

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: August 26, 2009

SUBJECT: PROCUREMENT AUTHORIZATION
CONSULTANT DESIGN SERVICES – EXPANSION OF UNION
LRT STATION
CONTRACT U85-12

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission authorize:

- A. The award of a contract in the upset limit amount of \$7,000,000 to Hatch Mott MacDonald Ltd. for the Contract U85-12 – Consultant Design Services – Expansion of Union LRT Station for the preliminary design of loop expansion for the new LRT lines (East Bayfront [EBF], Port Lands, Bremner) and the detailed design including engineering support during construction of the loop expansion for the EBF LRT line; and
- B. The issuance of contract amendment in the upset limit amount of \$4,000,000 for the detailed design including engineering support during construction of the loop expansion for the Bremner LRT line.

Therefore, bringing the total upset limit amount to \$11,000,000 allocated as follows:

- Preliminary and detailed design and engineering support during construction for the Waterfront Toronto (WT) portion of loop expansion - \$5.5M;
- Preliminary and detailed design and engineering support during construction for the Bremner portion of loop expansion - \$5.5M.

FUNDING

Funding for the WT portion of Contract U85-12 (\$5.5M) as shown in the Waterfront Initiative – East Bayfront Streetcar and Station Expansion as set out on pages 1649 to 1653 of the TTC's 2009-2013 Capital Program is subject to confirmation of funding from

WT. Funding in the amount of \$2.25M for the preliminary design and corresponding TTC staff time has been committed in the letter from WT (see Appendix B) to progress the design to the preliminary design stage. Furthermore, transit in EBF was discussed at their June Board Meeting in the context of the Waterfront Toronto Long Term Plan. This discussion is ongoing and it is anticipated that it will continue at their next board meeting in September 9, 2009. The detailed design and engineering support during construction will be subject to further confirmation of funding from WT.

Sufficient funds for the Bremner portion of Contract U85-12 (\$5.5M) are included in Project 3.9 – Bremner Streetcar Loop Design as set out on pages 989 to 992 of the TTC's 2009-2013 Capital Program which was approved by City Council on December 10, 2008.

Payment for the professional services will be based on the approved consultant staff billing rates and the approved Work Plan.

BACKGROUND

Union LRT Station currently services the 510 Spadina and the 509 Harbourfront lines. These streetcar lines run under Bay Street from Queen's Quay to Union Station with a loop located at Union LRT Station where passengers load and unload. The passenger loading and unloading area is short and only accommodates one streetcar in each area at any given time. During peak periods, streetcars queue in the approach tunnel to the station while waiting for the vehicles in front to unload and load. Passengers loading onto the streetcar typically queue in the hallway leading from the Union Station subway. The current station configuration is at capacity during peak periods, and during events along the Waterfront. There is a single set of tracks entering the Union LRT loop with no cross-overs. The addition of streetcar services to the east waterfront, and the proposed future extension along Bremner Boulevard cannot be accommodated and requires expansion of the Union LRT Station.

The preliminary concept of the Union LRT Station Expansion, as illustrated in Appendix "C", is to widen the existing station and construct new platforms on the east and west sides of the existing LRT tracks under the east and west Teamways. The expansion will accommodate the new EBF LRT line and future Port Lands LRT line funded by WT and the proposed Bremner LRT Line funded by the City as well as the existing lines.

The Scope of Contract U85-12 in the upset limit amount of \$7M includes the preliminary design of expansion required to accommodate the new LRT lines. The intent is to complete the preliminary design to allow identification of preferred layout options ensuring that the full expansion can be constructed in phases taking into account the different timelines for construction of the new LRT lines and the detailed design of expansion to accommodate the EBF LRT line and the corresponding engineering support during the construction.

**PROCUREMENT AUTHORIZATION
CONSULTANT DESIGN SERVICES – EXPANSION OF UNION LRT STATION
CONTRACT U85-12**

The additional \$4M is required for the detailed design and engineering support during the construction of the loop expansion for the Bremner LRT line.

The allocation of scope and corresponding cost is as follows:

Scope	Recommendation A \$7,000,000	Recommendation B \$4,000,000	Total
<u>Loop Portion for EBF/ Port Lands Lines</u>			
Preliminary Design	\$1,500,000 ⁽¹⁾		
Detailed Design & Support During Construction (EBF)	\$4,000,000 ^{(2) (3)}		
Total to be funded by WT			\$5,500,000
<u>Loop Portion for Bremner Line</u>			
Preliminary Design	\$1,500,000		
Detailed Design & Support During Construction		\$4,000,000 ⁽³⁾	
Total Funded by TTC			\$5,500,000
Grand Total	\$7,000,000	\$4,000,000	\$11,000,000

Note:

- (1) Funding commitment received in the WT letter (Appendix B).
- (2) Require funding confirmation from WT.
- (3) Cost to be finalized upon completion of preliminary design and selection of preferred concept for the loop expansion.

DISCUSSION

The Commission requires professional engineering services to carry out the design of the Union LRT Station Expansion. The work includes preliminary and detailed design, preparation of contract drawings and specifications and construction review. A Request for Proposal was publicly advertised on the Commission’s website on May 1, 2009. The proposal closed June 18, 2009. Twenty-six companies requested copies of the proposal documents, out of which six submitted a proposal as indicated in Appendix “A”.

All proposals received were compliant and were reviewed and rated by the evaluation team and subsequently selected based on the criteria listed in Appendix "A".

The recommendation for award is based on the highest rated qualified proponent with reasonable pricing.

The proposals submitted by MMM Group Limited, Hatch Mott MacDonald Ltd., and Stantec Consulting Ltd. were the highest rated qualitatively and are considered equally qualified to perform the work. Hatch Mott MacDonald Ltd. had the lowest evaluated composite billing rate of the short listed proponents. Staff consider pricing from Hatch Mott MacDonald Ltd. as fair and reasonable based on the experience and qualifications of the project team.

Hatch Mott MacDonald Ltd. has performed work of similar size and nature in the past and their submission is recommended for acceptance.

Subsequent to the evaluation, it was decided to proceed with the authorization for an amendment to the Contract for the detailed design and engineering support during construction for Bremner, in the upset limit amount of \$4,000,000. The work was anticipated in the scope of work, but not included in the upset limit amount.

JUSTIFICATION

The award of Contract U85-12 is recommended to Hatch Mott MacDonald Ltd. to ensure completion of the design of the expansion of Union LRT Station.

August 26, 2009
50-29-61
1144828

- Attachment: Appendix A – List of Proponents
Appendix B – Waterfront Toronto letter dated May 25, 2009
Appendix C – Union Station LRT Streetcar Loop Expansion drawing

APPENDIX 'A'

PROCUREMENT AUTHORIZATION CONSULTANT DESIGN SERVICES – EXPANSION OF UNION LRT STATION CONTRACT U85-12

LIST OF PROPONENTS (Alphabetically)

- AECOM Canada Ltd.
- Arup Canada Inc.
- Hatch Mott MacDonald Ltd. *
- MMM Group Limited
- Stantec Consulting Ltd.
- Yolles Partnership Inc. (O/A Halcrow Yolles)

* Recommended Company

EVALUATION CRITERIA

A. CORPORATE QUALIFICATIONS/EXPERIENCE

- Number of Years in Business
- Relevant Corporate Experience
- Depth of Available Resources
- CADD Facility, experience and degree of compliance to TTC CADD Standards

B. PROJECT STAFF QUALIFICATIONS/EXPERIENCE

- i) Project Manager:
 - Number of Years of Direct Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- ii) Lead Structural Design Engineer & Intermediate Structural Designer
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- iii) Lead Architect & Intermediate Architectural Designer
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications

- iv) Lead Electrical Design Engineer, Lead Mechanical Design Engineer, Lead Fire Ventilation Design Engineer, Intermediate Electrical Designer, Intermediate Mechanical Designer:
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- v) Lead Civil Design Engineer & Intermediate Civil Designer:
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- vi) Lead CADD Designer:
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- vii) Cost Estimator/Quantity Surveyor:
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- viii) Life Safety Specialist:
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications
- ix) Scheduler & Specification Writer:
 - Number of Years of Experience
 - Work of Similar Size and Nature
 - Technical Qualifications

C. PROJECT STAFF DEDICATION

- Key Staff Sufficiently Dedicated to the Work
- Right Mix Between Senior Staff and Balance of Team

D. UNDERSTANDING OF THE WORK

- Proposed Methodology/Approach to the Work

APPENDIX "B"



WATERFRONToronto

20 BAY STREET, SUITE 1310
TORONTO, ON M5J 2N8
Tel: 416.214.1344
Fax: 416.214.4391
www.towaterfront.ca

May 25, 2009

Mr. Gary Webster
Chief General Manager
Toronto Transit Commission
1900 Yonge Street
Toronto ON, M4S 1Z2

Dear Mr. Webster,

This is further to our call May 21, 2009 and to your letter of May 11, 2009 regarding capital funding for the construction of the Union Station Streetcar Loop Extension.

As we discussed, the Waterfront Toronto (WT) Board met on May 13th to review the corporation's Long-Term Plan (LTP) and included a specific discussion regarding the Union Station Streetcar Loop. WT remains committed to a "Transit First" approach which we believe is a fundamental tenet of waterfront revitalization. Ensuring that transit is in place at the outset is critical to the successful development of the East Bayfront and West Don Lands precincts. WT acknowledges the importance of the LRT loop at Union Station as an essential piece of infrastructure to service the East Bayfront precinct upon full build out. No formal decision or commitment was made at the May 13th meeting on the Long-Term Plan, and by extension, the Union Station Streetcar Loop.

Nonetheless, I can reiterate the commitment made to the TTC by WT in our April 16, 2009 letter to you to fund a portion of the conceptual design and preliminary engineering work for the Union Station Loop up to a total of \$2.25 million. Further, WT is prepared to cost-share a portion of the capital costs of constructing the loop, following the completion of the design process and agreement on WT's share of the project cost. I plan to recommend to the Board at our June 24th meeting that \$50M be earmarked in our revised LTP for transit expansion in the East Bayfront, including the loop.

I look forward to working with you on this important initiative.

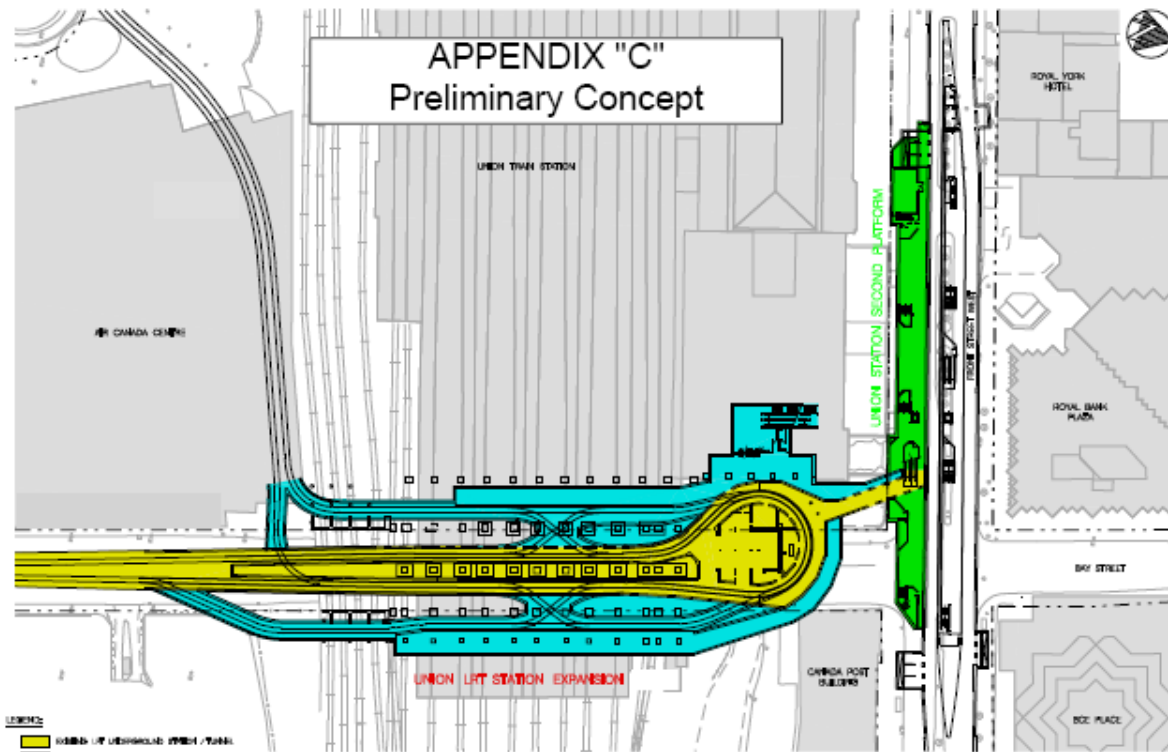
Yours sincerely,

A handwritten signature in black ink, appearing to read "John Campbell".

John Campbell
President and CEO

cc Mayor David Miller
TTC Chair, Adam Giambone
Richard Butts
Elaine Baxter-Trahair
John Piper
Mark Wilson
Robert Siddall
Chris Glaisek

APPENDIX "C" Preliminary Concept



D:\02 - EL - M22\Submissions\022-2014\Drawings\022_13.jpg

ENGINEERING & CONSTRUCTION
BRANCH

UNION STATION LRT STREETCAR LOOP EXPANSION

