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Memorandum

To: Metrolinx Board of Directors
From: Jack J. Collins
Executive Vice-President, Rapid Transit Implementation
Date: September 5, 2014
Re: **Rapid Transit Implementation Quarterly Report – September 2014**

RECOMMENDATION

That this report be received for information.

MAJOR HIGHLIGHTS

Construction of the East and West Tunnels for the Eglinton Crosstown Light Rail Transit (LRT) continues to progress. Sections of the tunnel boring machines (TBMs) required for the East Tunnel were delivered in July and the remaining sections are expected for delivery in September. As of July 31, 2014, each TBM on the West Tunnel has mined about 2.5 kilometres, or approximately 39% of the total tunnel length.

On August 24, 2014 the second segment of the Highway 7 vivaNext rapidway opened between Highway 404 and South Town Centre Boulevard in Markham. (With the opening of this segment, approximately 18% of the vivaNext BRT program is complete and in service.

LRT PROJECT UPDATES

Eglinton Crosstown Project

The Request for Proposal (RFP) for the Design-Build-Finance-Maintain contract for the Eglinton Crosstown LRT project was released on December 20, 2013 to two pre-qualified consortia: Crosslinx Transit Solutions and Crosstown Transit Partners. To date, these proponents have submitted over 600 Requests for Information (RFIs) and 16 post-tender addenda have been issued in response.

The East Tunnel contractor, Aecon Dragados Joint Venture, has commenced site mobilization activities at the Launch Shaft site located east of Brentcliffe Road. The RTI team is currently working on utility relocation, property acquisitions and obtaining the necessary permits required for tunnelling and headwall construction. The first sections of the tunnel boring machines (TBMs) were delivered in July and the remaining sections will arrive in September. Both TBMs will be stored off site until the launch shaft is complete and ready for construction. Tunnel boring activities will begin in the spring of 2015.

Construction of the West Tunnel continues to progress. As of August 31, each TBM has tunnelled about 2.5 kilometres, or approximately 39% of the total tunnel length. Surface construction, including work required for the station headwalls and utilities relocation, continues to progress along the corridor, particularly at Allen Road for the extraction shaft and the second launch shaft.

The Community Relations team has been busy working with the tunnel contractor to address community complaints and concerns about construction activities at Allen Road and Chaplin Crescent. The team has been working closely with City Transportation, local councillors and local residents to ensure safety for motorists, pedestrians, cyclists and transit users during construction.

Site management and the contractor have been very responsive and helpful in this regard, making modifications to traffic configurations, including the installation of more signage, pavement markings and traffic cones, hiring paid duty officers and making improvements to signal timing and lighting.

Finch West and Sheppard East LRT Projects

On July 9, 2014, Metrolinx held an open house for the Finch West Environmental Assessment (EA). The EA, currently being prepared by Metrolinx, will study the environmental effects of building a Maintenance and Storage Facility (MSF) at a vacant property on Finch Avenue West between Norfinch Drive and Yorkgate Boulevard. The public were invited to provide feedback and identify any potential environmental effects of the MSF and any recommended measures to mitigate these effects. Two additional open houses are planned for the fall.

Design charrettes for the Finch West LRT and Sheppard East LRT were held on June 26 and July 31, 2014 respectively. The charrettes were held to engage the City of Toronto, the Toronto and Region Conservation Authority, the TTC and other stakeholders early in the design process. Feedback from the charrettes was positive.

The Community Relations and Project teams have also engaged local councilors, MPPs and the Emery Village Business Improvement Area (the largest BIA in Canada) west of Highway 400 to learn about their concerns with the project and to address these concerns where possible.

BRT PROJECT UPDATES

Yonge Street – VIVA Rapidway Bundle – 8.9 km

The Design-Build procurement for the Yonge Street Rapidway concluded in April. The contract was awarded to York RapidLINK Constructors, a team led by Aecon and Dufferin. Mobilization and early design activities are ongoing, with 60% design submissions expected in September. Project completion is anticipated in 2018.

Highway 7 – Vaughan to Richmond Hill Centre & Unionville Centre Bundle – 13.6 km

The western segment of the Highway 7 BRT will be procured as an AFP Design-Build-Finance project with Infrastructure Ontario (IO) as the procurement lead. YRRTC, IO and Metrolinx released the project's RFQ on December 17, 2013 and have pre-qualified three bidding teams. The RFP stage of procurement began in August and contract award is scheduled for the summer of 2015. Project completion is anticipated in 2019.

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

On August 24, the second segment of the Highway 7 vivaNext rapidway opened between Highway 404 and South Town Centre Boulevard in Markham. The opening of this segment marks the completion of over 6 kilometres of in-service rapidways. With the opening of this segment, approximately 18% of the vivaNext BRT program is complete and in service.

The previous segment, west of Highway 404, opened last August: 6 months ahead of schedule. The segment was the recipient of the American Public Works Association (APWA) award for 2014 Project of the Year for transportation projects over \$75 million, presented at the APWA annual conference in Toronto in August 2014. Construction on the remaining segment between South Town Centre and Warden Avenue is currently underway and is expected to be complete in December 2014.

Davis Drive – Newmarket (D1) – 2.6 km of rapidway

Construction activity and property acquisitions for the Davis Drive BRT are moving forward. Activities include utility relocations, road widening and retaining walls along the corridor. Overall construction is now more than 50% complete. Project completion is forecast to be delivered within the approved budget, with completion scheduled for the end of 2015.

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

Works required to widen the CN MacMillan Bridge are advancing and utility relocation and drainage works are finalizing. The completion of the contract is still on schedule for late 2016 to coincide with the opening of the TYSSE subway extension.

PROGRAM BUDGET

Costs incurred to June 30, 2014 for the Toronto LRT Program and York Region BRT Program are shown below. Both the LRT and BRT programs are trending to budget.

Program	Current Budget (Year of Expenditure)	Incurred Costs to June 30, 2014	% Total
LRT Program	\$11,158,959,815	\$936,866,781	8.4%
BRT Program	\$ 1,755,000,000	\$524,480,027	30.0%
Total Program	\$12,913,963,814	\$1,420,740,171	11.3%

Respectfully submitted,

Jack J. Collins

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