



**To:** Metrolinx Board of Directors  
**From:** Jack J. Collins  
*Chief Capital Officer, Capital Projects Group*  
**Date:** December 11, 2014  
**Re:** **Capital Projects Group Quarterly Report – December 2014**

### RECOMMENDATION

That this report be received for information.

### MAJOR HIGHLIGHTS

In October 2014 the President and Chief Executive Officer announced the merger of the GO Capital Infrastructure and Rapid Transit Implementation units into a combined Capital Projects Group. This is the first quarterly report to the Board of Directors that reflects progress on all Metrolinx capital projects.

The two proponent teams, Crosslinx Transit Solutions and Crosstown Transit Partners, are currently preparing their technical submissions for the Eglinton Crosstown Light Rail Transit (LRT) AFP, which are due in January 2015. Financial submissions are scheduled to follow in mid February 2015.

Construction on the East and West Tunnels for the Eglinton Crosstown LRT continues to progress. The first tunnel boring machine (TBM) reached the extraction shaft at Allen Road in November, with the second to arrive before the end of December. Together, the TBMs have tunnelled approximately 3.5 kilometres under Eglinton Avenue, representing just over half of the total tunnel length (6.4 kilometres). Tunnelling on the East Tunnel is expected to commence in the spring of 2015.

The Eglinton Crosstown LRT project was announced on September 18, 2014 as the first transportation infrastructure project to receive up to \$500 million from Ontario's new Green Bond Program.

The Notice of Completion for the Hurontario-Main LRT was submitted to the Ministry of the Environment and Climate Change (MOECC) on September 17, 2014, concluding the Transit Project Assessment Process.

Construction of the track to connect the Kitchener GO line with the Airport Spur was completed in September, allowing the first UP Express train to access the airport on October 1, 2014.

The Environmental Assessment and Preliminary Design for expansion of service between Union Station and Mount Joy Station were completed on September 8, 2014. This EA evaluates the impact of the infrastructure requirements between the Scarborough Junction and Unionville GO Station.

### RAPID TRANSIT UPDATE

#### **Eglinton Crosstown LRT – 19 km**

The Request for Proposal (RFP) for the Design-Build-Finance-Maintain contract for the Eglinton Crosstown LRT project was released on December 16, 2013 to two pre-qualified consortia: Crosslinx Transit Solutions and Crosstown Transit Partners. The Technical Submissions for the AFP

are due in January 2015. Over the past year, the Rapid Transit team has worked closely with the bidders while the bidders prepare these submissions. To date, there have been approximately 160 design and topic meetings, 1,000 requests for information (RFIs) and 19 post-tender addenda. Financial submissions will follow in mid February 2015.

Construction of the West Tunnel is progressing. The two TBMs have tunnelled approximately 3.5 kilometres under Eglinton Avenue, representing more than 50% of the total West Tunnel distance (6.4 kilometres). The first TBM reached the Allen Road extraction shaft in November, with the second expected by the end of December. The Allen Road extraction shaft is located at the TTC's Eglinton West Station, where the TBMs will be extracted and re-launched on the east side of the station. Mining operations on the east side of the Station will commence in the spring of 2015. The Community Relations team continues to work with the West Tunnel contractor to address community concerns raised over construction activities at Allen Road and Chaplin Crescent. The team has also been working closely with the City of Toronto's Transportation department and local councillors and residents to ensure safety for motorists, pedestrians, cyclist and transit users during construction.

The East Tunnel contractor, Aecon Dragados Joint Venture, continues with site preparation activities at the east launch site, located east of Brentcliffe Road on Eglinton Avenue East. The East Community Office opened in September at 939 Eglinton Avenue (at Bayview) to provide information to local residents and businesses on progress and the Community Relations team is working with the East Tunnel contractor to ensure the safety of motorists, pedestrians, cyclists and transit users during construction. Tunnelling activities are expected to commence in the spring of 2015.

On September 18, 2014, Metrolinx President and CEO Bruce McCuaig was joined by Minister of Transportation Minister Steven Del Duca and Minister of Finance Charles Sousa to announce the Ontario Government's new green bonds program. Green bonds are a new product in Canada and Ontario launched its first issue domestically to help establish a Canadian-dollar green bond market and bring visibility to the Province by encouraging investments in sustainable projects. The Eglinton Crosstown LRT project is the first to receive funding from the inaugural issue, which is expected to be up to \$500 million. Ontario is starting the program to help finance almost \$29-billion in transportation infrastructure over the next 10 years.

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

The Technical Advisors for the Finch West and Sheppard East LRT projects continue to work on developing the reference concept design, updating project risk registers and preparing necessary geotechnical investigations and topographical surveys. The first draft of the Project Specific Output Specifications (PSOS) for the Finch West LRT and Sheppard East LRT were submitted in October and November, respectively. The functional design for the Finch West LRT was submitted in November, 2014.

The location of a Maintenance and Storage Facility (MSF) was identified in the Environmental Project Report (EPR) (March 2010) for the Finch West LRT. An Environmental Assessment is now required to study the environmental impacts of the MSF.

### **Hurontario-Main LRT – 23 km**

The Hurontario-Main LRT EPR was completed in June 2014 and was made available for a 30-day public review period between June 19 and July 18, 2014 as part of the TPAP. Following this review, the EPR was submitted to the Minister of the Environment and Climate Change (MOECC) for a 35-day review. On August 25, 2014, the MOECC issued the cities of Mississauga and Brampton and Metrolinx a Notice to Proceed, effectively approving the EPR. The Notice to Proceed concludes the entire 120-day TPAP and on September 17, 2014 a Statement of Completion was submitted to

MOECC. Project staff continue to work with Mississauga and Brampton City Councils to determine next steps and overall timing of the project.

On September 10, 2014, Brampton City Council passed a motion directing the project team that the alignment in the approved EPR not be studied any further and that other alignments north of Steeles Avenue be investigated. Current information shared with Metrolinx indicates a possible below-grade option along Hurontario Street will be the preferred alternative. Staff have been directed to return to Council as soon as possible with an assessment of alternative alignments and include input from consultations and ongoing planning studies for the downtown and central areas in Brampton. Staff anticipate a presentation to Council in March 2015.

#### **Yonge Street – VIVA Rapidway Bundle – 8.9 km**

The contract for the Design-Build of the Yonge Street Rapidway 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 before the end of the year. Project completion is anticipated in 2018.

#### **Highway 7 – Vaughan to Richmond Hill Centre & Unionville Centre Bundle (H2) – 13.6 km**

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

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

The third and final segment between South Town Centre and Warden Avenue in Markham is expected to open by the end of 2014. The opening of this final segment represents over 6 kilometres of continuous rapidway in Richmond Hill and Markham. The first and second segments were opened in August 2013 and 2014, respectively.

#### **Davis Drive – Newmarket (D1) – 2.6 km**

Construction activities and property acquisitions for the Davis Drive BRT are moving forward with construction at 60% completion. Project completion is anticipated in 2015.

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

The Environmental Assessment and all property acquisitions are complete for the Highway 7 VMC segment and utility relocation work is over 70% complete. Design-Build construction activities are progressing, with the CN MacMillan Bridge more than 50% complete. Project completion is anticipated in 2016 to coincide with the opening of the TYSSE subway extension.

### **REGIONAL EXPRESS RAIL UPDATE**

#### **Barrie Corridor**

The Park-and-Ride lots at Queensville and Highway 404 and Woodbine and Highway 404 were substantially completed in September and will be in service in January, 2015.

#### **Kitchener Corridor**

Construction of the track to connect the Kitchener GO line with the Airport Spur was completed in September, allowing the first UP Express train to access the airport on October 1, 2014.

Construction of the Strachan Avenue underpass, the Denison underpass and the West Toronto Diamond continue to progress. Neighbourhood events were held in September and October, with a fourth scheduled in November. Public art at the Strachan underpass was unveiled as part of the Strachan event on September 27, 2014.

### **Lakeshore West Corridor**

All spaces in the Clarkson parking structure are now available, with the opening of the 5<sup>th</sup> level on November 10, 2014. Construction of the new James Street North station in Hamilton continues. The station will be open in time for the Pan Am Games in July 2015. Construction of the new Lewis Road Layover is also proceeding ahead of schedule. The layover is located beyond the new James Street North station.

### **Stouffville Corridor**

The Environmental Assessment and Preliminary Design for expansion of service between Union Station and Mount Joy Station were completed on September 8, 2014. This EA evaluates the impact of the infrastructure requirements between the Scarborough Junction and Unionville GO Station. The EA was in the public review period, which was completed on September 8, 2014.

### **Union Station Rail Corridor (USRC)**

The tower crane was removed from the Union Station trainshed on October 4, 2014 and the new wood roof was completed over tracks 1 and 2 on September 30, 2014.

### **Signaling and Train Control Improvement Program**

The contracts for the electrical enabling works and the technical consultant for the Union Station Rail Corridor signalling system was awarded on June 2, 2014; and the main signalling system contract was awarded on September 5, 2014.

Respectfully submitted

Jack J. Collins

*Chief Capital Officer, Capital Projects Group*

Direct Dial: 416-202-5904

E-mail: jack.collins@metrolinx.com