
For Information

REPORT TITLE: Eglinton Crosstown West Light Rail Transit Extension – Project Update

FROM: Andrew Farr, Interim Commissioner of Public Works

OBJECTIVE

To provide Regional Council with an update on the Metrolinx Eglinton Crosstown West Light Rail Transit Extension Project.

REPORT HIGHLIGHTS

- In 2010 the environmental assessment for the Eglinton Crosstown was approved which included two phases: Phase 1: Eglinton Crosstown – Mount Dennis to Kennedy Station and Phase 2: Eglinton Crosstown West Light Rail Transit (LRT) Extension – Mount Dennis Station to Pearson International Airport.
 - In Fall 2019, the Provincial government identified the Eglinton Crosstown West LRT Extension project as one of four Provincial priority projects along with the Ontario Line, the Scarborough Subway Extension and the Yonge North Subway Extension.
 - Subsequently, in February 2020, the Province proposed the *Building Transit Faster Act* which, if passed, would allow the Province to expeditiously deliver the four priority projects.
 - The Eglinton Crosstown West LRT Extension is divided into two segments: the Toronto Segment: Mount Dennis Station – Renforth Station; and, the Airport Segment: Renforth Station to Pearson International Airport.
 - In early 2020, Metrolinx completed the planning work for the Toronto Segment of the project and has now commenced planning work for the Airport Segment which is primarily within the Region of Peel.
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DISCUSSION

1. Background

The Eglinton Crosstown West LRT Extension spans from Mount Dennis Station in the City of Toronto to Pearson International Airport. The project aligns with the Region of Peel's Official Plan policies to improve interjurisdictional mobility through its connection to the future transit hub at Pearson Airport and its connection to the City of Toronto. This project further supports the Region of Peel's Term of Council Priority to expand community mobility and the Region's 50 per cent sustainable mode share target by expanding mobility choices for Peel's residents.

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The environmental assessment for the extension project was completed in 2010, as a part of the environmental assessment for the Eglinton Crosstown LRT project which is currently under construction and spans from Kennedy Station to Mount Dennis Station in the City of Toronto.

The Eglinton Crosstown West LRT Extension is Phase 2 of the Eglinton Crosstown LRT project and is comprised of two segments: a) the Toronto Segment which spans from Mount Dennis Station to Renforth Station; and b) the Airport Segment which spans from Renforth Station to Pearson International Airport (See Appendix I for Project Map).

In Fall 2019, the Eglinton Crosstown West LRT Extension was identified as one of four Provincial priority projects through the 2019 Ontario Economic Outlook and Fiscal Review along with the Ontario Line, the Scarborough Subway Extension and the Yonge North Subway Extension. Subsequently, in February 2020, the Province proposed the *Building Transit Faster Act* which, if passed, would remove roadblocks and give the Province the tools needed for Metrolinx and Infrastructure Ontario to expeditiously deliver the four priority transit projects. The Eglinton Crosstown West LRT Extension is anticipated to be in service by 2030-2031.

a) Toronto Segment: Mount Dennis to Renforth Station Segment

The Toronto Segment is the first phase of the Eglinton Crosstown West LRT Extension and Metrolinx has completed the planning and conceptual design for this portion of the corridor. It is approximately 9.2 km in length and the majority of this segment is primarily underground in the City of Toronto with a transition to an “at-grade” alignment as it approaches Renforth Station in the Region of Peel to connect with the Mississauga Transitway.

b) Airport Segment: Renforth Station to Pearson International Airport Segment (Primarily within the Region of Peel)

The Airport Segment is identified as a future phase of the Eglinton Crosstown West LRT Extension however, Metrolinx has commenced the planning and conceptual design work for this segment, with a goal to be able to deliver it together with the Toronto Segment. This segment is divided up into three areas and a series of alignment options are being considered for each area (See Appendix II for the division of areas within the Airport Segment):

- Area 1 - 401-Renforth-Convaair;
- Area 2 - Silver Dart; and
- Area 3 - Airport Connection Area.

A preferred alignment for the Airport Segment is expected in the summer of 2020 and the development of the Project Specific Output Specifications, which are the project specifications for Metrolinx’s Request for Proposal, is expected to commence in early July 2020.

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2. Key Regional Interests

Regional staff have conducted a preliminary assessment of the different alignment options in each area of the Airport Segment and have identified potential impacts to the Region of Peel. Further review will be required to conduct a detailed assessment of the preferred alignment which is expected in the summer of 2020.

Airport Segment - Areas	Potential Impacts
Area 1: 401-Renforth-Convair	<ul style="list-style-type: none">• Water and wastewater infrastructure in this area may need to be relocated• Additional water and wastewater infrastructure may need to be added to service properties bisected by the LRT• Ownership of an out-of-service sanitary sewer in this area may need to be transferred to Metrolinx
Area 2: Silver Dart Connection	<ul style="list-style-type: none">• No major impacts anticipated
Area 3: Airport Connection Area	<ul style="list-style-type: none">• Significant impacts to water and wastewater infrastructure in this area are anticipated• Disruption to traffic and bus operations along Airport Road during construction is anticipated

3. Next Steps

Metrolinx is currently in the process of selecting a preferred alignment for the LRT in all three sections of the Airport Segment. Region of Peel and City of Mississauga staff have been engaged as project stakeholders and are working with Metrolinx to identify potential impacts of each option early in the planning process.

Following the confirmation of the preferred alignment in the summer of 2020, Regional staff will conduct a detailed assessment of the impacts to the Region of Peel and determine what, if any, legal and financial agreements may be required to protect the Region's interest. Upon completion of the detailed review, Regional staff will report to Council with an update on the preferred alignment, specific implications to Peel, and will seek authority to enter into any necessary legally binding agreements.

RISK CONSIDERATIONS

The Eglinton Crosstown West LRT Extension Project connects the Region of Peel to the City of Toronto through its terminus at the future transit hub at Pearson International Airport and serves as an extension of the Mississauga Transitway into the City of Toronto. While the project supports the Region of Peel's 50 per cent sustainable mode share target, the alignment of the corridor has the potential to impact Regional water and wastewater infrastructure.

Similar to the Hurontario LRT project, appropriate legal and cost sharing agreements will be necessary to clarify roles and responsibilities, minimize and mitigate any impacts to Regional infrastructure, minimize financial risk and navigate real estate matters.

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FINANCIAL IMPLICATIONS

The degree and nature of financial implications to the Region are contingent on the preferred alignment for the LRT project. Further analysis will be required once the alignment is finalized in summer 2020.

CONCLUSION

Regional staff will continue to work with Metrolinx as the Eglinton Crosstown West LRT Extension project continues through the planning and design stages. Upon confirmation of the preferred alignment in the summer of 2020, Regional staff will undertake a detailed review of potential impacts to the Region of Peel and report to Council with an update on the preferred alignment, specific implications to Peel and any necessary legal agreements required to protect the Region of Peel's interests.

APPENDICES

Appendix I – Project Map

Appendix II – Airport Segment – Division of Areas

For further information regarding this report, please contact Tina Detaramani, Manager, Ext. 4420, tina.detaramani@peelregion.ca.

Authored By: Richa Dave, Principal Planner

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.



N. Polsinelli, Interim Chief Administrative Officer