



To: Metrolinx Board of Directors
From: Jack J. Collins
Chief Capital Officer, Capital Projects Group
Date: March 3, 2015
Re: **Capital Projects Group Quarterly Report – March 2015**

RECOMMENDATION

That this report be received for information.

MAJOR HIGHLIGHTS

The two proponent teams for the Eglinton Crosstown LRT project submitted their technical submissions on January 29, 2015 and their financial submissions on February 19, 2015. Metrolinx is now evaluating the submissions and will select the preferred proponent in the spring.

The tunnel boring machines (TBM) in the West Tunnel for the Eglinton Crosstown LRT reached the Allen Road extraction shaft in November. The TBMs are now being extracted and will begin tunnelling toward Yonge Street in the summer.

Work is progressing on the required infrastructure for Regional Express Rail based on the service concepts which are being developed.

The preferred proponent for the East Rail Maintenance Facility was approved in January 2015 with contract award expected in March 2015, after commercial and financial close.

The York Concourse, part of the Union Station Revitalization project, is scheduled to open to the public in April 2015. The new concourse will provide a larger customer service and ticket sales area.

All major components of the Georgetown South (GTS) program are complete and will be ready for the launch of Union Pearson Express (UP).

RAPID TRANSIT UPDATE

Eglinton Crosstown LRT – 19 km

The two proponent teams, Crosslinx Transit Solutions and Crosstown Transit Partners, submitted their technical submissions on January 29, 2015 and their financial submissions on February 19, 2015. In preparation of these submissions, the project team convened approximately 165 design and topic meetings, responded to more than 1,100 requests for information and issued 29 post-tender addenda. The evaluation team, made up of staff from Metrolinx and Infrastructure Ontario (IO), are currently evaluating the submissions based on an evaluation framework that includes a variety of compliance and evaluation checklists. The preferred proponent will be selected in the spring, with commercial and financial close following in July 2015.

Construction on the West and East Tunnels for the Eglinton Crosstown LRT continues to progress. In the west, both tunnel boring machines (TBMs) reached the Allen Road extraction shaft (at the TTC's Eglinton West Station) in November 2014. The TBMs are being extracted and will be reassembled to resume tunnelling activities east of Allen Road towards Yonge Street (at the TTC's Eglinton Station)

in the summer. The Community Relations team continues to work with the West Tunnel contractor to address concerns over construction activities, particularly as they move east of Allen Road. Tunnelling in the east will commence in the summer of 2015.

Finch West and Sheppard East LRT – 11 km and 13 km

The Technical Advisor (TA) for the Finch West and Sheppard East LRT projects continues to focus on the Reference Concept Designs (RCD) and Project Specific Output Specifications (PSOS) to support the issuance of the Request for Proposals (RFP) for the AFP packages.

Hurontario-Main LRT – 23 km

Subsequent to approval of the Environmental Project Report (EPR), Metrolinx and the cities of Mississauga and Brampton continue to work together towards a state of project readiness. This work includes continued project planning, developing project governance and management arrangements, pursuing federal funding, developing terms of reference for technical advisory services and identifying early works and utility relocation.

Highway 7 East – Richmond Hill Centre to Warden Avenue (H3) 6.0 km

The third and final segment between South Town Centre and Warden Avenue in Markham opened in December 2014. The opening of this final segment represents over six kilometres of continuous rapidway in Richmond Hill and Markham. The first and second segments were opened in August 2013 and 2014, respectively.

Highway 7 – Vaughan Metropolitan Centre (H2 VMC) – 3.6 km

Coordination with the Toronto-York Spadina Subway Extension (TYSSE) contractor continued for the segment west of Jane Street and the utility relocations are expected to be completed by spring 2015. Project completion is anticipated in 2016 to coincide with the opening of the TYSSE subway extension.

Highway 7 West – Vaughan to Richmond Hill Centre (H2) – 12.4 km

The western segment of the Highway 7 BRT is being procured as an AFP Design-Build-Finance project with IO as the procurement advisor. York Region Rapid Transit (YRRTC), IO and Metrolinx released the RFP to three pre-qualified proponents on September 4, 2014. The RFP will close in April 2015 and the contract award is scheduled for the summer of 2015. Project completion is anticipated in late 2019.

Davis Drive – Newmarket (D1) – 2.6 km

Construction activities and property acquisitions for the Davis Drive BRT are moving forward. Project completion is anticipated in December 2015.

Yonge Street – Viva Bundle – Richmond Hill to Newmarket – 8.9 km

York RapidLINK Constructors, a team led by Aecon and Dufferin, is continuing with design activities. The 90% design packages will be completed in April 2015 and construction activities for the three segments will commence in the spring of 2015. Project completion is anticipated in late 2018.

Mississauga Transitway – 18 km

The Mississauga Transitway is being developed in partnership with the Federal and Provincial governments, Metrolinx and the City of Mississauga. Phase 1 (City Centre/Square One Transit Terminal to Dixie Station) began operations in November 2014. Phase 2 is under construction, which

includes the construction of Winston Churchill, Erin Mills, Tahoe, Etobicoke Creek, Spectrum, Orbitor and Renforth stations, with completion expected in early 2017. The construction of the Square One GO Bus Terminal is expected to be complete by late 2015. Both MiWay and GO Transit will operate along the transitway which connects to the TTC at Renforth Station.

Hamilton GO Bus Storage & Servicing Facility

A new GO bus facility is being built in Hamilton to better support GO Operations. The project team is aiming to achieve Leadership in Energy and Environmental Design (LEED) gold certification. Project completion is anticipated in early 2016.

Kitchener GO Bus & Rail Joint Use Storage & Servicing Facility

Metrolinx is developing a new Kitchener GO bus and rail joint use facility. The rail layover component is anticipated to be complete in early 2016, followed by the bus facility component in 2017.

CORRIDOR INFRASTRUCTURE

Barrie Corridor

A contract for the expansion of the Barrie Corridor, including the Environmental Assessment and various stages of design work, was awarded in December 2014. A portion of track grading construction has recently begun.

Engineering services for the Davenport Diamond grade separation will be tendered in March.

Kitchener Corridor

The Georgetown South (GTS) program is drawing to a conclusion with the remaining civil, track, signals and station works on track to support the launch of UP Express in the spring of 2015. All major structures are now complete.

The Highway 401 rail tunnel and grading project is being designed to accommodate additional track under the highway.

Lakeshore West Corridor

Construction of the James Street North Station in Hamilton is well underway with the station building structure complete and exterior and interior finishes underway. The parking structure is also underway and the station will be ready for service in July 2015.

Construction of the new Lewis Road layover is proceeding ahead of schedule. The layover is located beyond the new James Street North Station.

Lakeshore East Corridor

The East Rail Maintenance Facility design-build-finance-maintain (DBFM) contract closed on October 29, 2014 and the preferred proponent was approved in January 2015. Commercial and financial close are expected in March 2015 with contract award to follow.

The environmental baseline studies for the expansion of the Lakeshore East Corridor between Guildwood and Pickering stations are underway.

Stouffville Corridor

Advanced track layout and grading along a portion of the corridor will be awarded in March 2015. Station work, grade separations and additional track work will be completed under separate contracts.

A tender has been issued for the feasibility study and environmental assessment for various at-grade crossings along the Stouffville Corridor. Work will begin in the summer of 2015.

Richmond Hill Corridor

Construction of the Gormley GO Station commenced in the fall of 2014. This new station will extend GO rail service north on the corridor and alleviate congestion at the current terminus in Richmond Hill.

Union Station Rail Corridor (USRC)

The York Concourse work is progressing with a public opening scheduled for this spring. Substantial completion of the Union Pearson Express station and related track work was completed in February 2015, with final completion in April 2015 in time for the launch of UP Express. The Union Station trainshed rehabilitation work continues. The Union Station Bus Terminal design has excavation scheduled to commence in the summer of 2015.

Signaling and Train Control Improvement Program

The contract for the USRC signalling system project was awarded in the fall of 2014 and conceptual design review is underway.

The GO Transit train control system request for proposals (RFP) was released on December 9, 2014 and a series of commercially confidential meetings took place in January 2015.

Network Electrification

The quality-based selection (QBS) tender for technical and professional services relating to Network Electrification engineering, design and environmental assessment was released on December 12, 2014 and closed on February 6, 2015. The contract will be awarded in April 2015.

The selected engineering firm will provide expertise in all aspects of the Network Electrification program, such as procurement strategies, electrification standards/specifications, design, environmental assessments, distribution systems, grounding and bonding, electromagnetic systems, operations and maintenance and third party coordination.

Respectfully submitted

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