

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: May 30, 2012

SUBJECT: PROCUREMENT AUTHORIZATION AMENDMENT
PROGRAM OF REQUIREMENTS AND CONCEPTUAL DESIGN
LOW FLOOR LIGHT RAIL VEHICLE MAINTENANCE AND
STORAGE FACILITIES
CONTRACT TC85-6

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission authorize the issuance of a Contract Amendment to AECOM Canada Ltd. (AECOM), in the amount of \$10,000,000 for detailed design and construction support for the Ashbridges Bay Maintenance and Storage Facility (MSF).

FUNDING

Sufficient funds for this expenditure are included in the TTC's 2012 – 2016 Capital Program, which was approved by the Commission on December 14, 2011 and by Council on January 17, 2012. Funding for the project is included under Project 3.9 LRT Replacement Maintenance and Storage Facility, as referenced in the 2011 - 2015 Capital program books noted on pages 765 – 768.

Payment will be on actual time basis and the Contract work will be managed on a Work Assignment Release basis.

BACKGROUND

At its meeting of October 23, 2008, the Commission approved the award of Contract TC85-6 to AECOM to complete the Program of Requirements and Conceptual Design for the Replacement Streetcar MSF (Ashbridges Bay MSF) and the four MSFs required for the Transit Expansion program. The contract included the provision that the Commission may, at its discretion, amend the contract to include Environmental Assessment, Preliminary and Detailed Design services, as well as support services during construction for the required facilities.

In accordance with the optional provisions of Contract TC85-6, the contract was previously amended to include Environmental Assessment and Preliminary Design services for both the Ashbridges Bay MSF and the Sheppard East MSF.

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At its meeting on September 30, 2010, the Commission approved the issuance of a Contract Amendment in the amount of \$23,080,000.00 for detailed design and construction support services for the Ashbridges Bay MSF and the Sheppard East MSF.

Work on the Sheppard East MSF was suspended in February 2011.

Work on the Ashbridges Bay MSF has continued with the aim of having the facility and Leslie Street connection track ready for service in 2014. Work on Contract WM60-1 for the removal of the approximately 385,000 m³ of contaminated soil on the site has been completed earlier this year. Contract WM1-1 for the construction of the facility and storage yard was awarded on April 12, 2012. Contract ABYS1-1 for the construction of the Leslie Street connection track is currently at the 60% design milestone, and is expected to be tendered in the Fall of 2012.

Contract TC85-6 details are as follows:

Original Contract Upset Limit Amount (including GST):	\$ 3,100,000.00
Previous Amendments (including GST):	\$28,727,314.25
This Contract Amendment (including HST):	\$10,000,000.00
Total Revised Upset Limit Amount:	<u>\$41,827,314.25</u>

The allocation of the revised upset limit amount is \$28.6 M for design and construction support of the Ashbridges Bay MSF, \$11.8 M for preliminary design, construction support of enabling works and support through the Infrastructure Ontario procurement process for the Sheppard MSF, and \$1.4 M for the Program of Requirements for the Eglinton, Finch and Don Mills MSF's.

DISCUSSION

The Ashbridges Bay MSF project has been the subject of considerable scrutiny concerning the selection of the site and the routing of the connection track, which required additional studies to confirm and verify the decision process. Examples of the additional studies, design efforts, and project management activities that have required AECOM's services include:

- Review of the connection track routing as directed at the February 2, 2011 Commission Meeting and reported upon at the July 6, 2011 Commission Meeting.

- Review of alternate storage facilities with the objective of reducing the storage capacity at Ashbridges Bay MSF and/or reducing the number of vehicles put into service via the Leslie Street connection track. This study was requested at the February 2, 2011 Commission Meeting and reported upon at the July 6, 2011 Commission Meeting.
- An extensive and comprehensive Site Plan Approval process spanning 19 months and consisting of three submissions. The final Notice of Approval Conditions (NOAC) dated April 4, 2012 are lengthy and require considerable effort in satisfying design requirements, particularly in the area of streetscape.
- The scope of streetscape enhancements has been expanded to include Queen Street from Hastings Avenue to Jones Avenue, at the direction of the Commission on July 6, 2011, and from Commissioners Street to the entrance to the Leslie Street Spit, as a requirement of the NOAC.
- The consultant was requested to review the possibility of burying Toronto Hydro services and develop an order of magnitude estimate. Following this, the consultant has been actively engaged in pole design to create a consistent look for Hydro, TTC and Traffic poles that meets the service requirements of all users.

In addition, as identified to the Commission at its July 6, 2011 meeting, there are significant conflicts between the trackbed and subsurface utilities, principally Toronto Water infrastructure. As a result, the scope of the connection track component of the project is more complex than originally anticipated, requiring extensive design efforts in the following areas:

- Addressing utility relocations due to conflicts between the trackbed and subsurface utilities. Satisfying maintenance access and operational requirements in light of these conflicts has been particularly challenging. In consultation with utilities, particularly Toronto Water and Toronto Technical Services, AECOM developed numerous design options and sub-options to varying degrees. The resulting design has been agreed to by the City and will optimize the aspects of technical requirements, capital cost, schedule objectives and disruption to the community.
- The consultant has been requested to assume direct responsibility for design of private utility relocations by hiring design sub consultants that are approved by the private utilities. This approach is preferable, as it provides better control. Typically and as was assumed, the utilities would hire their design consultants (paid by the TTC through Purchase Orders to the utilities) with AECOM providing coordination.

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As a result of the above, additional funding in the amount of \$10.0 M is necessary to complete the detailed design and construction support of the Ashbridges Bay MSF. This will bring the total design fee for Ashbridges Bay MSF to approximately \$28.6 M. Staff have reviewed the fees and determined that it falls within the Professional Engineers Ontario (PEO) fee guidelines, as well as TTC guidelines. The requested amendment will be sufficient to complete AECOM's involvement, as construction is commencing on Contract WM1-1, Main Facility and Yard, and the design scope of the Leslie Street connection track is now firm.

At the present time there are sufficient funds allocated to Sheppard East MSF remaining in Contract TC85-6. There is no requirement for additional funding from Metrolinx.

JUSTIFICATION

This Contract Amendment is required to enable AECOM to complete design and construction support activities for the Ashbridges Bay MSF project.

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