated to begin in Summer or Fall 2020. Project updates, including start date, estimated duration and any delays will be communicated to primary stakeholders such as the City Councillor, Parks Supervisor and the Ashbridges Bay Yacht Club through ongoing email correspondence. Any negative impact to the public is anticipated to be minimal as no material will be trucked off-site and all activities will be completed by barge.

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Date: May 14, 2020

Attachments: 1

Attachment 1: Coatsworth Cut Channel Dredging Limits