



Easier Access Design Services Contract – Procurement Amendment Authorization

Date: June 16, 2021
To: TTC Board
From: Chief Capital Officer

Summary

The purpose of this report is to request the Board's approval to amend Contract G85-360A – Consultant Design Services to continue with the consultant services for Rosedale and Lawrence stations Easier Access Phase III (EAIII), and Islington Station EAIII and Redevelopment.

This is required to ensure completion of those projects in order to fulfil the provincially legislated requirements in the Accessibility for Ontarians with Disabilities Act (AODA), 2005 for all TTC subway stations to be accessible by 2025.

Recommendations

It is recommended that:

1. The Board authorize a contract amendment to AECOM Canada Limited for Contract G85-360A – Consultant Design Services Contract, increasing the upset limit amount by \$7 million (including taxes), bringing the total upset limit amount to \$15.1 million (including taxes).

Financial Summary

Funding for this design expenditure is included in the TTC's 2021-2030 approved Capital Budget and Plan under Program 3.9 Building and Structures – Easier Access III project, Legislative category, which was approved by Council on February 18, 2021.

The total EAIII project cost is approximately \$1.081 billion, including life-to-date costs, of which approximately \$493 million has been committed to date. Approximately \$693 million in approved funding is included in the 2021-2030 Capital Budget and Plan.

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

Equity/Accessibility Matters

A cornerstone of the TTC's Corporate Plan 2018-2022 is accessibility and as a proud leader in providing accessible public transit to residents of Toronto and surrounding municipalities. The TTC is committed to ensuring reliable, safe and inclusive transit services for all our customers.

This is supported through the work of the EAIII project. An accessible path with elevators and the associated equipment and finishes will be provided from street level to subway platforms for all remaining subway stations not currently accessible.

As of December 31, 2020, 52 subway stations are accessible and there are 20 remaining subway stations to be made accessible by 2025 in accordance with the AODA.

Decision History

A competitive bid process was conducted in 2018 for EAIII Design Consultant Services Contract G85-360. Contracts G85-360 A, B and C were awarded to the following three design consultants, with an upset limit of \$6 million (for a total upset limit of \$18 million), for an eight-year duration from Notification of Award: AECOM Canada Limited, HDR Corporation and IBI Group Professional (Canada) Inc. Refer to:

[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/April 11/Reports/15 Design Consultant Services Easier Access and Second Exit .pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/April%2011/Reports/15%20Design%20Consultant%20Services%20Easier%20Access%20and%20Second%20Exit%20.pdf)

In order to meet the 2025 legislated completion date, the EAIII Program schedule has been accelerated where possible. For further project background and history, refer to:

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2020/July 14/Reports/7 Easier Access Phase III Project Status Report.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2020/July%2014/Reports/7%20Easier%20Access%20Phase%20III%20Project%20Status%20Report.pdf)

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2020/July 14/Reports/6 2020 Accessibility Plan Status Update.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2020/July%2014/Reports/6%202020%20Accessibility%20Plan%20Status%20Update.pdf)

Issue Background

The aforementioned projects at the Islington (W4-18) and Rosedale (S45-12) stations were assigned to AECOM Canada Limited under Contract G85-360A, which will expire in April 2026. The project at the Lawrence Station (Y45-3) was assigned to AECOM Canada Architects Ltd., under Contract G85-271A, which will expire in February 2023. The assignments were based on competitive staff rates, technical and subject-matter expertise, and staff resource availability from the design consultant.

It should be noted that the elevator in service dates for Islington, Rosedale and Lawrence EAIII stations will be achieved in advance of the Substantial Performance

dates. The currently anticipated stage gate schedules for the aforementioned projects are respectively as follows:

Rosedale Station EAIII:

Stage Gate 0	Project Initiation	Completed
Stage Gate 1/2	Concept Design Completion	Completed
Stage Gate 3	Scope Design Completion	Completed
Stage Gate 4	Detail Design Completion	Q2 2021
Stage Gate 5	Tender Award	Q3 2021
--	Elevators in-service	Q4 2023
Stage Gate 6	Construction Substantial Performance	Q1 2024
Stage Gate 7	Construction Handover Completion	Q2 2024

Lawrence Station EAIII:

Stage Gate 0	Project Initiation	Completed
Stage Gate 1/2	Concept Design Completion	Completed
Stage Gate 3	Scope Design Completion	Completed
Stage Gate 4	Detail Design Completion	Q3 2021
Stage Gate 5	Tender Award	Q4 2021
--	Elevators in-service	Q2 2024
Stage Gate 6	Construction Substantial Performance	Q3 2024
Stage Gate 7	Construction Handover Completion	Q4 2024

Islington Redevelopment

The Islington Station Redevelopment project (W4-18) has been integrated with the EAIII project planned for the site to facilitate design, construction, constructability and integration. The current bus terminal at Islington Station has a multiple-bay configuration with separate stairs to each bay. The station will require new multi-bay bus platforms with common stairs, escalators and elevators.

The new bus terminal at Islington Station will be constructed on an adjacent site north of the existing bus terminal. The site is currently constrained by the existing Hydro One Network Inc. (HONI) corridor and Islington Avenue. The site will be further constrained by the future extension of Aberfoyle Crescent, westward, to service the future development by CreateTO.

Adding to the redevelopment complexity of Islington Station is the designation of the existing bus terminal and the adjacent commuter parking lot for future residential development by CreateTO for housing needs, which requires delineation and integration of the sites between the TTC and CreateTO areas. The existing bus terminal will remain in service until construction of the new bus terminal is completed. Demolition of the existing bus terminal by CreateTO will proceed following completion of the new bus terminal.

A dedicated ingress/egress driveway for the new bus terminal abutting the future extension of Aberfoyle will be constructed. Modifications to the existing layout and

introduction of traffic signals for vehicular and pedestrian movements at the intersection of Islington Avenue and Aberfoyle Crescent will be undertaken in the redevelopment of the station to facilitate all public transit vehicles that will service the new terminal. Subsequent modifications to the layout and traffic signals at the intersection will be undertaken by CreateTO in its construction of the future extension of Aberfoyle Crescent, westward, to service their future residential development.

Construction of the new bus terminal at Islington Station will continue beyond 2025. In order to fulfil the AODA mandate while completing the required redevelopment scope at the station, commencement of detail design was advanced in Q3 2020. Extensive staging of the work is required at each station.

Opportunities to advance the new Islington/Aberfoyle direct entrance, and the EAIII elements included in the redevelopment at the station through construction phasing, will be investigated and established during the detail design phase of the project.

The currently anticipated stage gate schedule for the redevelopment project (W4-18) at Islington Station is as follows:

Stage Gate 0	Project Initiation	Completed
Stage Gate 1/2	Concept Design Completion	Completed
Stage Gate 3	Scope Design Completion	Q1 2021
Stage Gate 4	Detail Design Completion	Q1 2023
Stage Gate 5	Tender Award	Q2 2023
--	New Islington/Aberfoyle Direct Entrance	Q4 2024
--	Elevators-in-service (Platform elevator)	Q4 2024
Stage Gate 6	Construction Substantial Performance	Q1 2026
Stage Gate 7	Construction Handover Completion	Q2 2026

Approximately \$5.9 million of the originally awarded upset limit of \$6 million for Contract G85-360A has been committed to date. This \$6 million upset limit is expected to be exceeded as a result of the forecasted costs, which will be required to complete Stage Gate 4 to 7 deliverables for the aforementioned projects. The overall increase from the original awarded upset limit amount is anticipated to be approximately \$9.1 million.

An internal TTC approval of a contract amendment to transfer a total cost saving of \$2.1 million in consultant services fees from Contracts G85-360 B and C to Contract G85-360A, in accordance with the Delegation of Authority authorizations, was completed in March 2021 in support of the Stage 4 to 6 deliverables for Islington and Rosedale Stations. This amendment allowed consultant detail design services to continue for the redevelopment at Islington Station (W4-18) and to be completed for the EAIII project at Rosedale Station (S45-12). This amendment will additionally allow consultant support during construction services to proceed for the EAIII project (S45-12) at Rosedale Station.

A subsequent amendment in the amount of \$7 million for Contract G85-360A is still required for the consultant services and associated fees in support of Stage Gate 4 to 7 deliverables. The amendment will allow detail design services to continue as well as support during construction services to be funded for the redevelopment (W4-18) at

Islington Station. The amendment will additionally allow consultant support during construction services to continue for the EAIII project at Rosedale Station (S45-12) and to proceed at Lawrence Station (Y45-3).

It is important to acknowledge that the capital cost of the EAIII and redevelopment work at the Islington Station is in excess of four times the historical cost and range of a typical EAIII project. This is due to the magnitude and complexity of the work, which includes the replacement of the bus terminal, associated modifications to the station, and delineation and integration with the future residential development by CreateTO. As a result, the associated design fees are also proportionately higher.

Detail design and support during construction services for the Islington Station Redevelopment under W4-18 collectively account for \$6.8 million of the \$9.1 million overall projected additional cost.

Comments

The consultant services in support of Stage Gate 4 to 7 deliverables of the aforementioned projects are critical to fulfilling the provincially legislated requirements in the Accessibility for Ontarians with Disabilities Act, 2005 for all TTC subway stations to be accessible by 2025.

The recommended procurement approach would allow for the shortest timelines for design and construction impacts with co-ordination issues and potential implementation delay kept to a minimum, in support of the Stage Gate 4 to 7 deliverables for the redevelopment of Islington Station (W4-18).

Alternative procurement approaches and their associated risks and impacts in support of the stage gate deliverables for the redevelopment of Islington Station under Contract W4-18 have been assessed, as follows:

- Co-ordination issues and potential implementation delays, particularly for the key service deliverables either in progress or completed to date by AECOM, are expected with the following alternative procurement approaches and accordingly not recommended:
 1. Alternative #1: Request for Proposal (RFP) procurement of a new standalone consultant services contract;
 2. Alternative #2: Consultant services solicitation under other EAIII design services contracts; or
 3. Alternative #3: Detail design and construction support services solicitation from the TTC Engineering Department.
- In consideration of the schedule constraint for the redevelopment of Islington Station, the risk of not achieving the established AODA deadline of 2025, as legislated, is the highest under the Alternative #1 procurement approach as the RFP procurement process is expected to result in a minimum six-month delay to the project. Accordingly, this approach is not recommended.

- Under the Alternative #2 procurement approach, availability of funding from contracts G85-360 B and C are additionally insufficient to continue providing the consultant services for the W4-18 and S45-12 projects. Board approval would be required for amendment of the subject contracts for additional funding authorization as those contracts are being used for other design assignments under EAIII. Accordingly, this approach is not recommended.
- Under the Alternative #3 procurement approach, internal department may still require external consultant services for technical expertise and staff resources for completion of various project deliverables. Further, co-ordination issues with work already performed by AECOM may result in several months of delay in completion of the design phase. Accordingly, this approach is not recommended.

Board approval is therefore recommended for an additional amount of \$7 million for Contract G85-360A for consultant services and associated fees in support of Stage Gate 4 to 7 deliverables for the redevelopment of Islington Station (W4-18) in 2026 and the EAIII projects at Rosedale (S45-12), Lawrence (Y45-3) and Islington (W4-18) in order to achieve the established AODA deadline of 2025.

Contact

Jane Murray, Chief Project Manager – Construction
416-590-6811
jane.murray@ttc.ca

Signature

Gary Downie
Chief Capital Officer – Engineering, Construction and Expansion
gary.downie@ttc.ca

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