

City of Mississauga  
**Corporate Report**



<p>Date: March 28, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: April 26, 2023</p>

## Subject

**Hurontario Light Rail Transit Project Update**

## Recommendation

That the report titled "Hurontario Light Rail Transit Project Update" dated March 28, 2023 from the Commissioner of Transportation and Works be received.

## Executive Summary

- Construction of the Hurontario LRT (HuLRT) has significantly progressed throughout the corridor with all work zones along the 15 km identified in Mississauga having active construction. As the project lead, Metrolinx continues to advise that substantial completion remains 2024 contractually.
- City staff from several divisions are in the final stages of reviewing design submittal packages from the contractor, Mobilinx, to ensure compliance for City infrastructure. To date, over 1,000 design packages have been reviewed by City staff, and none of the prescribed deadlines outlined in the Project Agreement have been missed. For Permit, Licence and Approvals (PLA), the City has issued over 200 permits to date, which were all processed within the project's accelerated timelines.
- The provincial government announced in February 2022 that the system would be named the Hazel McCallion Line, after Mississauga's former mayor.
- With the Implementation Agreement executed in January 2023, City staff have begun negotiations on the Operations & Maintenance Agreements that would define the City's role and responsibilities once the HuLRT is in operation. In mid 2024, the project team expects to bring the Operations & Maintenance Agreements for endorsement to Council.

## Background

The previous update was provided to General Committee on June 23, 2021, through the report entitled, “Hurontario Light Rail Transit Project Update”, dated June 7, 2021 from the Commissioner of Transportation and Works. The report provided an update on construction and construction preparation to date.

While the province, through Metrolinx and Infrastructure Ontario, continues to lead the implementation of Hurontario LRT, the City of Mississauga continues to be an active partner on the project, including the City of Brampton and the Region of Peel.

Mobilinx, the consortium of local and international companies that was awarded the contract to design, build, finance, operate and maintain Hurontario LRT, is responsible for constructing the system on behalf of Metrolinx. Construction began in March 2020 under the emergency measures enacted due to the COVID-19 pandemic. As the project lead, Metrolinx continues to advise that the project remains on track to be completed by fall 2024.

The provincial government announced in February 2022 that the system would be named the Hazel McCallion Line, after Mississauga former mayor.

This report is intended to provide a summary of major activities and flag impending decision areas that will need to be addressed.

## Comments

### Design Update

Since contract award in October 2019, City staff have been engaged with Metrolinx, Mobilinx, City of Brampton and Region of Peel on a number of areas to advance the design and construction of HuLRT. While the City’s LRT Project Office is the primary conduit to the project, it continues to utilize the expertise of an extended team of subject matter experts in all departments to ensure the project is compliant with City standards and best practices and is implemented in a timely manner.

With the Alternative Financing and Procurement (AFP) delivery model, this project provides unique opportunities and challenges for the design and construction. Unlike a traditional project, the AFP project is strictly required to follow unique processes and more importantly, timelines as established under the Project Agreement i.e. the agreement between Metrolinx, Infrastructure Ontario and Mobilinx.

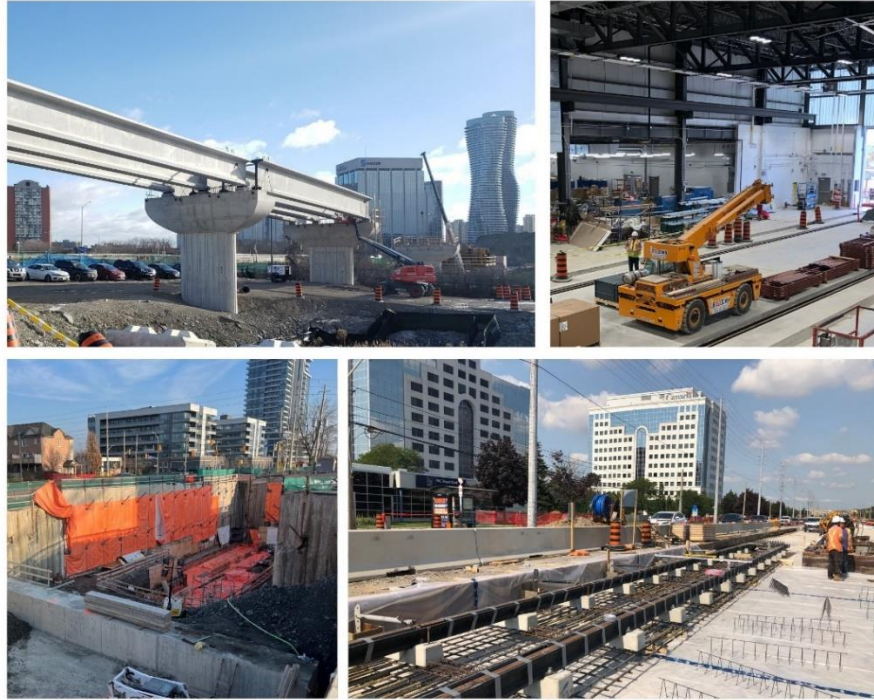
As the design review process began in October 2019, the Mississauga portion of the project was divided into 6 Work Zones Packages for design purposes, covering 14 Work Zones. The design submittal stages include 30% (preliminary), 50% (development), 90% (development), and 100% (construction).

To date, more than 1,000 design packages have been reviewed by City staff. This includes the majority of the Mississauga section of the LRT project at 90% and 100% design, or in construction. Staff from all City departments have been reviewing for compliance with the Project Specific Output Specifications (PSOS) document, which is part of the Project Agreement and describes what the owner wants in the project. City staff participated in developing the City infrastructure scope contained within PSOS. Given the strict timelines outlined by the Project Agreement, staff have not missed a prescribed deadline despite ongoing pressures.

### **Construction Update**

Being the municipal planning authority and regulator, the City remains responsible for issuing various Permits, Licenses and Approvals (PLA) to permit the construction, especially for any construction activities within the City's road Right-of-Way. PLA includes, but is not limited to, Road Occupancy Permits, Tree Removal Permits, Utility Approvals, Site Plans, Building Permits, Licenses on City properties and various other applicable PLA as required. As the permitting authority, City staff have streamlined processes to ensure permits have been approved in timely fashion. In specific cases, the City has permitted early works to proceed prior to final designs being approved. As the first project of its kind in Mississauga, City staff have been proactive and open to utilizing innovative methodologies to advance works, including the successful QEW push box closure, which caused significant impacts on City roadways. As of March 2023, some highlights of what has been completed in preparation for the future roadway and tracks are shown in Figure 1 and include:

- Over 5 km of guideway track installed
- Nine (9) intersections with guideway track installed
- Installation and completion of the QEW Push Box
- Significant progress at the operations, maintenance and storage facility (OMSF)
- Installation of the Port Credit Push Box
- Construction of the Highway 403 Flyover



**Figure 1: Progress along Hurontario Light Rail Transit Corridor (Clockwise): OMSF Progress, Guideway Track Installation, Port Credit Go Station Construction and Highway 403 Flyover**

South of Highway 403, Stage 2 and 3 works, which includes a minimum of 2+1 lanes of traffic (two lanes in one direction and one lane in the other direction) and the ability for the construction team to create a safe work zone for utility relocation and road works on one side of the roadway with temporary bus platforms continue. North of Highway 403, Stage 4 works continue which include track and stop platform works in the centre of the roadway. While working at the intersections, there will be some additional impacts on travel lanes, but efforts are being made to minimize the impacts without compromising safety.

Throughout the construction period, all project partners continue to consider innovative construction techniques and opportunities to minimize impact to surrounding residents, businesses and road users. This includes the introduction of partial intersection closures north of Eglinton Avenue to support the construction of guideway through the intersections. By introducing partial intersection closures, whereby cross streets operate only as right-in/right out intersection and through movements and right turns are permitted on Hurontario Street at all times, it allows for increased safety at intersections, reduction in construction time and minimizes overall impact to the public.

A full intersection closure has also been utilized at the intersection of Dundas Street and Hurontario Street in order to maximize the overall construction tasks in a specific area and as a result, minimizing overall construction time and impact to the public. During this closure, several utility relocations were completed simultaneously over a period of 55 hours. Such closures are not readily implemented as part of the project; however requests received by City staff from the

contractor are comprehensively reviewed by staff which includes consideration of location, construction benefits, impacts to the public and overall public safety.

The QEW Push Box is another innovative construction method that was used as part of the corridor construction to minimize disruption and overall impact to the public as much as possible. This push box will form a new underpass along Hurontario Street for northbound vehicular traffic to accommodate the future Hurontario LRT and minimize traffic congestion. The process involved using hydraulic jacks to push a large concrete structure, or “push box,” weighing more than 6,000 tonnes into place. After significant coordination and planning between all project partners, including implementation of ten (10) detour routes, closure of the QEW overpass and Hurontario Street and 55-hours of around the clock work, the push box was set into place.

### **Upcoming Works**

As previously noted, substantial completion for the project remains 2024 contractually.

Upcoming work in this year include:

- On-going corridor construction as this spring/summer it is expected that all of the work zones identified in Mississauga will have active construction;
- Delivery of a majority of the Traction Power Sub Stations (TPSS) and site completion at these stations in Mississauga;
- Station construction at Port Credit GO and stop platform construction along the north end of the corridor; and
- Commencement of the Environmental Assessment Addendum for the Downtown Loop that will review the alignment within the City Centre as previously approved in 2014. The Downtown Loop continues to be a top city building priority for Mississauga and staff remain open to working with all levels of government to see this implemented.

### **Operations & Maintenance Agreements**

Discussions relating to agreements during the operational period have begun between Metrolinx, the Cities and Region. The previously identified Council report of May 23, 2018 entitled, “Hurontario Light Rail Transit Project Update: Operations and Maintenance Responsibilities”, dated May 8, 2018, from the Commissioner of Transportation and Works provided authority to negotiate agreements covering HuLRT operations and maintenance subject to reporting back to Council for signing authority.

The Service Level Agreement between the City of Mississauga and the City of Brampton will also be required to address policy coordination and revenue/cost responsibilities along with dispute resolution processes.

In mid-2024, an In-Camera Council session subject to solicitor-client privilege is proposed to provide legal advice and seek direction from Council in respect of the negotiation process for the identified agreements.

## Community Engagement

Metrolinx-led community engagement and communications continue to be a vital component to the project. The joint communications team has maintained informing the public and stakeholders about upcoming construction works and has answered questions about the project progress. The team has done this through construction notices, social media, at its community offices, during informational pop-ups along the corridor and throughout the city, and through corridor canvasses.

Metrolinx continues to issue biweekly e-newsletter updates to those who have signed up and provides a more area-focused monthly update to Construction Liaison Committees, whether it's through a virtual meeting or email update. City staff participate in these meetings to listen to any concerns raised by residents or businesses in Mississauga South, Mississauga Cooksville, Mississauga Centre and Mississauga North.

As expected, the level and types of complaints has risen as construction advances. Complaints are typically related to noise, working hours, access and traffic impacts. While Metrolinx is leading the communications, 311 and Ward offices do receive inquiries and complaints. The levels of inquiries and complaints remains manageable given the scope of the project. They are either routed to the Rapid Transit Program Office or Metrolinx community engagement team for response depending on the nature of the inquiry. Complaints should be directed to Metrolinx community relations ([peel@metrolinx.com](mailto:peel@metrolinx.com) or 416-202-7500).

## Financial Impact

There are no financial impacts resulting from the recommendations in this report. However, the future Metrolinx-City of Mississauga agreement(s) for the construction and 30-year concession period of the HuLRT will have financial impacts.

## Conclusion

Construction of the Hurontario LRT continues along the corridor in Mississauga. It is anticipated that all works zones identified in Mississauga will continue to be under active construction to meet the timelines of the project. Communicating those developments and impacts will be paramount as the project continues on its path to transform Mississauga and Brampton.

The City will continue to provide its input in reviewing and completing the design process by Mobilinx, particularly impacting the City infrastructure. Being the municipal planning authority and regulator, the City will continue to work with Mobilinx to process various Permits, Licenses and Approvals to permit the construction activities.

Thus far, City staff has worked well with Metrolinx and Mobilinx and hopes to continue a positive collaboration in the months and years ahead.

Finalizing the Operations and Maintenance Agreements with Metrolinx in the next year will be an important step in the project, as will other noticeable milestones and changes to the busiest corridor in the City.



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Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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