

Subway Program

Metrolinx and Infrastructure Ontario (IO) are working with partners from across the Greater Toronto Area (GTA) to deliver a bold, forward-looking Subway Program that will better connect the region's communities and increase its prosperity.

This expansion program will make it easier for the GTA to choose transit first, laying out roughly 40 km of new rapid transit that will open up new travel possibilities in every direction. The four pillars of this long-term, \$28.5-billion program – the Ontario Line, Eglinton Crosstown West Extension, Scarborough Subway Extension and Yonge North Subway Extension – will transform travel across the GTA and help meet the needs of people and businesses in this growing and evolving metropolis for years to come.

New Legislation

- In April 2019, the Province of Ontario announced an historic \$28.5-billion transportation vision that included Metrolinx and IO leading the way in building more subways for the region.
- In June 2019, the *Getting Ontario Moving Act* was enacted to enable provincial ownership of the subway extensions and new lines envisioned in Ontario's new subway transit plan for the GTA.
- In July 2020, the *Building Transit Faster Act* was passed providing the Province with the tools to expedite the planning, design and construction process that has delayed major projects in the past. The legislation removes roadblocks and gives the Province the ability needed to deliver projects faster by:
 - relocating utilities more efficiently while treating businesses fairly, and ensuring costs are not passed on to consumers;
 - ensuring the assembly of land required to construct stations, conduct tunneling and prepare sites, while treating property owners fairly;
 - ensuring timely access to municipal services and rights-of-way;
 - allowing Ontario to inspect and remove physical barriers with appropriate notification to property owners;
 - ensuring nearby developments or construction projects are coordinated so they do not delay the four priority subway projects.

The government has also signed preliminary agreements with the City of Toronto and the Region of York that include provisions for the accelerated delivery of the four priority transit projects.

Creating a more robust rapid transit network will allow communities to tap into the convenience and quality of life that comes with faster, easier commutes. Improvements to the region's transit network, including the priority projects within the Subway Program, will serve as release valves for congestion within the system and manage the flow of riders as our communities grow. Expanding rapid transit options will also help offset increases in traffic congestion on critical arterial roads as drivers get out from behind the wheel in favour of using transit.

These four priority subway projects will create investment and jobs as Ontario recovers from the COVID-

19 pandemic. These projects will spur much needed economic growth and lead to new opportunities for businesses and workers that provide the services and equipment needed to build and operate them.

Community and Elected Officials Communications and Engagement Strategy

Through its work on other major transit projects such as the Light Rail Transit Program (i.e., Eglinton Crosstown and Finch West LRTs), Metrolinx has developed and implemented a comprehensive communications program using a variety of engagement techniques to keep residents, local stakeholders, City Councillors and other elected officials and their staff up to date on plans and developments related to relevant projects. Metrolinx regularly facilitates monthly City Councillor and stakeholder meetings related to the respective projects. Key stakeholders, such as City of Toronto and TTC staff, are updated and consulted frequently, often several times each week. This strategy will also be used for the Subway Program projects as well.

The Metrolinx consultation strategy includes one-on-one briefings with Councillors, in partnership with the City of Toronto, to discuss milestone events and address emerging issues. Although there have been some minor changes to the planning and environmental assessment processes, they still provide multiple opportunities for the community to participate in a consistent, meaningful, transparent and timely engagement. Milestones include business cases and environmental reports, procurement and design progress, and construction planning including impact mitigation. At each stage, Metrolinx will engage with stakeholders to create an open dialogue with the people living, working and operating businesses along each project route.

As initial investigation and design work advances, updates on the alignment, station locations, station design and other project details are shared on a regular basis. Early designs, such as reference concepts and renderings, are used until a successful private sector team is selected for each contract. As procurement is finalized and the ProjectCo begins their work, increasing levels of detail will be released for public feedback.

The community and environmental impact of the projects is studied and described in environmental reports which provide a further opportunity to consult with elected officials, stakeholders and the public, including a focus on how Metrolinx is proposing to mitigate any impacts.

Community outreach and business improvement area (BIA) meetings, plus Construction Liaison Committee meetings (which include BIAs and local businesses), are scheduled throughout the long-term construction period to provide information and address current concerns and issues as they arise. These meetings are in place for the in-construction LRT Program, and will be implemented well before construction begins on the Subway Program.

Broad construction traffic management strategies will be shared with the attendees at these meetings through presentations made by members of third-party project delivery teams (e.g. ProjectCo), Metrolinx and City of Toronto staff. Specific details of the traffic management plans will be discussed with local Councillors as they are prepared and evolve. Metrolinx, project partners and City of Toronto staff will work with local Councillors to address any issues as they arise in a timely manner.

Details of the complex staging and discussions of lane closures are the subject of the monthly stakeholder meetings, routinely attended by Councillors and their staff, for example, along the Crosstown and Finch LRT project routes. Similarly, the construction phasing at various station sites is a focus of monthly

stakeholder meetings, and the subject of direct and frequent communication between the City of Toronto and the project team.

In addition, Metrolinx regularly uses digital and in-person open houses, print and electronic newsletters, social media, dedicated project webpages, and collaboration with local elected officials to ensure we reach and capture the whole community with relevant updates.

When a significant change is planned at any of the construction sites, Metrolinx will issue public notices in advance of the work, both on the project website and delivered door-to-door. Major changes can also be widely reported on television and radio and through social media platforms. Metrolinx also operates community offices, which are positioned in key areas along a project corridor. These offices work with residents, businesses and stakeholders on a daily basis in real time to identify and respond to issues and find ways to mitigate against construction and community impacts.

Environmental Assessment Process

Metrolinx is undertaking environmental assessments for the Subway Program in accordance with the *Environmental Assessment Act*. Environmental Project Report (EPR) Addenda have been completed, or are underway, for the Eglinton Crosstown West Extension, Scarborough Subway Extension and Yonge North Subway Extension, as required by Ontario Regulation (O. Reg.) 231/08: *Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act*. The Eglinton Crosstown West Extension EPR Addendum and Scarborough Subway Extension EPR Addendum have received clearance to proceed, with no conditions, from the Minister of the Environment, Conservation and Parks. An environmental assessment for the Ontario Line project is underway in accordance with O. Reg. 341/20: Ontario Line Project under the Environmental Assessment Act. More information about the environmental assessment process for each project is included in the respective sections below.

Transit Oriented Communities

Transit-oriented communities (TOC) are part of the Province of Ontario's plan to build new, sustainable transit by placing more housing and jobs near or at transit stations along the routes of the province's four priority subway projects. This will increase transit ridership and reduce traffic congestion.

By working with third parties to build vibrant, mixed-use communities that are connected to transit stations, TOC will make commuting easier and faster – bringing more jobs and more housing closer to transit. TOCs will also reduce traffic congestion, reduce emissions and build integrated, accessible communities that will benefit future and current residents.

More information on the Province of Ontario's TOC program can be found at:
<https://www.ontario.ca/page/transit-oriented-communities>

Eglinton Crosstown West Extension

Project Description

The Eglinton Crosstown West Extension (ECWE) project is a priority transit project included in the 2041 Regional Transportation Plan. It extends the Eglinton Crosstown LRT from the existing Mount Dennis

station to Renforth Station, spanning 9.2 km. It is mainly grade separated with seven new stations, including two elevated stations at Jane and Scarlett, four underground stations at Royal York, Islington, Kipling and Martin Grove and a terminus at Renforth Station. It connects to the Mississauga Transitway at Renforth Station (see Figure 1).

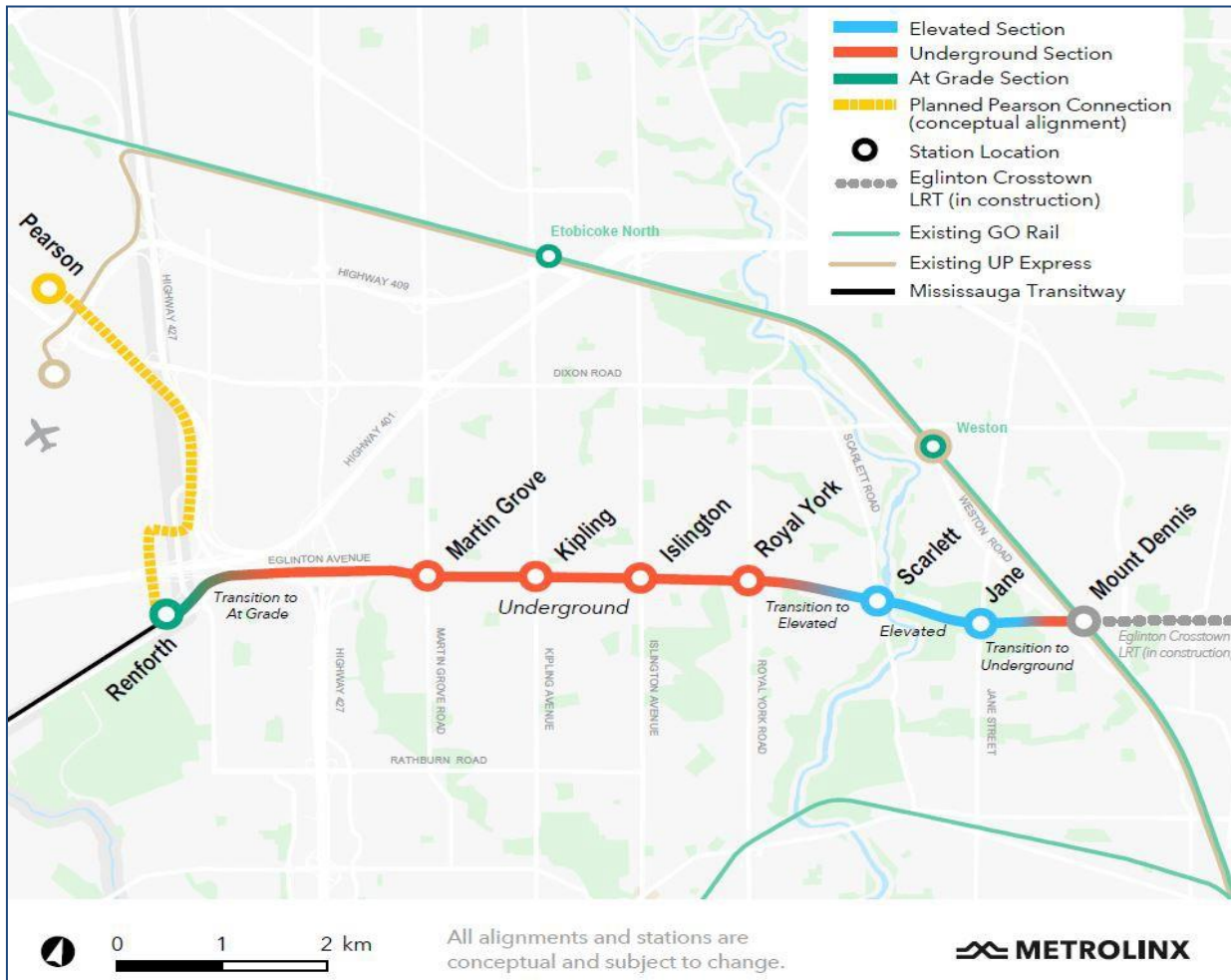


Figure 1: Eglinton Crosstown West Extension Alignment

The Metrolinx and IO project team is also working with the Greater Toronto Airports Authority (GTAA) to explore a planned connection to Toronto Pearson International Airport through an Airport Planning Study. Station locations along the proposed link between Renforth Station and the Airport are to be determined and could add up to three additional stations on the extension project.

Stakeholder Collaboration and Public Engagement

Metrolinx, City of Toronto, Toronto Transit Commission (TTC) and Ministry of Transportation (MTO) staff continue to take a collaborative approach to the planning and development of the ECWE project. Working through the City of Toronto’s Transit Expansion Office, the project teams have advanced key decisions related to the design development for the advance tunnel contract, on items such as:

- underground station locations within City of Toronto lands and their respective headwall locations;
- Emergency Exit Building (EEB) headwall locations;

- preliminary traffic management plans to facilitate construction;
- extraction shaft and portal locations;
- Eglinton Avenue West realignment and preliminary landscape plans;
- special track work requirements and crossover locations; and
- utility impacts.

Metrolinx believes this collaborative approach with the City of Toronto, TTC and MTO has been effective and will continue to be the correct approach to decision making for the ECWE project.

Metrolinx's ECWE project team has also engaged in similar discussions with the City of Mississauga, Peel Region, and the GTAA in relation to project infrastructure planned in those municipal and regional jurisdictions.

Engagement for the ECWE began when the Initial Business Case (IBC) was released in February 2020, continued through April ahead of the publication of the EPR Addendum, and again for the 30-day public review period of the Addendum. Engagement will continue this fall and will include elected official briefings and outreach to community groups and other stakeholders and the public so they can learn about and provide feedback on project planning and design, including alignment, station location and procurement.

Environmental Assessment Process

The City of Toronto and the TTC completed an EPR for the ECWE between Kennedy Road and Toronto Pearson International Airport along the Eglinton Avenue corridor in March 2010. The project was granted Notice to Proceed with no conditions in May 2010 by the Minister of the Environment, known today as the Minister of the Environment, Conservation and Parks. In 2012, Metrolinx became the sole proponent of the project. In 2013, Metrolinx completed an EPR Addendum for changes to the approved transit project between Keele Street and Jane Street, as well as the Maintenance and Storage Facility at Black Creek.

In 2019, the following proposed changes to the project were determined to be inconsistent with the previously approved 2010 EPR and 2013 EPR Addendum:

- The environmental effects of a change in alignment and the shift to either elevated and tunnelled portions rather than at-grade, neither of which were addressed in the 2010 EPR and 2013 EPR Addendum;
- The number of stations proposed and the environmental effects of the revised station footprints and locations, which were not addressed in the 2010 EPR and 2013 EPR Addendum; and
- The environmental effects of design modifications related to the approach to spanning the Humber River, ancillary features including EEBs, as well as construction methods that have changed since the 2010 EPR.

An EPR Addendum was completed in 2020 to address these changes. A draft EPR addendum was published in April 2020, with all related consultation carried out online due to the COVID-19 pandemic. The 2020 EPR Addendum was revised and publicly released on June 2020, being granted ministerial approval in August 2020. The project team is now proceeding with the implementation of the project. Additional environmental approvals will be required to extend the ECWE from Renforth to Toronto Pearson International Airport.

Updates to the ECWE EA process can be found at the ECWE project website:
<http://www.metrolinx.com/en/greaterregion/projects/eglinton-crosstown-west.aspx>

Procurement Update

In order to advance a significant portion of the scope on an accelerated timeline and de-risk the overall project, the ECWE will be delivered as two main projects. Both will be delivered in a public-private-partnership (P3) procurement model:

- an Advance Tunnel project that includes launch, maintenance, and extraction shafts, twin tunnels, and underground station/ EEB headwalls; and
- a Stations, Rail and Systems (SRS) project that includes the stations and facilities, fit-out of the tunnel (i.e., track work, walkways and tunnel concrete base), and systems installation and commissioning.

Metrolinx and IO jointly issued a Request for Qualifications (RFQ) on March 6, 2020 for the Advance Tunnel Contract for the project, which closed on May 29, 2020. The qualified teams were evaluated by a joint Metrolinx/IO evaluation committee.

On August 5, 2020, three teams were shortlisted to bid on the Advanced Tunnel Contract work. The Request for Proposals (RFP) was released to the shortlisted teams on August 20, 2020. The top three pre-qualified proponents invited to participate in the RFP are as follows:

- FAST Eglinton Group;
- West End Connectors; and
- North American Tunnel Partners.

Metrolinx and IO are expecting to award the tunneling contract in Q2 2021.

Procurement updates for the ECWE Advance Tunnel Contract can be found at:

<https://www.infrastructureontario.ca/Eglinton-Crosstown-West-Extension-Advance-Tunnel/>

Further information and regular updates on the ECWE project can be found on the Metrolinx project website:

<http://www.metrolinx.com/en/greaterregion/projects/eglinton-crosstown-west.aspx>

Scarborough Subway Extension

Project Description

The Scarborough Subway Extension (SSE) is a priority transit project included in the 2041 Regional Transportation Plan. It extends the TTC's Line 2 subway by 7.8 km from the existing Kennedy Station to a new terminus at Sheppard Avenue and McCowan Road. The SSE will run below grade from the existing Kennedy Station to a new terminus at Sheppard Avenue East via Eglinton Avenue, Danforth Road and McCowan Road (see Figure 2). There will be three new stations and each station will have a bus terminal and traction power substation. The SSE will include eight EEBs and one standalone traction power substation.

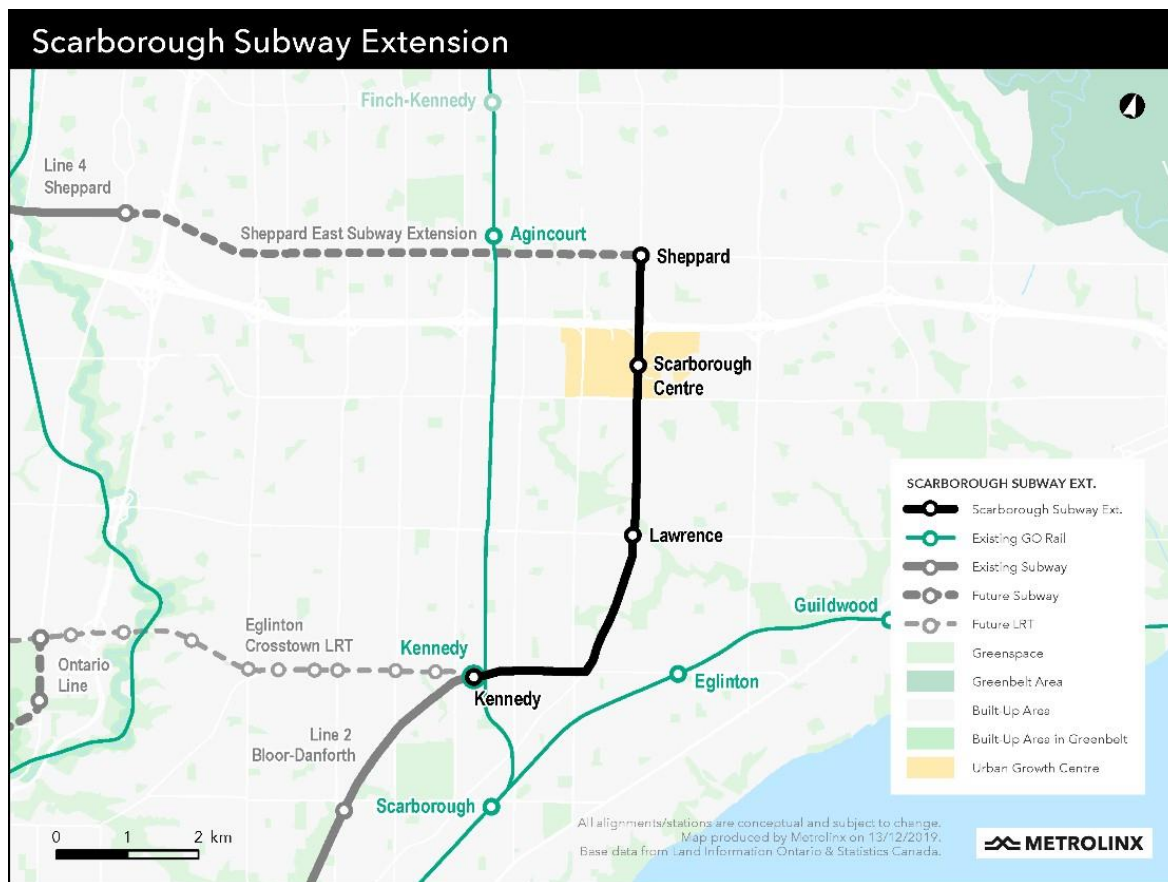


Figure 2: Scarborough Subway Extension Alignment

The first of three new stations will be located at Lawrence Avenue East and McCowan Road, with a TTC bus terminal serving the station on the southwest corner of the intersection. The new station at Scarborough Centre will be located within the McCowan Road right-of-way, with a bus terminal serving TTC, GO Transit and other municipal transit providers located directly east of McCowan Road and north of Bushby Drive. The new terminus station will be located on the northeast corner of the Sheppard Avenue East and McCowan Road intersection and will be served by both a TTC bus terminal and a passenger pick-up and drop-off facility. Further details on station elements such as the proposed number and location of the station entrances will be shared at a later date through public consultation.

A single 10.7m internal diameter tunnel will be constructed by way of two Tunnel Boring Machines (TBM). The TBMs will be used to excavate the tunnel, remove the excavated material, and place the initial concrete tunnel lining in a continuous, automated process. There will be two launch shafts, one for each TBM. The first launch shaft will be constructed at Eglinton Avenue East and Midland Avenue, and the second will be at the terminus station at Sheppard Avenue and McCowan Road. Both TBMs will be removed from the completed tunnel at an extraction shaft that will be constructed at Lawrence Avenue East and McCowan Road where the new Lawrence East station will be located.

Although the majority of the SSE will be tunneled underground using the TBMs, a short section just east of Kennedy Station will be constructed using the "cut and cover" method where the open excavation of the tunnel will allow for the installation of switches and special track work to create a pocket track. The pocket track will enable trains to short turn (i.e., switch tracks to travel in the

opposite direction) at Kennedy Station to provide flexibility in meeting ridership demand.

Stakeholder Collaboration and Public Engagement

Metrolinx, City of Toronto, TTC and MTO continue to take a collaborative approach to the planning and development of the SSE project. Working through the City of Toronto's Transit Expansion Office, the project teams have advanced key decisions related to the design development for the Advance Tunnel Project such as:

- underground station locations and the respective headwall locations;
- EEB headwall locations;
- preliminary traffic management plans to facilitate construction;
- launch and extraction shaft locations;
- enabling works at Kennedy Station, including special track work and crossover requirements; and
- utility impacts.

Metrolinx believes this collaborative approach with the City of Toronto, TTC and MTO has been effective and will continue to be the correct approach to decision making for the SSE project.

Engagement for the SSE began when the Updated Business Case was released in February 2020, followed by two public meetings in March. On July 10 2020, Metrolinx released an updated EPR that was a key part of moving the project forward. The formal public review period has ended and engagement will continue this fall with the release of the Request for Proposals for the Advance Tunnel Contract. Future engagement will include opportunities for the public to comment on planning, design and future construction of the extension.

Environmental Assessment Process

The original EPR completed by the City of Toronto and the TTC in 2017 contemplated a subway extension from Kennedy Station to a new Scarborough Centre terminus station using a single TBM to construct the 6.2 km tunnel.

An EPR Addendum led by Metrolinx assessed the extension of the alignment to Sheppard Avenue, the shifting of the station location at Scarborough Centre, and the addition of new stations at Lawrence Avenue and Sheppard Avenue. Other significant project scope changes studied in the EPR Addendum includes the bus terminal at Scarborough Centre, the use of two TBMs and the associated launch shaft locations at Eglinton Avenue East and Midland Avenue, and at Sheppard Avenue and McCowan Road. Open houses were held for members of the public and other stakeholders in March 2020. On August 18, 2020 Metrolinx received clearance to proceed, with no conditions, from the Minister of the Environment, Conservation and Parks.

The EPR Addendum is posted on the Metrolinx website:

<http://www.metrolinx.com/en/greaterregion/projects/docs/scarborough-subway-extension/01-SSE-Updated%20EPR%20Addendum.pdf>

Procurement Update

In order to advance a significant portion of the scope on an accelerated timeline and de-risk the overall

project, the SSE will be delivered as two main projects. Both will be delivered via a public-private-partnership (P3) procurement model:

- an Advance Tunnel Project including construction of the launch, maintenance, and extraction shafts for two TBMs, supply of the TBMs, and construction of the tunnel and the headwalls for the stations and EEBs; and
- a Stations, Rail and Systems (SRS) Project: including design and construction of the stations, platforms and associated facilities, and installation of the rails and signal, communication and electrical systems in the tunnel.

The Advance Tunnel Project will be delivered as a Design, Build, Finance (DBF) contract. The exact components of the SRS Project will be determined at a later date.

On August 5, 2020, three teams were shortlisted to bid on the Advanced Tunnel Contract work. Metrolinx and IO issued a Request for Proposals (RFP) to the shortlisted teams on August 20, 2020. The top three pre-qualified proponents invited to participate in the RFP are as follows:

- ACCIONA;
- EAST END CONNECTORS; and
- STRABAG, Inc.

Metrolinx and IO expect to award the Advance Tunnel Project contract in mid-2021. The RFQ for the SRS Project is planned for Q2 2021.

More details, including a copy of the Advance Tunnel RFP and a detailed description of the three proponents and their teams can be found on IO's website:

<https://www.infrastructureontario.ca/Scarborough-Subway-Extension-Advance-Tunnel/>

Further information and regular updates on the SSE project can be found on the Metrolinx project website:

<http://www.metrolinx.com/en/greaterregion/projects/scarborough-subway-extension.aspx>

Yonge North Subway Extension

Project Description

The Yonge North Subway Extension (YNSE) is a cross-jurisdictional priority transit project included in the 2041 Regional Transportation Plan and municipal transportation master plans that will support projected ridership growth in the City of Toronto and York Region (including the City of Markham, the City of Richmond Hill and the City of Vaughan). The project extends north from Finch Station to Richmond Hill. As many as six new stations were envisioned with two intermodal terminals before Metrolinx and Infrastructure Ontario assumed responsibility for delivering the project. The project also includes a train storage and maintenance facility to accommodate subway vehicle storage requirements created by the Line 1 extension.

The YNSE is being developed to allow for implementation using a public-private partnership (P3) procurement model. Before P3 RFPs can be issued, a final alignment and station locations need to be

identified as part of the feasibility analysis process, and business cases need be developed and approved through all phases (Initial Business Case (IBC), Preliminary Design Business Case (PDBC) and Full Business Case). The business case process will continue to incorporate local input on development, operational and customer priorities wherever possible, while developing a project scope that aligns with the \$5.6 billion project funding envelop.

Metrolinx is finalizing an IBC that evaluates the performance of the YNSE as originally contemplated, as well as a number of alternative configurations against a Business As Usual scenario. Given the multi-jurisdictional nature of the project and desire to build on previous work, the IBC has been developed in close coordination with senior staff from the City of Toronto, TTC, York Region, York Region Rapid Transit Corporation, City of Markham, City of Richmond Hill and City of Vaughan. The business case process will continue to incorporate local input on development, operational and customer priorities wherever possible, while developing a project scope that aligns with the \$5.6 billion project funding envelop.

The YNSE project implementation timeline requires Metrolinx to advance planning and design work with a targeted PDBC completion date by fall 2021, in order to meet delivery timelines and a target in-service date of 2029-2030, after the Ontario Line goes into operation.

A high-level delivery schedule for the overall project is outlined below.

RFQ Release	Fall 2021
RFP Release	Spring 2022
Financial Close	Fall 2023
In Service	2029/2030

Stakeholder Collaboration and Public Engagement

Metrolinx, City of Toronto, TTC, MTO, York Region (including the City of Markham, City of Richmond Hill and the City of Vaughan) staff continue to take a collaborative approach to the planning and development of the YNSE project. Working through the City of Toronto's Transit Expansion Office and the York Region One Window, the project teams have advanced planning and design work.

Metrolinx believes this collaborative approach with the City of Toronto, TTC and MTO, York Region (including the City of Markham, City of Richmond Hill and the City of Vaughan) has been effective and will continue to be the correct approach to decision making for the SSE project.

Preliminary engagement with elected officials along the YNSE alignment began in May 2020. This included introductory phone calls to provincial elected officials and local Councillors, along with a presentation to the York Region Rapid Transit Corporation Board. Further engagement will be undertaken with the broader community, including resident groups, boards of trade, and federal elected officials following the release of the IBC. Briefings and public meetings are planned for late 2020 and early 2021.

Further information and regular updates on the YNSE project can be found on the Metrolinx project website:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>

Ontario Line

Project Description

The Ontario Line is a rapid transit line that will connect the Ontario Science Centre to the Exhibition/Ontario Place grounds (see Figure 3). It will be approximately 15.5 kilometers in length with 15 stations, including six interchange/intermodal stations, that will connect to GO train services at Exhibition/Ontario Place and East Harbour, to the TTC subway network on Line 1 at both Queen and Osgoode stations and on Line 2 at Pape station, and to the future Eglinton Crosstown LRT (Line 5) at the Ontario Science Centre. Stations will also provide connections to a significant number of surface bus and streetcar routes.

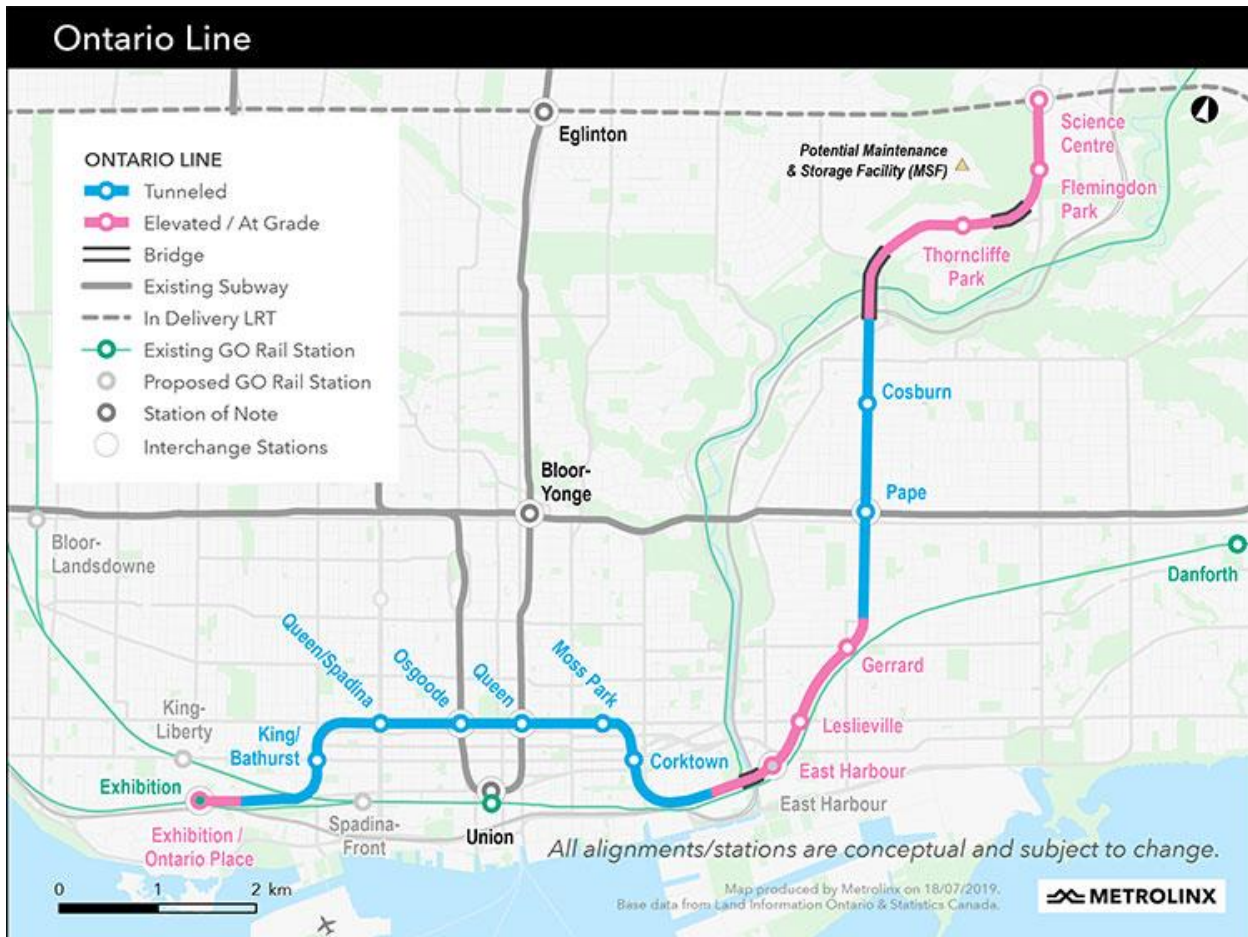


Figure 3: Ontario Line Alignment

The Ontario Line concept is a variation of the Relief Line with extended alignments westwards and northwards, maximizing use of the Metrolinx-owned rail corridor and use of different automated train technology. The TTC will be responsible for the day-to-day operations of the Provincial Subway Program projects, including the Ontario Line, and the existing transit system.

The Ontario Line concept was developed to allow for implementation using a public-private partnership (P3) procurement model, transferring various risks to a third party that would also have the freedom to draw from current market innovations to determine the exact design and technology within parameters set by Metrolinx. Use of generic standard gauge technology was also favoured in order to enable

competitive pricing and to protect for possible future extensions. Fully automated trains will enable higher frequencies, with up to 40 trains per hour during peak travel periods. While trains are expected to be shorter than those currently in use on Line 1 and Line 2, the frequency of service will result in ample overall capacity while allowing for shorter and less expensive stations. Use of shorter and slightly narrower cars, and the ability to climb steeper gradients, can also enable use of elevated alignments, with substantial reductions in the costs, impacts and construction time.

Metrolinx contends the benefits of the above-grade or at-grade alignments can be realized and concerns can be identified and mitigated. Above grade and at-grade subway construction is not new to Toronto. Sections of Lines 1, 2 and 3 are built in a non-tunneled environment. With an understanding of the impacts, new technologies, and innovative design the local impacts can be effectively managed, mitigated and minimized.

By using the GO corridor and building elevated structures, the Ontario Line will be more than twice the length of the Relief Line South at a similar cost. But cost is only one consideration. Customer convenience and construction impacts are significant factors weighing against a fully tunneled line. Above-ground sections will make transferring to and from the Ontario Line easier, reduce construction timelines and costs and streamline work with existing GO Expansion plans. Metrolinx will continue to pursue other mitigation measures and optimized design to build the project and will utilize the innovation of a P3 partner to realize the best practices to address concerns raised during public consultation.

Stakeholder Collaboration and Public Engagement

Metrolinx, the City of Toronto and the TTC continue to take a collaborative approach to the planning and development of the Ontario Line project. Working through the City of Toronto's Transit Expansion Office, the project teams have received feedback regarding various key aspects of the projects including:

- safety standards;
- construction impacts;
- station locations;
- traffic management plan;
- tunnel alignments; and
- capital project interfaces.

Consistent with the spirit of and commitments set out in the Province of Ontario-City of Toronto Transit Partnership Preliminary Agreement, Metrolinx continues to work closely with the City of Toronto and its divisions in the development of Ontario Lines plans and designs. Although the project is at a point early in its lifecycle, key feedback from City staff has already been incorporated in the initial designs. For example, the Ontario Line alignment and stations locations have been adjusted to minimize impacts and maintain existing transit service throughout the duration of the project. This collaborative approach with the City of Toronto, TTC and MTO has been effective and will continue to support informed decision making for the Ontario Line project.

In January and February 2020, Metrolinx introduced the Ontario Line to the public through a series of public open houses. Almost 1150 people attended in person and hundreds of others participated online. Since then, project staff have continued to engage with the public online, through virtual community meetings and through collaboration with Councillors' offices to address questions and concerns. In late summer 2020, a series of elected official briefings, follow-up meetings with community groups and a virtual update on the project are being rolled out so stakeholders and the public can learn about progress

and provide feedback on refinements to the alignment, station location and procurement. At the same time, consultation will begin on the environmental conditions report, which includes a description of existing environmental conditions, a preliminary description of potential impacts the project may have on the environment and a description of studies that will be carried out and detailed in future reports.

The Ontario Line team is working with City staff to ensure the project is delivered with minimal impacts to sensitive community areas and properties, such as parks and community centres. For example, following significant design and engineering effort, the station at Riverside/Leslieville has been positioned to avoid impacting Jimmie Simpson Community Centre. Efforts are underway to minimize impacts to other key community assets, including, Pape Avenue Middle School, Valley Park Middle School, Bruce Mackey Park, the future Ordnance Park, places of worship and other locations. Where an impact cannot be avoided the team will continue to work with City staff to address continuity of programming.

Engagement will be ongoing through the fall of 2020 with new information and details released as they become available.

Environmental Assessment Process

Metrolix is undertaking an environmental assessment for the Ontario Line in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project under the *Environmental Assessment Act*. This process largely follows the Transit Project Assessment Process, except that it has added flexibility to allow for more certainty in project planning and reduce the risk of delays, while still providing environmental oversight and consultation with the public and Indigenous communities.

As required under O. Reg. 341/20, Metrolix is preparing an environmental conditions report, which will be published for public review and input prior to finalization. The report will characterize the environmental setting in the vicinity of the Ontario Line, including existing noise and vibration levels, air quality, natural environment features, built heritage and archaeological resources, socio-economic and land use features, and traffic conditions.

Metrolix is also planning to publish early works reports for components of the Ontario Line project that are planned to proceed to implementation ahead of completion of the Ontario Line assessment process. The early works reports will assess the environmental impacts of the early works and describe associated mitigation measures. The early works reports will be published for public review and input prior to finalization.

Following finalization of early works reports, Metrolix will publish an environmental impact assessment report, which will assess the environmental impacts of the Ontario Line and describe associated mitigation measures. The environmental impact assessment report will be published for public review and input prior to finalization, as part of Metrolix's effort to meet the best practices and community consultation principles that are part of the Environmental Assessment Act with all projects. This will be followed by early works reports and the Environmental Impact Assessment Report environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

The early works reports and the Environmental Impact Assessment Report will consider anticipated impacts of the Ontario Line and how they can be mitigated within the constraints of the original project proposal. Concerns raised during review of the draft early works and draft environmental impact assessment reports by Indigenous communities and interested persons will be addressed through a

Metrolinx-led issues resolution process.

Metrolinx applies the best practices and community consultation principles that are part of the Environmental Assessment Act with all projects. Consistent with the Transit Project Assessment Process, Metrolinx will undertake consultation, assess impacts, identify mitigation measures and prepare documentation that is shared publicly. In light of COVID-19 restrictions on large public gatherings, public engagement has shifted online with additional options for the public to provide feedback.

To ensure broad awareness and public engagement, each report will be promoted broadly on social and mainstream media as well as through a mailing to more than 150,000 Toronto residences and businesses along the alignment.

Procurement Update

In order to reduce risk, account for construction market capacity and allow for the market to optimize project timelines, Ontario Line will be delivered by way of the following major packages:

- Early Works contracts;
- Joint Corridor and other Early Works contracts to conduct any critical work in advance of the large P3 packages to enable the Project Companies (ProjectCos) and complete work during the in-market period;
- a Rolling Stock, Systems, Operations and Maintenance Contract (RSSOM Project Co), which will result in the selection of a proponent that will act as the single point of contact during the life of the project;
- a South Civil Contract (South Project Co) that will delivery all tunnel and station scope of work from Exhibition station and tail tracks to the Don Yard portals;
- a North Civil Contract (North Project Co) that will delivery all tunnel and station scope of work from Gerrard Portals Ontario Science Centre and trail tracks.

Delineating the maintenance out of the South and North packages allows for a simpler maintenance regime with clear accountabilities assigned to the RSSOM contractor. The TTC will be responsible for the day-to-day operations of the Provincial Subway Program projects and the existing transit system.

On July 2, 2020, Metrolinx and IO released RFQs for the RSSOM and South Civil Contract Project Co. Shortlisted teams are expected to be announced in fall 2020. The shortlisted teams will be invited to respond to a RFP in the fall of 2020 to begin preparing submissions for how they will deliver the project if selected. Metrolinx and IO expect to finalize the RSSOM and South Civil Contracts by early 2022.

The Joint Corridor and other Early Works packages are expected to be procured in the winter of 2021 with work starting in some areas as early as the summer of 2021.

Metrolinx and IO expect to release the RFQs for the North Civil contract sometime in the winter of 2022.

Further information and regular updates on the Ontario Line project can be found on the Metrolinx project website:

<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>