



Relief Line South – Station Design

Date: April 11, 2018
To: TTC Board
From: Chief Financial Officer

Summary

The purpose of this report is to obtain authorization for the award of Contract G85-357 for Station Design consulting services for the Relief Line South (RLS) project. This work is required to prepare the preliminary design of the five new stations and modifications to three existing stations converted to interchange stations and associated structures.

The work of this contract will advance the preliminary design of the RLS, based on the approved alignment and approved station locations, to a Class 3 cost estimate and schedule. At completion of this stage gate, a report will be presented to the Board and City Council which is anticipated in the fourth quarter of 2019.

Recommendations

It is recommended that:

1. The Board authorize the award of Contract G85-357 for Station Design for the Relief Line South to the following four firms, in the noted upset limit amounts, in Canadian funds, for a duration of 18 months from the notification of award, on the basis of the four highest rated total scores:

• Toronto Downtown Transit Consultants (TDOTc)	\$8,500,000.00
• AECOM Canada Limited	\$6,500,000.00
• 1 DRP (Design Relief Partners)	\$5,000,000.00
• HDR Corporation	\$5,000,000.00

Financial Summary

Sufficient funds are included in the Relief Line Capital Project for this requirement as approved in the 2018-2027 Capital Budget and Plan by Council on February 12, 2018.

While approved funding will support the work required to develop a Class 3 cost estimate for the project, the Federal and Provincial governments recently announced up to \$8.9 billion in funding to the City of Toronto to improve capacity of public transit infrastructure; improve quality and safety of existing and future transit systems; and improve access to public transit systems.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

The RLS will be designed and constructed to be accessible.

Decision History

The TTC's 2017-2026 Capital Budget includes \$55.52M for preliminary RLS design, as approved by City Council on February 15, 2017. The province committed \$150 M to Metrolinx to work with the City and TTC to advance planning and design of the RLS. A Memorandum of Understanding is being prepared with Metrolinx and the TTC to define roles and responsibilities and to share the total costs of work required to develop a Class 3 cost estimate for the project. Metrolinx will provide \$45M in funding to undertake this work.

At its meeting of July 12 to 16, 2016, City Council approved the Pape-Eastern-Queen alignment for the RLS, subject to assessment of an additional alignment segment, west of Pape Avenue, starting immediately north of the GO tracks on Pape Avenue to south of Queen Street, with a station box at Queen Street and Carlaw Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.1>

In May 2017, City Council approved the following:

- The segment of the Relief Line South from immediately north of the GO tracks at Gerrard Avenue East south to Queen Street East;
- Commencement of the Transit Project Assessment Process;
- Advance the planning and design of the RLS based on the recommended alignment and report to City Council when a Class 3 cost estimate and schedule have been developed for the project, which is anticipated to be in the fourth quarter of 2019; and
- The City Manager to negotiate and enter into a Memorandum of Understanding with Metrolinx and Toronto Transit Commission to define roles and responsibilities and the cost-sharing agreement between Metrolinx, the City of Toronto and Toronto Transit Commission to complete the planning and design work required to develop a Class 3 cost estimate and schedule for the RLS.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.1>

At its meeting of February 18, 2018, the Board approved the award of Contract G85-355 for Geotechnical Consulting Services for the RLS project.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/February 15/Reports/14 Relief Line South Geotechnical Consulting Services.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/February%2015/Reports/14%20Relief%20Line%20South%20Geotechnical%20Consulting%20Services.pdf)

At its meeting of March 20, 2018, the Board approved the award of Contract G85-356 for Tunnel Design for the RLS project.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/March 20/Reports/12 Relief Line South Tunnel%20Design.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/March%2020/Reports/12%20Relief%20Line%20South%20Tunnel%20Design.pdf)

Issue Background

City, Metrolinx and TTC staff are collaborating to advance the preliminary design for the RLS project.

The RLS project is approximately 6 km in length, and is expected to be underground for its entire length. Tunnel configuration and construction methods will need to be confirmed through the downtown core and a decision to use a single versus a twin tunnel solution for this project will need to be made.

It is expected that the RLS project will add five new stations and will interchange with three existing stations.

The five new stations currently planned for:

- Gerrard
- Carlaw
- Broadview
- Sumach
- Sherbourne

The three interchange stations are:

- Pape Station
- Queen Station
- Osgoode Station

The consultant's work will require a multi-discipline effort with inputs from architectural, civil, structural, geotechnical, mechanical, electrical, communications, fire/life safety, project management, property and other disciplines.

Contract work will be administered on a work plan release basis. As each required task is identified, a work plan is prepared with an estimate. Work will only begin as authorized by TTC staff in the form of a work plan release, and payment for services will be based on the actual work performed at the approved billing rates.

The work of this contract will advance the preliminary station design of the RLS, based on the approved alignment and approved station locations, to a Class 3 cost estimate and schedule. At completion of this stage gate, a report will be presented to the Board and City Council which is anticipated in the fourth quarter of 2019.

Comments

A Request for Proposals was publicly advertised on the Merx website as well as the TTC's website as of November 15, 2017. Copies of the proposal documents were downloaded by 48 companies, of which eight submitted a proposal by the closing date of January 16, 2018.

The evaluation of proposals was based on a two envelope process, which consisted of both qualitative and pricing components. The compliant proposals were first reviewed and rated by the TTC evaluation team on the qualitative aspects of the proposal using the associated weightings described in the proposal document. The proposals that scored a total qualitative rating of 75% or better were considered qualified, and the pricing components for these submissions were opened for inclusion in the evaluation. The evaluation criteria are described in Attachment 1.

The following five firms or Joint Ventures achieved a score of 75% or more, based on the qualitative evaluation and had their pricing components evaluated:

- Toronto Downtown Transit Consultants (TDOTc):
 - NORR Architects & Engineering Limited
 - H. H. Angus and Associates Ltd.
 - LEA Consulting Ltd., as Participant in Charge
- AECOM Canada Limited (AECOM)
- 1 DRP (1 Design Relief Partners):
 - IBI Group Architects (Canada) Inc.
 - Gannett Fleming Canada ULC, as Participant in Charge
- HDR Corporation (HDR)
- The Arup WSP Team:
 - Arup Canada Inc.
 - WSP Canada Group Limited, as Participant in Charge

Of these, the following companies had the highest total weighted score, in the order shown, and are recommended for award:

- TDOTc
- AECOM
- 1 DRP
- HDR

AECOM, HDR and the individual consultants that make up the joint ventures of TDOTc and 1 DRP have satisfactorily performed work for the TTC in the past.

The proposal document stated that the four awards would have different contract values due to the station pairings being issued: Pape/Gerrard: \$8.5M; Queen/Osgoode: \$6.5M; Carlaw/Broadview: \$5M and Sumach/Sherbourne: \$5M. Contract awards in the station pairing order above are based on the highest total weighted scores.

By awarding Contract G85-357, the station designs will proceed to support the advancement of the RLS preliminary design.

Contact

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Signature

Tara Bal
Chief Financial Officer

ATTACHMENT 1
RELIEF LINE SOUTH – STATION DESIGN
EVALUATION CRITERIA

A. Corporate Qualifications

- Background and capabilities
- Number of years in business
- Depth of proposed relevant resources
- CADD facilities and compliance to TTC CADD standards
- Relevant corporate experience

B. Staff Qualifications/Experience

- Number of years of direct and related experience
- Technical qualifications
- Relevant experience

C. Methodology

- Project Understanding using Pape Station as the example
- The Proponent shall outline the administrative systems in place for estimating and invoicing for work performed as well as reconciling estimates with actual costs using Pape Station as the example.
- Contract challenges using Pape Station as the example.
- Statement regarding the advantages and benefits that the Proponent provides that other Proponents may not be able to provide, taking into consideration the operating business and political environment in which TTC operates using Pape Station as the example
- Preliminary resource plan - Detailed responsibility/functions of the Proponent and proposed Sub-Consultants (if applicable) in order to complete all Work described in Division 1 – Scope of Services using Pape Station as the example.
- Preliminary resource plan - High-level list of tasks, resources required and estimated hours required to complete all Work described in Division 1 – Scope of Services using Pape Station as the example.

D. Pricing Evaluation

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