
To: Board of Directors
From: Jack J. Collins
Executive Vice President, Rapid Transit Implementation
Date: June 27, 2013
Re: **Rapid Transit Implementation Quarterly Report-June 2013**

RECOMMENDATION

That this report be received for information.

MAJOR HIGHLIGHTS

The Eglinton Crosstown Light Rail Transit (LRT) project achieved a major milestone in June with the commencement of tunnel boring. The June media event headlined by the Minister of Transportation was well-attended and included the announcement of the winning names for the first two machines, Dennis and Lea.

The Environmental Assessment (EA) amendment for the west end of the tunnel includes an elevated section from the west tunnel portal, west of Keele St., to connect with the Maintenance and Storage Facility (MSF) and then terminating underground at Mount Dennis station. City Council endorsed the alignment, but requested additional public consultation on the need to acquire the Scotiabank property for the Mount Dennis station and MSF layout.

After the completion of three public meetings and extensive discussions with the City of Toronto on the eastern terminus of the Crosstown tunnel, we have decided to proceed with the original plan approved in the 2010 EA which includes a surface alignment in the median of Eglinton Avenue east of Brentcliffe Avenue and a surface stop at Leslie. We believe the extended tunnel option would have resulted in improvements to construction impacts, traffic staging and long term operations. However, in consultations with the local community, City of Toronto and local city councilors, it was clear that there was a strong preference for a stop at Leslie Street and for a station at Laird Avenue. All design activities related to the east alignment are now focused on completing the design of the Brentcliffe tunnel launch site, to enable the tender documents to be issued for pricing by seven pre-qualified tunnelling contractors.

On May 2, 2013 Caterpillar Tunneling Canada Corporation (CTCC) announced that it will exit the tunnel boring machine manufacture business and cease production at its facilities by mid-2014, noting that the business no longer represents a strategic growth opportunity. CTCC is currently under contract to supply four Tunnel Boring Machines (TBMs) for the Crosstown project. The first two TBMs have been delivered; the two remaining TBMs are for use on the Crosstown east tunnels and they will be ready for delivery next year. The Crosstown TBMs represent the final two machines to be produced at the CTCC facility in Toronto. Caterpillar has advised Metrolinx that it is their intention to fulfill all of their contractual obligations. Staff is working with the supplier to verify the plan and to ensure that the schedule can be maintained, and that spare parts and technical support remains available during tunnelling in accordance with the contract.

The Request for Proposals (RFP) for the Design, Build, Finance and Maintain (DBFM) contract for the Scarborough/Sheppard LRT Maintenance and Storage Facility (MSF) from the three (3) pre-qualified teams closed on May 7. The RFP is currently being evaluated to select the preferred proponent and sign the Project Agreement by October 2013.

The Request for Qualifications (RFQ) for the Design, Build, Finance and Maintain (DBFM) contract for the Eglinton Crosstown and the Scarborough LRT projects was issued by Infrastructure Ontario and Metrolinx on January 22, 2013 and closed on May 14, 2013. The RFP will be issued in fall 2013, which will allow time to incorporate additional design work and reduce the risk for extending the time period for the RFP.

Commissioning activities to prepare the first VivaNext Bus Rapid Transit (BRT) segment along Highway 7 (between Bayview and Highway 404) for revenue service are proceeding with the target opening date set for early August 2013. This first operating segment is opening a year early and is on budget. As part of the Master Agreement between York Region, York Region Rapid Transit Corporation, staff have developed the detailed Access and Operating Agreement with the Region of York as described in a separate report to the Board of Directors.

PROJECT UPDATES

Eglinton Crosstown Project

- Tunnel boring machine (TBM) number one (1) started tunnelling in June; TBM number two (2) is anticipated to start tunneling in July 2013.
- Work on the Keelesdale Park Bridge is 80% complete and with a target opening date at the end of June 2013 – the bridge will provide dedicated access to Keelesdale Park and the City of Toronto Community Centre currently under construction at the south east corner of Eglinton and Black Creek Drive, allowing tunnel operations to take over the existing park access. This target completion date may need to be adjusted due to flood damage that occurred during a recent storm event in Toronto.
- Work with Infrastructure Ontario on developing the Crosstown RFP is ongoing, completion is planned for September.
- Reference Concept Designs (RCD) are complete with following exceptions:
 - Laird and Don Mills stations require additional design work to accommodate the decision to return to the east tunnel launch site at Brentcliffe Road – expected completion at the end of July
 - Avenue Road station requires additional design work to transfer the storage track from the Eglinton-Yonge station – expected completion will be at the end of July
 - Eglinton-Yonge interchange station RCD is complete but additional consultation with the City and TTC is required
 - Kennedy station RCD is due in July
 - Surface alignment between Brentcliffe and Don Mills station is scheduled for July

Maintenance and Storage Facilities (MSF)

Eglinton Black Creek MSF

The Reference Concept Design for the facility was completed on April 30th and the project will be incorporated as part of the (DBFM) Eglinton Crosstown/Scarborough LRT RFP process scheduled to be released in fall 2013. Discussions have been initiated with the local councilors and community regarding the MSF layout.

Sheppard East LRT Project

Work on Agincourt Grade Separation project is substantially complete with an anticipated contract close out for June 30, 2013.

VivaNext Update

The Design-Build (DB) procurement for the Yonge Street Rapidway is advancing. The Request for Qualifications (RFQ) for design builders closed on March 14, 2013, and three respondents were shortlisted to proceed to the Request for Proposal (RFP) stage.

The RFP for the Yonge Rapidway is planned to be issued to the shortlisted respondents in July 2013.

Early activities and the preparation for the Design-Build-Finance (DBF) procurement of the Highway 7 (H2 & H3.4) segments continue with the participation of YRRTC, Infrastructure Ontario and Metrolinx staff. The RFQ for this project is planned to be issued in late fall 2013.

Construction work is proceeding along the Highway 7 (H3) and Davis Drive (D1) segments, with the first BRT section on Highway 7 from Bayview to Highway 404 expected to be in operation in August 2013, one year ahead of schedule.

Highway 7 – Richmond Hill Centre to Warden Avenue (H3) 6.3 km

- Commissioning activities are proceeding west of Highway 404.
- Road widening, boulevard and utility works are ongoing east of Highway 404 to Enterprise Dr. Works include the widening of two bridges over Apple Creek and the construction of median stations. The H3 contract is expected to be completed in mid-2014.

Davis Drive – Newmarket (D1) – 4.6 km

- Retaining walls construction, bridge widening and works by PowerStream, Enbridge and telecomm utilities are ongoing. Completion of the D1 contract is scheduled for Spring 2015

Highway 7 – Vaughan Metropolitan Centre (H2 VMC) – 3.5 km

Detailed design work and early construction activities are ongoing. Completion of the H2 VMC project is scheduled for Fall 2016.

Respectfully submitted,

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