



To: Metrolinx Board of Directors
From: Jack J. Collins
Chief Capital Officer, Capital Projects Group
Date: June 25, 2015
Re: **Capital Projects Group Quarterly Report – June 2015**

RECOMMENDATION

That this report be received for information.

MAJOR HIGHLIGHTS

On June 9, 2015, Crosslinx Transit Solutions, was announced as the preferred proponent for the Eglinton Crosstown LRT (ECLRT) AFP package. The close of the procurement process for the ECLRT AFP package is scheduled for July 2015..

On April 18, 2015, the tunnel boring machines (TBMs) were moved from the west section of the Eglinton Crosstown LRT, to the launch shaft east of Allen Road.

Provincial funding for the \$1.6 billion Hurontario-Main LRT was announced by the Minister of Transportation on April 21, 2015.

Provincial funding for the \$1.0 billion Hamilton LRT was announced by the Premier on May 26, 2015.

The Finch West Light Rail Maintenance and Storage Facility (MSF) environmental assessment has commenced and is targeted for completion in late 2015.

Ongoing work for the GO Regional Express Rail (RER) includes the development of a service concept, infrastructure plan, phasing plan and engagement plan.

The Design-Build-Finance-Maintain (DBFM) contract for the East Rail Maintenance Facility (ERMF) in Whitby was awarded at the end of March 2015 to Plenary Infrastructure ERMF. The 75% design submission package was received on June 18, 2015.

The York Concourse at Union Station opened to the public in April 2015. It includes 62,000 square feet of concourse space with additional stairs and elevators to access the platforms.

Infrastructure work at Union Station and along the Kitchener corridor to support the launch of the Union Pearson (UP) Express was completed for June 6, 2015.

The Weston Tunnel project team of Metrolinx and the contractor Kenaidan – Obayashi won the top project award by the Ontario General Contractos Association (OGCA) in the industrial category.

RAPID TRANSIT UPDATE

Eglinton Crosstown LRT – 19 km

The Eglinton Crosstown LRT Technical Compliance Team completed their review of each proponent's submission. The preferred proponent, Crosslinx Transit Solutions, was announced on

June 9, 2015. Commercial and financial close are still on track to close in July 2015.. This contract will design, build, finance and maintain the balance of work for the Crosstown.

Construction on the West and East Tunnels for the Eglinton Crosstown LRT continues. In the west, both tunnel boring machines (TBMs) reached the Allen Road extraction shaft (at the TTC's Eglinton West Station) and were extracted and relocated across the subway station box over the weekend of April 18, 2015. The two TBMs are undergoing retrofits and will be reassembled to resume tunnelling activities east of Allen Road towards Yonge Street (at the TTC's Eglinton Station) in the summer of 2015.

In addition, the demobilization of Tunnel Drives 1 and 2 continues with the focus on the removal of the walkways and the rail systems. Cross Passage preparatory work continues, including activating dewatering wells, installation of tunnel well points and pre-loading of tunnel support propping rings.

Preparatory activities on the East Tunnels contract, related to preparing the launch site and utility relocations are continuing in preparation for commencing tunneling activities in the summer of 2015.

Finch West LRT – 11 km

The project team, in collaboration with MTO and Infrastructure Ontario (IO) are preparing the request for qualifications (RFQ) for the retention of a Design Build Finance and Maintain contractor. The plan is to issue the RFQ this summer. In addition, the Finch MSF environmental assessment has commenced and is targeted for completion in late 2015.

The LRT alignment in the Humber College campus was agreed in principle in consort with Humber College, and City of Toronto staff.

The concept design to address traffic congestion in the Emery Village BIA was presented to stakeholders, including representatives from the City, Councillors Mammoliti and Perruzza, the Emery and Dufferin Finch BIAs and the Canadian Fuels Association in March 2015.

Hurontario-Main LRT – 23 km

As announced on April 21, 2015 by the Minister of Transportation and in the provincial budget announcement on April 23, 2015, this project received the commitment of full provincial funding and is moving forward. It will provide a crucial link between many of the region's existing transit lines including GO Transit's Kitchener, Milton and Lakeshore West rail lines, Brampton Züm, and the Mississauga Transitway BRT. Metrolinx and the cities of Mississauga and Brampton are working together on project planning, developing project governance and management arrangements, pursuing federal funding, developing terms of reference for owner's engineer and technical advisory services, identifying early works and utility relocation.

Hamilton LRT – 11 km

Following the announcement of \$1.0 billion in provincial funding by the Premier and Minister of Transportation in Hamilton on May 26, 2015, Metrolinx staff will work with the City of Hamilton staff to further develop a LRT alignment that builds a section of the B-line from McMaster University to Queenston Circle and part of the A-line to connect to the waterfront and the new West Harbour GO Station.

vivaNext Yonge Street– 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 the spring of 2015 and construction activities are commencing. Project completion anticipated by the end of 2018.

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

The western segment of the Highway 7 BRT is being procured as a Design-Build-Finance (DBF) project with Infrastructure Ontario as the Procurement Advisor. The RFP was released to three pre-qualified proponents in September 2014 and closed in April 2015. The contract award is scheduled for the fall of 2015 with completion anticipated in late 2019.

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

The full segment from Bayview Avenue to Warden Avenue is in revenue service.

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

Construction on the segment east of Jane Street to east of Keele Street is over 40% complete and is expected to be finalized in the fall of 2016. The major work scheduled west of Jane St. to Edgeley Blvd. is awaiting completion by the Toronto-York Spadina Subway Extension station sub-contractor to enable the complete handover to KED, the Design-Builder, in the fall of 2015.

vivaNext Davis Drive – Newmarket (D1) – 2.6 km

Construction is over 70% complete and major infrastructure work including culverts, storm and sanitary sewers and watermains are nearing completion. The Union Hotel has been restored to its final location and the construction of BRT stations is proceeding at different locations. Project completion is anticipated in December 2015.

Mississauga Transitway – 18 km

Phase 2 construction is expected to be completed early 2017 and includes stations at Winston Churchill, Erin Mills, Tahoe, Etobicoke Creek, Spectrum, Orbitor and Renforth.

Construction of the Renforth Gateway Station, the eastern terminus of the Mississauga Transitway, began in December 2014. The new grade separated station features nearly 2 km of dedicated bus roadways, four bridges, a full station with climate controlled waiting spaces, washrooms, heated shelters, bike storage and other customer amenities, eight bus platforms (two for GO, two for the TTC and four for MiWay). The Renforth Gateway Station design won an award for design excellence.

The construction of the Square One GO Bus Terminal is on track for completion for late 2015.

Bus Storage & Servicing Facilities

A new GO bus maintenance 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.

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.

Park & Ride Lots

Construction of the Davis Dr. & Hwy 404 Park & Ride Lot started early May 2015. This lot features 199 parking spaces, six bus platforms with GO Transit and York Region Transit servicing the facility.

The parking lot at Maple GO rail station was expanded, by creating a temporary gravel lot and quickly gaining 69 additional parking spaces at a station in need of additional parking. The new lot opened in late May 2015.

REGIONAL EXPRESS RAIL UPDATE

CORRIDOR INFRASTRUCTURE

Barrie Corridor

The contract for the expansion of Barrie corridor is underway, with the environmental assessment, various stages of design work, enabling works for track grading, culvert extensions, bridge and conduit construction.

As part of the environmental assessment for the Davenport Diamond, Community Rail Overpass, a Residents' Reference Panel started on April 25, 2015 and will be held for four full Saturdays. The first full public meeting took place May 12, 2015.

The environmental assessment public meeting for Caledonia Station was held on May 26, 2015.

Kitchener Corridor

All required track and signal work on the Kitchener corridor was completed in May 2015 to support the public launch of the UP Express service on June 6, 2015. The UP Express Storage Track, located at 175 City View Dr., Mississauga was also completed April 2015.

Lakeshore West Corridor

Construction at James Street North Station (West Harbour) is well underway and will be ready for service for the Pan Am Games.

Lakeshore East Corridor

The environmental baseline studies for the expansion of the corridor between Guildwood and Pickering stations are underway at 45% completion.

The detailed design of Highland Creek and Rouge River is at 10% and construction tendering is planned for the spring of 2016.

Stouffville Corridor

The construction contract for advanced track layout and grading along a 5.15 km portion of the corridor was awarded in May 2015 and the work is planned for completion in fall 2016. Station work, grade separations and additional track work will be completed under separate contracts.

A tender has been issued in May 2015 for environmental and engineering services for various grade separations along the corridor. The consulting assignment will begin in the fall of 2015.

Milton Corridor

The new Kipling Station and Bus Terminal project has been re-initiated and design is anticipated to start by the fall of 2015.

Richmond Hill Corridor

Construction at Gormley Station is underway. Design has started for the new Bloomington Station, which will be the new northern terminus of the corridor.

Union Station Rail Corridor (USRC)

The excavation for the Downtown Bus Terminal is expected to start in the fall of 2015.

The new York Concourse at Union Station was opened to the public in April 2015. It includes 62,000 square feet of concourse space and provides enhanced accessibility to the platforms.

The track and signal work at Union Station required for the UP Express service was completed in April 2015.

The restoration of the wood roof over Tracks 1&2 at Union Station was completed in September 2014, and in April 2015, Platform 3 and Tracks 1&2 at Union Station reopened for service. Platform 20/21 and Tracks 10&11 were closed for the next stage of the train shed rehabilitation.

NETWORK INFRASTRUCTURE

The Quality-Based-Selection (QBS) tender for the provision of technical and professional services for network electrification closed on February 6, 2015 and the contract was approved by Executive Committee on May 25, 2015.

The Contractor for the USRC Signalling System, Alstom Transport Inc., is currently working towards preliminary design, expected for completion in the fall of 2015. The geotechnical surveys, equipment bungalows and signal structure sighting have commenced.

The GO Transit Train Control System Request for Proposals (RFP) tender closed on May 26, 2015. The Notice to Proceed is targeted for end of August 2015.

The Enhanced Train Control (ETC) Feasibility Study was completed and next steps are currently being planned. The GO Signal Fibre Communication Feasibility Study is currently underway, with the final report due on July 14, 2015.

At the Willowbrook Rail Maintenance Facility, Progressive Maintenance (PM) Bays 3 & 4 were modified to accommodate UP Express trains and this was completed in October 2014. Fuel Islands 9 & 10, located East of PM Bays 3 & 4, were completed April 2015.

The East Rail Maintenance Facility DBFM contract's commercial close was March 24, 2015 followed by financial close on March 27, 2015. The 75% design submission package was received on June 18, 2015 and construction is scheduled to begin in the summer of 2015.

Respectfully submitted

Jack J. Collins
Chief Capital Officer, Capital Projects Group

Direct Dial: 416-202-5904
E-mail: jack.collins@metrolinx.com