

Item 9.1.

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #6/19, Friday, June 21, 2019

FROM: Chandra Sharma, Director, Community Engagement and Outreach

RE: **METROLINX LAKESHORE EAST (LSE) RAIL CORRIDOR EXPANSION
UPDATE AND DIRECTION ON PROPOSED CLOSURE OF CHESTERSON
SHORES ACCESS**

KEY ISSUE

Update to TRCA Board of Directors on the status of Metrolinx Lakeshore East Rail Corridor expansion arising from May 16, 2019, TRCA project update meeting held by Metrolinx with key stakeholders (Parks Canada, TRCA and City of Toronto).

RECOMMENDATION

WHEREAS staff have been informed that the Metrolinx East Corridor project has been cancelled and as such TRCA property requirements by Metrolinx will be substantially reduced and modified;

WHEREAS Metrolinx still plans to undertake minor upgrades and rehabilitation of existing track at key locations necessitating TRCA support including closure of the existing at grade Chesterson Shores access;

THEREFORE IT IS RECOMMENDED THAT staff continue to work with Metrolinx on the planning and design of necessary components resulting from this change including immediate priorities such as the replacement pedestrian crossing (tunnel) located approximately 450 m east of the existing Chesterton Shores at grade crossing east of Rouge Hill Go Station as well as projects related to existing Central Corridor contract (Central 2.0);

AND THAT TRCA only agree to the closure of the at grade Chesterson Shores crossing if a replacement crossing is provided by Metrolinx east of the existing site closer to Lawrence and Starspray Blvd. as part of their planned upgrades.

AND FURTHER THAT staff report back to the Board of Directors on any new updates and future approvals related to TRCA property.

BACKGROUND

TRCA staff has been working closely with the Metrolinx (Mx) project team on the above-noted project from the pre-Transit Project Assessment Process (TPAP) stage, through to the Detailed Design and Voluntary Project Review stages. Key components of the East Contract included the widening of the Highland Creek and the Rouge River bridges, the Petticoat Creek culvert rehabilitation and widening, the construction of approximately 3 km of retaining walls which will necessitate impacts to TRCA property and the Waterfront trail system, as well as the planned closure of the current Chesterton Shores at-grade trail crossing.

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On May 16, 2019, Mx staff informed key stakeholders including Parks Canada, City of Toronto and TRCA, Mx has decided to cancel the Lake Shore East (LSE) East Corridor Contract that has been on market since 2018. Mx has concluded that their current tracks and corridor can handle their Regional Express Rail (RER) program to facilitate the proposed 15 min all-day two-way service with minor upgrades and rehabilitation of assets at key locations. This requirement can be met without the proposed 3rd track. Thus, Mx will be issuing a tender for 30 year term track management, as this currently sits with Bombardier.

As a result, key project components including the need to widen the Rouge River bridge, build sections of the 3rd track or build the 3 km retaining walls are no longer needed. However, there is potential for updates at the Highland Creek bridge, and some rehabilitation at the Petticoat Creek culvert – more details to come from Mx.

In the coming months, Mx will be preparing a new contract, which now includes areas immediately east of the Rouge Hill GO Station going westwards. The Central Corridor Contract is currently on the market, and Mx will be issuing an addendum to notify bidders of changes to that contract. This updated approach results in sections of the previous East contract now being included in their original Central Corridor contract [Central corridor contract began at Beechgrove Drive (Mile 318.86) westwards to Scarborough Golf Club Road (Mile 321.97)]. Details of the specific works will be provided by Mx to stakeholders in the near future.

At the Rouge Hill GO station, a 3rd track will still be required immediately east of the station and these works will be included in the Central Corridor Contract.

At the May 16th meeting, Mx indicated that the closure of the Chesterton Shores at-grade crossing is still required. Mx is concerned that this closure should occur as soon as possible. Mx provided statistics indicating that there have been significant public safety issues at the location and is currently conducting a pedestrian report at Chesterton Shores, which is scheduled for completion end of May 2019 that will be shared with stakeholders. Mx is of the view that there is an immediate need to close the at grade crossing and a need to expedite a new tunnel crossing to replace the current at-grade access (the new tunnel proposed could be about 450m east of the station on Lawrence Avenue) near Starspray Blvd. At the May 16, 2019 meeting, Mx requested positions of TRCA and CoT on immediate closure of Chesterton Shore at Grade closing (with emergency vehicle) access. TRCA and CoT were requested to provide their position to Mx on Chesterton Shores at grade crossing closure. Mx is open to discussing alternatives for immediate closure until tunnel construction and what the options are. Mx expects City commitments on timing, approvals and access and financing of the new tunnel in the near future. To facilitate these changes, Mx staff will need TRCA Board of Directors approval for TRCA property and trail impacts. TRCA staff recommend that Mx commit to providing a replacement access point (pedestrian tunnel) and work out arrangements with the City, TRCA and Mx prior to closing the existing Chesterson Shores Waterfront trail access, which is heavily used by pedestrians and cyclists. TRCA staff have included a recommendation to address this request for TRCA position in this report.

Earlier in the TPAP process, Mx expressed interest in Public Realm investment of approximately \$300,000; however this needs to be re-evaluated and they (Mx) will begin to look at this internally. Central Corridor Contract (Central 2.0) work is anticipated to begin in Fall 2020.

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Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 12 – Facilitate a region-wide approach to sustainability

Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

No financial implications at this time. Discussions with City of Toronto and Metrolinx are ongoing to determine funding arrangements.

DETAILS OF WORK TO BE DONE

Mx to provide pedestrian report to TRCA for review at the end of May, a meeting to discuss the report findings will be scheduled soon. Metrolinx (Mx) requested a commitment from TRCA and City of Toronto (CoT) on funding of the new tunnel. TRCA and CoT will need to meet with Mx to determine what commitments to funding for pedestrian crossing are required and how these will be funded as there is no budget at City and TRCA for this work.

Highland Creek: One new track is still required on the north side of the bridge, but no south track will be required. The north-south trail closure will be required in the work area, as such closure and detour will remain part of the Mx plans. There will still be impacts to the Waterfront Trail system for works at Highland Creek and Mx indicated they will provide additional details to TRCA and CoT for their review soon.

As part of the new Central contract will now be called Central 2.0., Aecom will be reengaged as TRCA comments on 60% design have not been responded to.

TRCA property requirements will be reassessed in a new Property package. Negotiations on property matter will recommence as soon as new information on property requirements is provided.

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