



Easier Access Phase III – Project Status Update April 2024

Date: April 11, 2024

To: TTC Board

From: Chief Capital Officer

Summary

The Easier Access Phase III (EAIII) program is an important part of the 2019-2023 TTC Multi-Year Accessibility Plan.

The purpose of this report is to provide a status update on the delivery of the EAIII program. A cornerstone of the TTC's current Corporate Plan is accessibility, and as a proud leader in providing accessible public transit to the residents in the City of Toronto and surrounding municipalities, the TTC is committed to ensuring reliable, safe, accessible, and inclusive transit services for all its customers.

Since the last update to the Board in September 2023, construction has progressed at the 15 stations under construction, and the forecasted dates for completion have not changed since the last report. Of the 16 remaining stations to become accessible:

- Three stations are scheduled to be completed in 2024: Donlands, Glencairn, and Castle Frank, resulting in 57 of 70 (or 81%) of stations being accessible by the end of 2024;
- Eight stations are scheduled to be completed in 2025: Summerhill, Greenwood, Rosedale, College, Lawrence, Christie, Museum, and High Park, at which time a total of 65 of 70 (or 93%) stations will be accessible.
- Four stations: Spadina, King, Islington and Warden are due to be completed within 2026, bringing the total number of accessible stations to 69 of 70; and
- Old Mill Station is expected to begin construction in 2024, subject to completion of the expropriation process of the required property.

As advised in the last Board update, a number of stations will not be completed by January 1, 2025, and therefore, in order to ensure that the TTC transit system is as accessible as possible, a contingency service plan is being developed for the interim period for each station where elevator access has been delayed beyond January 1, 2025. The interim service plan will ensure that there is accessibility to the subway system. Such interim measures may include bus/shuttle service to and from nearby accessible stations.

The Board adopted the recommendations in the report entitled 2021 Accessibility Plan Status Update, at its May 12, 2021 meeting. In doing so, the Board also directed staff to bring back on a semi-annual basis an Easier Access Update Report and include the following:

- a. Major milestones;
- b. Interdependencies with the City's planning and permit approvals process; and
- c. A high-level program risk register.

Previous Easier Access Update reports highlighted the key complexities with delivering the EAIII program. Managing these challenges and working collaboratively with contractors, City agencies and staff, utility authorities as well as developers and other third parties has been the focus of TTC efforts to deliver this program.

Notwithstanding these efforts, a number of challenges remain at 13 stations, which are forecasted to delay construction of new elevators beyond January 1, 2025. Details of the Easier Access Phase III Program Schedule are contained in Appendix A.

Mitigating steps continue to be taken to expedite the construction at these stations to minimize delays to the elevator construction schedules. These steps include short-term closures of station entrances, weekend closures and early access closures, and combining construction stages where feasible to facilitate the work.

The Board was provided with the annual Accessibility Plan Status Update, most recently in July 2023.

Recommendations

It is recommended that the TTC Board:

1. Receive the current EAIII Program Schedule, noting the acceleration efforts presently underway, and that staff continue to seek opportunities for schedule improvements.

Financial Summary

This report has no additional capital financial impact beyond what has been approved for this project and the remaining funding requirements included in the 2024-2033 Capital Budget and Plan.

The total project cost of the (EAIII program is approximately \$1.17 billion, of which \$656 million has been spent to the end of 2023. It should be noted that this life-to-date spending includes \$115.15 million that was incurred in 2023. During the 2024 budget process, the projected 2023 yearend was estimated to be underspent and carry forward funding of \$8.93 million was included in the 2024-2033 Capital Budget and Plan. In fact, the 2023 Approved Capital Budget for this program was exceeded by \$2.27 million as a result of efforts to accelerate all work in this capital program. As a result, adjustments will be included in the City of Toronto's Period 12 2023 Capital Variance Report and 2024 Capital Budget Adjustments for Incremental Carry Forward Funding and Future Year Commitments Report that will be subject to City Council approval to account for the variance in projected spending, adjusting the approved funding in the 2024-2033 Capital Budget and Plan to \$513.8 million as shown in Table 1 below:

Table 1: Easier Access III – 2024-2033 Capital Budget and Plan

2024-2033 Capital Budget and Plan (000's)	2023 LTD	2024 Budget	2025	2026	2027	2028	2029-2033	10-Year Total	Total Project Cost
Approved Capital Plan	655,975	114,927	152,436	121,807	101,448	34,454	-	525,071	1,181,045
Carryforward Adjustment	-	(11,229)	-	-	-	-	-	(11,229)	(11,229)
Revised Capital Plan	655,975	103,698	152,436	121,807	101,448	34,454	-	513,842	1,169,817

Of the total project cost, approximately \$940.6 million has been committed to date, of which \$229.2 million of the approved funding in the 2024-2033 Capital Budget and Plan has been committed.

Construction contracts for Glencairn, Greenwood, Lawrence, Christie, Warden (EA component), Spadina and King, and Warden (redevelopment) have been awarded by delegated approval from the Board to the TTC CEO.

Any financial impacts arising from the implementation of an interim service plan to provide accessibility to the subway system will be captured in the 2025-2027 Operating Budget submissions.

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

Equity/Accessibility Matters

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

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

The prioritization of making stations accessible was determined in consultation with the Advisory Committee on Accessible Transit (ACAT). The ACAT Design Review Subcommittee has reviewed and provided input and constructive feedback on all EAIII designs at the preliminary design stage.

All ACAT comments were addressed to the greatest extent possible prior to completing the detail design. In addition to the review by ACAT, public consultation is undertaken at project outset, and updates are completed throughout the project life cycle to keep the public informed of the planned work.

The objective of the AODA is to ensure that facilities and services in Ontario are accessible by January 1, 2025. The TTC has been working towards achieving this objective by ensuring elevator access at each TTC station. By the end of 2024, 81% (57 of 70) of TTC stations will be accessible.

The TTC continues to work to ensure that all stations have elevator access. However, in the interim and to ensure that the transit system is as accessible as possible by January 2025, the TTC will be implementing measures at stations that do not have elevator access. These measures will be evaluated on a station-by-station basis, and such measures may include bus/shuttle service from one location to another.

Decision History

The following links provide a chronology of the Easier Access program reporting, including the project background and project status updates:

- [Feasibility of Acceleration – Easier Access Phase III, October 27, 2016](#)
- [Easier Access Phase III Project Status Report, July 14, 2020](#)
- [2021 Accessibility Plan Status Update, May 12, 2021](#)
- [Easier Access Phase III – Project Status Update, February 10, 2022](#)
- [2022 Accessibility Plan Status Update, June 23, 2022](#)
- [Easier Access Phase III – Project Status Update, July 14, 2022](#)
- [2023 Accessibility Plan Status Update July 12, 2023](#)
- [Easier Access Phase III – Project Status Update September 2023](#)

Issue Background

To date, 54 of 70 subway stations are accessible, and there are 16 remaining stations to be made accessible as outlined in Appendix A – Easier Access Phase III Program Schedule.

The EAIII program will provide an accessible path from street level, buses and streetcars, to subway platforms for all remaining stations not currently accessible.

The overall project scope at each station can vary according to individual station requirements, but includes as applicable: elevators, accessible doors, ramps, wide fare gates, electrical power upgrades, communication system upgrades, fire alarm modifications, tactile tiles, Wheel-Trans stops, associated HVAC, mechanical, and electrical equipment, ceiling and signage modifications and architectural finishes. Existing service rooms are renovated or new service rooms are constructed to house the required equipment.

Structural modifications are required for wall and floor openings to accommodate elevator shafts and corridors. Some stations require the removal or reconstruction of existing stairs and escalators.

Comments

This report provides an update on the program status and outlook.

Since the inception of this program, 54 of 70 stations are now accessible, with 10 of these being completed since 2020. The following six stations were made accessible in 2020: Wellesley, Dupont, Chester, Runnymede, Wilson and Bay; the following three were completed in 2021: Keele, Sherbourne and Yorkdale; and Lansdowne was completed in 2022.

Elevator construction is progressing at the following 15 stations: Donlands, Castle Frank, Glencairn, Summerhill, Rosedale, Greenwood, High Park, Lawrence, College, Christie, Museum, Warden, Islington, Spadina and King. The redevelopment contracts for Islington and Warden stations were both awarded in 2023 and include the construction of accessible bus terminals in addition to the station elevator construction at each station.

Project Risks and Mitigation

At its meeting on September 26, 2023, the Board was presented with the Easier Access Phase III Project Status Update report that discussed the increasing complexities of the remaining stations to be made accessible faced by EAIII projects. This report also outlined the outlook for completion dates to each remaining station that have been adjusted to reflect a comprehensive risk analysis that was performed for each station. Every station is unique, with different risks identified and required mitigation efforts to manage the risk to the project schedule.

The program schedule included in Appendix A provides forecasted schedules for the remaining stations and will be updated accordingly as construction progresses at each station. There has been no change to the forecasted dates since the last update to the Board at its September 26, 2023 meeting. Continued monitoring and reporting of the construction progress and outlook will continue to be provided to the Board, ACAT and other stakeholders until the completion of the Easier Access program.

Due to the configuration of several stations, such as Museum, King, and Spadina, being directly below the right-of-way, lane restrictions are required to conduct the elevator construction. Extensive collaboration has taken place with City departments to coordinate the work with other planned projects in those areas and minimize the required impact on traffic, pedestrians, and cyclists.

Since the last update in September 2023, the following progress has been made to the program:

- Construction has progressed at all stations. Donlands, Castle Frank, and Glencairn stations are nearing completion, and elevators will be in service in 2024.
- Significant property easements have been secured at Islington Station, and necessary permits and approvals have been secured at Islington and Warden stations, which have allowed construction to proceed.

- A Hearing of Necessity was held in late September for the property needs requiring expropriation at Old Mill Station. The Ontario Land Tribunal recently issued a favourable decision on the matter that will enable the TTC and the City to move forward with the required property acquisitions.

Continued progress is also being made with utility and third-party agencies since the last update report in September 2023. Continued support for utility relocations and support of infrastructure at several stations is essential for construction progress.

Risks that continue to impact the program

Contractor-related issues at various stations due to the current market conditions, including sub-trade availability/shortages, site conditions, and third-party conflicts (utilities construction, including required work on or near private property) are continuing to impact the work and project schedules.

TTC staff and its contractors continue to work collaboratively to address and mitigate program risks and look for opportunities to advance EA project construction work by removing constraints and accelerate work activities, where feasible and beneficial.

Appendix B – Easier Access III Critical Issues and Risks summarizes the risks, impacts and mitigating strategies for the remaining stations.

Mitigation Measures

Several mitigation measures were implemented in 2023 to facilitate the construction, including the following:

- Implemented short-term closure of the Melinda northbound exit at King Station in fall 2023 to accelerate stair construction and elevator foundation and shoring work.
- Combined stages at several stations, including Greenwood, Museum and King, to prioritize elevator work.
- Performed several weekend closures and nightly early access closures at Lawrence Station to facilitate track- and platform-related works. Further closures are planned in 2024.

Mitigation measures planned for 2024 include the following:

- Station entrances are planned to be temporarily closed at Museum and Lawrence stations to facilitate elevator construction. This is possible at Lawrence as it has two entrances, and the existing stair entrances at Museum Station are planned to be closed once the second exit/entrance is completed and opened.
- Further weekend closures and early access closures are planned for Lawrence Station to facilitate the track- and platform-level work.
- Opportunities are being evaluated to piggyback on other closures throughout the system to facilitate the track/platform/concourse works where additional space and time may be beneficial in performing critical activities that would be difficult during regular operations or nightly non-revenue periods.

- Continuing support is being provided from various TTC Operations sections for the relocation of existing services, power isolations, finishes removal, use of work cars, commissioning, and systems-related work required to achieve Elevators in Service.
- Focus is being placed on the hiring of staff resources in Construction, Procurement and other areas due to staff turnover to ensure the appropriate capacity is in place to support the workplan.

The remaining stations are more technically complex and require construction staging and operating constraints add to project complexity and construction durations. Project staff are working collaboratively with TTC Operations and contractors to identify opportunities to accelerate the work during construction.

Old Mill Station

Old Mill Station proceeded to tender in mid 2022, but was later cancelled due to the longer period required to secure property requirements needed for the construction. A Hearing of Necessity was held in late September 2023 and a report by the Ontario Land Tribunal was issued in late February 2024 noting that the property takings are fair and necessary in the achievement of carrying out the accessibility project at Old Mill Station. The next step will be to obtain City Council approval by mid-2024 of the required expropriations.

The construction contract is forecasted to be re-tendered in 2024 once the expropriation process is completed.

Further updates will be provided on the status of Old Mill in subsequent update reports to the Board, including a plan on mitigating steps that will be considered to provide accessible alternatives beyond 2024 for this station and any other stations that are not accessible by that time.

Warden and Islington Stations

Advancements were made to both Islington and Warden redevelopment projects since the last update to the Board. Site plan approvals and all required permits were obtained for both stations, and a significant permanent easement was secured on the adjacent Hydro One corridor for the construction of the new Islington bus terminal.

The work at Warden is split into three separate construction contracts and updates are as follows:

- Selective electrical upgrades were completed in 2022;
- Easier Access construction contract for the subway platform and concourse elevators for street-level, barrier-free accessibility from the passenger pick-up/drop-off (PPUDO) at the station is expected to be completed by mid-2025;
- The station redevelopment contractor has mobilized and is progressing on-site servicing, shoring, and caisson wall and temporary bus terminal work, which will enable the station to become fully accessible by mid-2026 and enable demolition of the existing bus terminal for construction of a new island bus terminal at the location.

For Islington Station, construction and phasing of the work is being done under one contract. This includes electrical room upgrades, subway platform elevator and new barrier-free accessible street-level entrance to the existing concourse level as initial phases, followed by construction of the new island bus terminal north of the existing bus terminal.

Extensive co-ordination with City staff was ongoing for several years to obtain Site Plan Approval and all other necessary approvals and permits for both stations, which were critical in proceeding to construction and maintaining schedule commitments.

Interim Service Plan

As noted in the last Board update, a contingency service plan is being developed for the interim period that each station is not accessible beyond January 1, 2025. This plan will include the following for each impacted station:

- Interim service plan to provide accessibility to the subway line. This may include bus service to and from nearby accessible stations, or identification of an accessible alternative. Similar service changes were implemented in recent years during planned elevator overhaul construction.
- Updated communications, including on the TTC website, outlining accessible plans for each impacted station.

The TTC will ensure accessibility to these stations after January 1, 2025. An interim service plan to provide accessibility to the subway line will be captured in the 2025-2027 Operating Budget submissions to ensure that the TTC can operate accessible alternative services if required. The plans will be developed through the 2025 Annual Service Plan in consultation with ACAT and the public to ensure that any surface transit service to stations where Easier Access projects are not complete meets the accessibility needs of customers.

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Attachments

Appendix A – Easier Access Phase III Program Schedule
Appendix B – Easier Access Phase III Critical Issues and Risks

APPENDIX A
Easier Access Phase III Program Schedule

Station	Contract Award	Construction Planned to Begin	Construction % Complete (As of Jan 31, 2024)	Station Accessible Previous Projection	Station Accessible (Revised Forecast)*	Status
Donlands	Awarded	Underway now	95	Q2 2024	Q2 2024	Construction
Castle Frank	Awarded	Underway now	69	Q3 2024	Q3 2024	Construction
Glencairn	Awarded	Underway now	68	Q3 2024	Q3 2024	Construction
Summerhill	Awarded	Underway now	51	Q1 2025	Q1 2025	Construction
Greenwood	Awarded	Underway now	58	Q2 2025	Q2 2025	Construction
Rosedale	Awarded	Underway now	65	Q2 2025	Q2 2025	Construction
College	Awarded	Underway now	65	Q3 2025	Q3 2025	Construction
Lawrence	Awarded	Underway now	56	Q3 2025	Q3 2025	Construction
Christie	Awarded	Underway now	31	Q3 2025	Q3 2025	Construction
Museum	Awarded	Underway now	57	Q4 2025	Q4 2025	Construction
High Park	Awarded	Underway now	58	Q2 2025	Q2 2025	Construction
Spadina	Awarded	Underway now	32	Q3 2026	Q3 2026	Construction
King	Awarded	Underway now	24	Q4 2026	Q4 2026	Construction
Islington (EA+ Redevelopment)**	Awarded	Underway now	6.5	Q1 2026 (platform elevator)	Q1 2026 (platform elevator)	Construction
Warden (EA)***	Awarded	Underway now	37	Q3 2025	Q3 2025	Construction
Warden (Redevelopment)***	Awarded	Underway now	3	Q2 2026 (temp bus term)	Q2 2026 (temp bus term)	Construction
Old Mill	Q4 2024	Q4 2024	Not started	TBA	TBA	Pre-tender

***Note: Revised forecasted dates based on latest available status, outlook and risks/issues on each contract. Will be monitored and updated based on progression of construction.**

****Note: Islington EA work will provide accessibility from new street level entrance (ramp) to concourse and from concourse to subway platform (elevator). Accessibility from new bus terminal to concourse will be provided with an elevator as part of Redevelopment.**

*****Note: Warden EA Contract will provide accessibility from Passenger Pick Up/Drop Off (PPUDO) to concourse (first elevator) and concourse to subway (second elevator). The station becomes accessible during Redevelopment contract once temporary bus terminal is completed. Redevelopment of bus terminal will follow.**

**APPENDIX B
EASIER ACCESS III PROGRAM RISKS AND ISSUES**

Easier Access Program Risks and Issues (1)

Contract #	Risk Name	Description	Risk Status	Current State	Impact and Interdependencies	Mitigation/Escalation	Outlook
EASIER ACCESS	Cost Escalations	Higher costs due to current market conditions, supply chain issues and escalations.	Open	M	<ul style="list-style-type: none"> - Increases due to market conditions, site conditions, labour issues, utility costs at several locations. - Potential increased closure costs and internal costs due to extensive track-level work at Lawrence. - Property-related claims received at several stations as a result of Section 30 agreements, business loss claims and expropriation during and after construction, which may require additional funding to close out Sherbourne, Lansdowne, Runnymede. 	- Continue to monitor costs and look for opportunities to reduce costs.	M

Easier Access Program Risks and Issues (2)

Contract #	Risk Name	Description	Risk Status	Current State	Impact and Interdependencies	Mitigation/Escalation	Outlook
EASIER ACCESS	Construction Execution	<ul style="list-style-type: none"> - Sub-contractor co-ordination. Labour shortages/disruptions/supply chain issues. - Unexpected Site conditions encountered during construction - As-built conditions - Third-party conflicts. 	Open	M	<p>Driving/Critical Projects: Stations in Construction.</p> <ul style="list-style-type: none"> - Ongoing contractor issues at various stations, including sub-trade availability, labour shortages, supply chain issues, site conditions, third-party conflicts (utilities, neighbour properties), have impacted project schedules, including Elevators in Service (EIS). 	<ul style="list-style-type: none"> - Risk Assessment performed on all remaining stations and schedules re-baselined. - TTC staff and contractors are working collaboratively to address and mitigate construction issues. 	M

W45-8 Old Mill Station – Easier Access Phase III (1)

Contract #	Risk Name	Description	Risk Status	Current State	Impact and Interdependencies	Mitigation/Escalation	Outlook
W45-8	Obtaining properties required may take longer than expected	Obtaining properties (at 21 Old Mill, 39 Old Mill, and 2662 Bloor St. W.) required takes longer than expected (i.e. easements and fee-simple).	Occurred	M	<ul style="list-style-type: none"> - The expropriation process has been initiated for 2662 Bloor St. W. in parallel, and was brought to the TTC Board on July 2021. - Stage 1 Expropriation was initiated in February 2022. Expropriation notices went out in November 2022. Four requests for a Hearing of Necessity were received. Hearing was held late September 2023. - City Council approval for Stage 2 Expropriation is forecasted to proceed in mid-2024 now that Hearing of Necessity Inquiry Officer's report was issued in late February 2024 noting favourable outcome that the proposed property takings are fair and necessary. - Fee-Simple, Temporary and Permanent Easements are required to facilitate construction site access over three private properties. 	<ul style="list-style-type: none"> - Obtaining property has delayed start of construction and EIS. - Continuing to co-ordinate finalizing of all property takings with City Real Estate staff in order to re-tender construction contract and commence construction by earliest possible date. 	M