



Making Old Mill Station Accessible Action Report with Confidential Attachment

Date: January 27, 2025
To: TTC Board
From: Chief Capital Officer

Reason for Confidential Information

This report contains information about a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the City or local board.

Summary

The purpose of this report is to obtain authorization for the award of Contract W45-8, Old Mill Station Easier Access III (EAIII), to Maystar General Contractors Inc. in the amount of \$25,690,748.88, inclusive of all taxes, on the basis of the lowest-priced acceptable bid.

The contract work provides services for the construction of two elevators at Old Mill Station from street level to each side platform, new tactile attention tiles, station power upgrade, associated signage, mechanical and electrical upgrades and other associated elements to provide a barrier-free path throughout the station.

The construction phase of the contract is scheduled to commence in Q2 2025.

Recommendations

It is recommended that the TTC Board:

1. Authorize the award of Contract W45-8, Old Mill Station – Easier Access III to Maystar General Contractors Inc. in the amount of \$25,690,748.88, inclusive of all taxes, on the basis of the lowest-priced acceptable bid.
2. Approve a reallocation of \$8.5 million of permanent savings from the SRT Life Extension project and increase the total project cost for the Easier Access III program to fund the Contract award.
3. Subject to recommendation 2 above, authorize the recommended budget adjustments to the TTC's 2025-2034 Capital Budget and Plan to be included in the TTC's Capital Variance Report submission to the City of Toronto for the four months ended April 30, 2025, for City Council consideration and approval.
4. Approve the recommendation contained in the Confidential Attachment 1 and authorize that the information in the Confidential Attachment remains confidential as

it contains information about a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the City or local board.

Financial Summary

While the recommended bid for award is based on the lowest-priced acceptable bid, the contract value came in higher by \$8.5 million than what was budgeted for in this project. Permanent underspending of \$8.5 million from the SRT Life Extension project will offset this and will require an adjustment to the project budgets to fund the contract value. Subject to the approval of recommendation 2 above, funds for this expenditure will be included in the TTC's 2025-2034 Capital Budget and Plan under Program 3.9, Building and Structures – Easier Access III project, Legislative category as approved by the TTC Board on January 10, 2025, and will be before City Council for consideration on February 11, 2025.

Table 1 below summarizes the revised cashflow adjustments to the TTC's 2025-2034 Capital Budget and Plan to align with the estimated project delivery schedule.

Table 1 – Amendment to the 2025-2034 Capital Budget and Plan (\$000s)

2025-2034 Capital Budget & Plan	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
January 10, 2025 Board Approved	1,688,282	1,569,692	1,724,646	1,796,754	1,776,012	2,020,300	1,704,776	1,698,135	1,214,512	1,202,358	16,395,466
<i>Requested Adjustments:</i>											
SRT Life Extension		(8,500)									(8,500)
Easier Access III*	250	1,000	3,000	4,250							8,500
Total Adjustments	250	(7,500)	3,000	4,250	-	-	-	-	-	-	
Revised 2025-2034 Capital Budget & Plan	1,688,532	1,562,192	1,727,646	1,801,004	1,776,012	2,020,300	1,704,776	1,698,135	1,214,512	1,202,358	16,395,466

Table 2 below summarizes the annual expenditure forecast over the total contract term:

Table 2: Contract W45-8, Construction Contract Expenditure by Year and Total Term

Expense (000)	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	Total Contract Amount
Contract Expenditures (without HST)	\$1,311,910	\$3,685,200	\$8,161,350	\$9,576,716	\$22,735,176
Non Rebtable HST (1.76%)	\$23,090	\$64,860	\$143,639	\$168,550	\$400,139
Total Contract Expense	\$1,335,000	\$3,750,060	\$8,304,989	\$9,745,266	\$23,135,315
Rebtable HST	\$147,459	\$414,216	\$917,336	\$1,076,423	\$2,555,434
Total Authority (including HST)	\$1,482,459	\$4,164,276	\$9,222,325	\$10,821,689	\$25,690,749

With the approval of recommendation 2, the revised total project cost of the Easier Access III (EAIII) Program, which includes Islington and Warden Redevelopment projects is approximately \$1.197 billion, of which \$656 million has been spent to the end

of 2023, projected year-end spending of \$131.7 million in 2024, and funding of \$409.0 million included in the 2025-2034 Capital Budget and Plan, as presented in Table 3 below.

Table 3: Easier Access III – 2025-2034 Capital Budget and Plan (\$000s)

	LTD Actuals to 2023	2024 PA	2025	2026	2027	2028	2029-2033	10-Year Total	Total Project Cost
Board Approved 2025-2034 Capital Budget and Plan	655,975	131,665	131,220	122,186	97,101	34,647	15,357	400,511	1,188,150
Requested In Year Budget Adjustment			250	1,000	3,000	4,250		8,500	8,500
Easier Access III*	655,975	131,665	131,470	123,186	100,101	38,897	15,357	409,011	1,196,650

** includes Islington & Warden Station Redevelopment*

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.

As noted in previous reports, a contingency service plan has been developed for an interim period that will ensure that there is accessibility to the subway system.

The Chief Financial Officer has reviewed this report and agrees with the financial impact 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 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 has implemented interim measures to ensure accessibility at stations that do not have elevator access.

The Old Mill Station Easier Access project provides an accessible path from street level to each side platform by forward motion elevators, along with the associated equipment and finishes. Refer to Appendix B for station renderings of the planned work.

Consistent with all other EAIII stations, the Easier Access designs for each station were presented for review to the Advisory Committee on Accessible Transit (ACAT) Design Review Subcommittee and their comments were addressed and incorporated in the final designs to the greatest extent possible.

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](#)

[Easier Access Phase III – Project Status Update, February 10, 2022](#)

[Easier Access Phase III – Project Status Update, July 14, 2022](#)

[Easier Access Phase III – Project Status Update September 2023](#)

[Easier Access Phase III – Project Status Update April 2024](#)

[Easier Access Phase III – Project Status Update December 2024](#)

[2024-2028 5-Year Accessibility Plan](#)

Issue Background

The TTC began work in 1990 to make subway stations accessible and to date, 57 of 70 stations are accessible, with 13 remaining stations to be made accessible. All remaining stations with the exception of Old Mill are forecasted to become accessible within 2025 and 2026.

The 12 stations currently in construction are High Park, Rosedale, Greenwood, Christie, Summerhill, Warden, Lawrence, College, Museum, Spadina, King and Islington.

The Easier Access design for Old Mill Station was presented for review to the ACAT Design Review Subcommittee and their comments were addressed and incorporated in the final design.

Based on the proximity of the Old Mill Station and planned construction areas to neighbouring properties, private property easements are required to construct the elevators and provide construction access and staging throughout the site.

The property requirements to proceed to the construction phase have been secured from three properties: 21 Old Mill Road, 39 Old Mill Road, and 2662 Bloor Street West and include a combination of:

- Temporary easements to provide construction access, and for construction staging.
- Fee simple acquisition to house the elevator infrastructure, including the lobbies at the street and platform level.
- Permanent easement for future maintenance.

The expropriation process has been completed and the required properties have been secured. As part of the work, all private property areas will be restored following the construction of the elevators.

Comments

The recommendation for award is based on the lowest-priced acceptable bid. The Request for Bid (RFB) was posted on the TTC's website and MERX as of October 8, 2024. Seventeen companies downloaded the bid documents. Ten companies attended the mandatory site visit on October 24, 2024. Four companies submitted a bid by the closing date of December 5, 2024, as summarized in Appendix A. The bid validity expires on April 4, 2025.

The RFB stated that the Bidders must possess a Certificate of Recognition (COR) as issued by the Infrastructure Health and Safety Association (IHSA), at the time of the RFB closing and for the duration of the contract.

In addition, the RFB indicated that in order to be considered for the award of the contract, it was mandatory for a Bidder to provide references that demonstrate they have completed work of a similar size and nature.

220742 Ontario Ltd o/a Bronte Construction (Bronte) submitted the lowest-priced bid and did not state any exceptions or qualifications. Bronte Construction is CORTM certified with IHSA as specified in the bid documents. Reference checks were completed, however, the project references did not demonstrate that Bronte has completed work of a similar size and nature. As completing work of a similar size and nature was mandatory, Bronte's bid is considered unacceptable and is not recommended for award.

With respect to the other three Bidders, Maystar submitted the lowest-priced bid and also did not state any exceptions or qualifications. Maystar is CORTM certified with IHSA as specified in the bid documents. Reference checks were completed, which indicate Maystar has satisfactorily performed work of a similar size and nature in the past. As such, their bid is considered commercially acceptable and recommended for award.

The Agreement to Bond submitted by Maystar covers both a Labour and Material Payment Bond and a Performance Bond and was submitted by Zurich Insurance Company Ltd., who have been verified as a Surety Company licensed to transact business under the Insurance Act of Ontario. As such, they are considered financially capable of performing the work.

J.J. McGuire General Contractors Inc. submitted the next lowest-priced bid and EllisDon Corporation submitted the highest-priced bid. Both Bidders did not state any exceptions or qualifications and are CORTM certified with IHSA as specified in the bid documents. Maystar will be required to execute a Performance Bond and a Labour and Material Payment Bond each in the amount of 50% of the contract value.

Contact

John Dimovski, Chief Project Manager – Construction
416-521-5204
john.dimovski@ttc.ca

Signature

Stephanie Davies
Chief Capital Officer

Attachments

Appendix A – Summary of Bids, Contract W45-8 Old Mill Station – Easier Access Phase III

Appendix B – Old Mill Station Easier Access III - Renderings

Confidential Attachment 1

APPENDIX A

Contract W45-8 Old Mill Station – Easier Access Phase III

Summary of Bids:

Bid No.	Bidder	Total Bid price
1	Maystar General Contractors Inc.*	\$25,690,748.88
2	J.J. McGuire General Contractors Inc.	\$26,236,146.32
3	EllisDon Civil Ltd.	\$36,710,407.18
**	2220742 Ontario Ltd o/a Bronte Construction	\$23,481,180.30

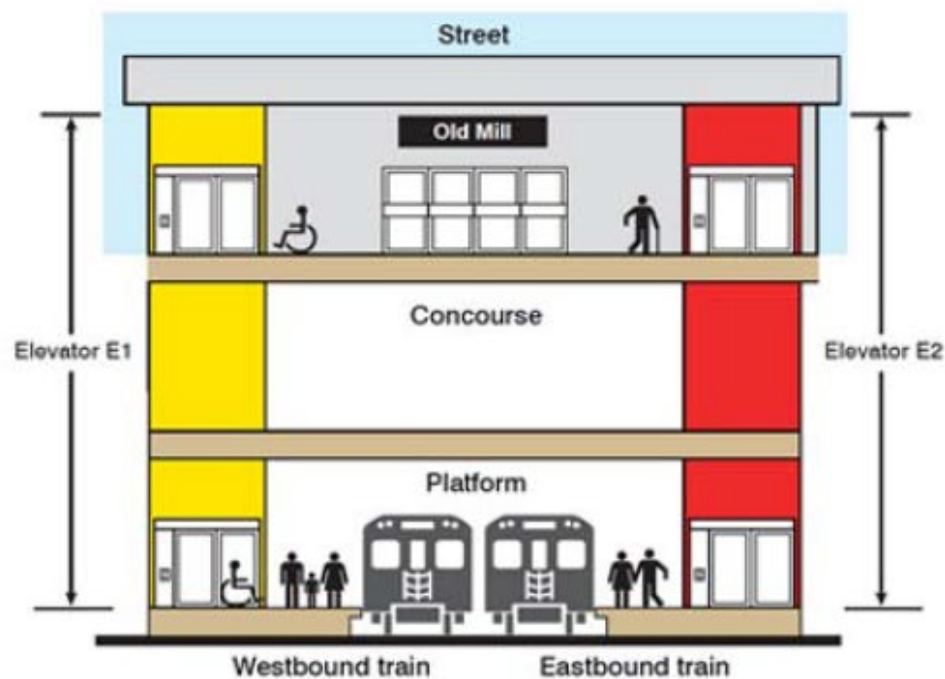
* Recommended Company

** Bid Unacceptable

APPENDIX B
Old Mill Station Easier Access III - Renderings



Cross-section Image of Elevators at Old Mill Station



| E1 Elevator Rendering – Street Level Corridor Image 1



Note: Finishes shown are for presentation purpose and subject to change

| E1 Elevator Rendering – Street Level Corridor Image 2



Note: Finishes shown are for presentation purpose and subject to change

| E1 Elevator Rendering – North Elevation



Note: Finishes shown are for presentation purpose and subject to change