

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** January 21, 2009

**SUBJECT:** TORONTO-YORK SPADINA SUBWAY EXTENSION  
PROJECT DELIVERY STRATEGY

## **INFORMATION ITEM**

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### **RECOMMENDATION**

It is recommended that the Commission receive this report for information noting that the Design Bid Build (DBB) format will be used for contracting out the stations and tunnels for the Toronto-York Spadina Subway Extension Project (TYSSE).

### **FUNDING**

Sufficient funds for this expenditure are included in the Toronto-York Spadina Subway Extension Project, as set out on pages 1479 to 1482 of the TTC 2009-2013 Capital Program (Category - Expansion) which was approved by City Council on December 9, 2008.

### **BACKGROUND**

At its meeting on March 26, 2008, the Commission approved the Project Delivery Strategy (PDS) process. The objective of the PDS process was to determine the optimal type of contracting format to be used to deliver the construction contracts for the YYSSE Project.

A number of exercises have now been concluded including workshops, analyses and investigations. Based on the findings from the various initiatives, it was concluded that the construction of the stations and tunnels will be best delivered using the DBB contracting format. This was the contracting format used to successfully deliver the Sheppard Subway Project.

### **DISCUSSION**

On January 13, 2009, Spadina Subway Extension Department staff recommended the DBB contracting format to the Toronto-York Executive Task Force (ETF). The ETF approved this recommendation of staff.

The Project is currently advancing with the expectation that the stations and tunnels will be designed, contracted and constructed using the DBB approach. The current contract “packaging” that has been determined to be the most efficient is a six-contract approach (DBB-6) as follows:

Contract

- 1 Tunnels from Downsview to Finch West, plus Sheppard West Station
- 2 Finch West Station
- 3 Tunnels from Finch West to Vaughan Corporate Centre, plus Highway 407 Station
- 4 York University Station
- 5 Steeles West Station
- 6 Vaughan Corporate Centre Station

While analysis to date has determined this DBB-6 contracting approach to be the most favourable, review will continue to confirm or amend the packaging prior to tendering the contracts for the stations and tunnels. These contracts will, for the most part, be proceeding concurrently.

The ETF’s Independent Engineer concurs with the contract format being DBB and with this contract packaging approach.

The approximate total value of these contracts is \$1.2 billion out of a total estimated final project cost of \$2.6 billion.

**JUSTIFICATION**

This contract format will allow project staff to continue with the Commission’s preferred contracting approach for the delivery of the TYSSE project.

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