



SUBJECT: Burloak Grade Separation Project Update

TO: Committee of the Whole

FROM: Capital Works

Report Number: CW-13-17

Wards Affected: 5

File Numbers: 570.02-818

Date to Committee: February 27, 2017

Date to Council: March 27, 2017

Recommendation:

Receive and file capital works report CW-13-17 providing an update on the Burloak grade separation.

Purpose:

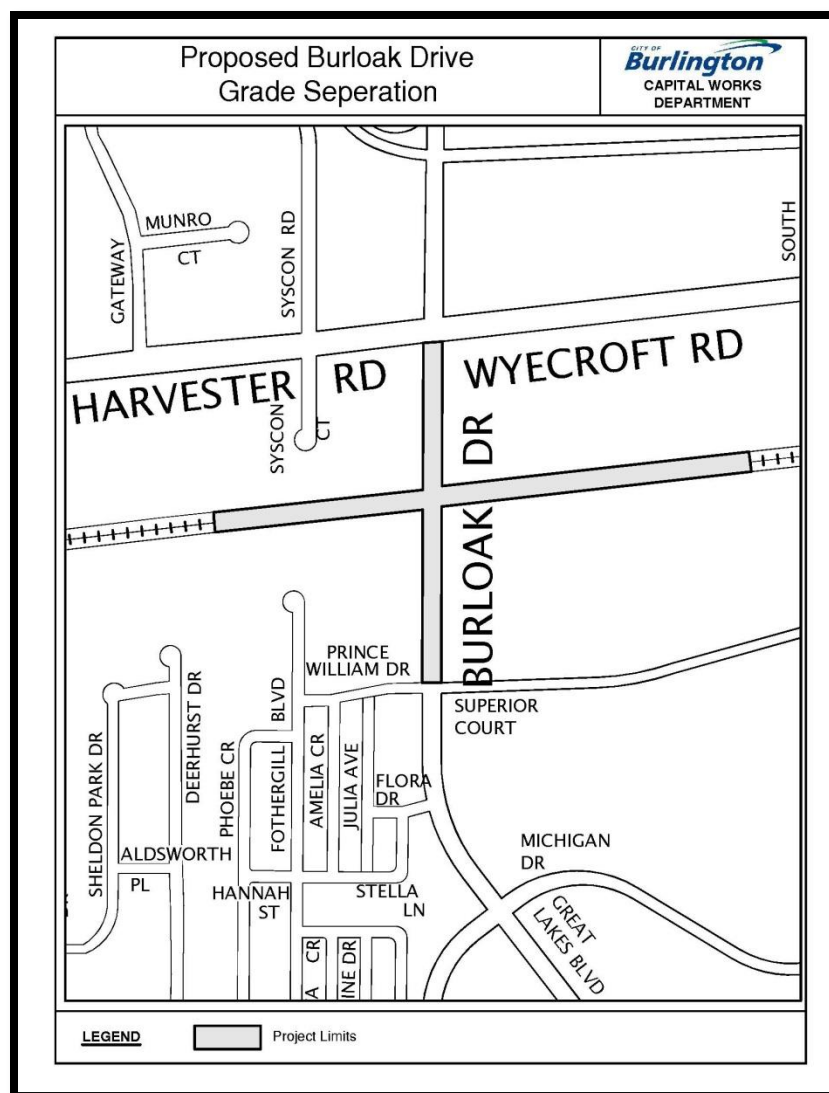
The purpose of this report is to update Council to the status and changes to the Burloak Grade Separation. This project addresses:

A City that Moves

- Increased Transportation Flows and Connectivity

Background and Discussion:

The existing Burloak Drive/CNR at-grade crossing consists of a four lane arterial road crossing of a three track rail line. This CNR line is one of the busiest rail lines in all of Canada and is utilized by Via Rail, CN Freight, Metrolinx and Amtrak.



The Environmental Assessment for the Burloak Drive Grade Separation was completed in June 1994. The recommended design alternative involved constructing a 4 lane underpass (with space to accommodate an additional 2 lanes in the future) at the current alignment of Burloak Drive with a temporary bypass road to the east in order to maintain traffic during construction. The drainage for this option was a gravity sewer system to an existing outlet.

In 2015 the Province outlined plans for electrification of GO Transit routes by 2024 that would result in 15 minute service for trains along the Lakeshore West Corridor. To achieve the electrification of the rail line, all electrification infrastructure requirements (or provisions for future electrification) need to be incorporated in planned rail corridor construction projects. The resulting increase in delays and the required safety

improvements at the Burloak at-grade rail crossing required the construction timeline to be brought forward to 2018 from the original planned 2020.

In order to streamline and expedite the approval process for this project, Metrolinx proceeded to evaluate this project through their Transit Project Assessment Process (TPAP).

TPAP vs. Class Environmental Assessment (Class EA)

The Transit Project Assessment Process (TPAP) is a form of environmental assessment outlined in *Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings* under the Environmental Assessment Act. Similar to the Class Environmental Assessment Process (Class EA) that municipalities use for their environmental assessments, it assess environmental, social, cultural and economic baseline conditions and examines any potential positive and/or negative impacts of the project. Measures are then identified to mitigate these negative impacts. Where the TPAP differs from the Class EA is that it only presents one preferred alternative vs. all the alternative options for the public to review. There is also a very focused objection process that has little to no option for public objection.

Strategy/process

There are currently 3 options being reviewed as part of the TPAP by Metrolinx:

- An underpass that utilizes a 3 track rail diversion to the south of the tracks in order to tunnel out the structure
- An underpass that utilizes a single track diversion over a short period in order to jack in place a precast structure
- An overpass structure with no track diversion in order to construct a single span bridge.

All three options would require the existing Burloak Drive alignment to be shifted to the east during construction.

At the time of this report, Metrolinx has completed their draft 100% feasibility study for this project and have circulated it to the partnering municipalities for comments prior to finalizing.

Options considered

Underpass Option	
Pros	Cons
No Change in roadway noise	Requires relocation of Burloak interlocking rail plant for road crossing

No significant Visual Impact	Greatest cost
Access to properties along Burloak Drive can be maintained	Longest duration for construction (2 yr)
Maintains connectivity to existing and proposed bike lanes, multi-use trails, sidewalks	2 long weekend GO transit track closure with single track CN and Via diversion
Elevated Sidewalk and Multi-Use Pathway is AODA compliant.	Two x 8-day full closure and detour of Burloak Drive at the railway
Minor terrestrial and potential aquatic impacts	

Overpass Option	
Pros	Cons
One x 8 hour full closure and detour of Burloak Drive at the railway	Increase in roadway noise from elevated structure
Minor terrestrial and potential aquatic impacts	Significant Visual Impact
No relocation of Burloak interlocking rail plant for road crossing required	Restricted Access to properties along Burloak Drive
Lowest Construction cost	Elevated Sidewalk and Multi-Use Pathway is not accessible (not AODA compliant)
Shortest duration for construction (1 yr)	Eliminates connectivity to existing and proposed bike lanes, multi-use trails, sidewalks
No operational impact to GO Transit	Eliminates Burlington developable land adjacent to the railway (south west corner)

Financial Matters:

In July 2015, the Federal and Provincial Government released a funding announcement that they would be funding 100% of this project. Since that time, Metrolinx has advised that the “July 2015 Federal funding announcement was conditional under the Government of Canada’s Building Canada Fund, and subject to a documented contribution agreement. This agreement was not executed prior to the Federal Election.” Their position is to follow a standard cost sharing agreement for this project at 50/50 between Metrolinx and the Town of Oakville/City of Burlington (Appendix A).

In Canada, the cost appointment (sharing) for grade separations is governed by the Canadian Transportation Association's (CTA) Guidelines for Apportionment of Costs for Grade Separations. The CTA guidelines have five very generic project categories, with corresponding cost appointment percentages, as follows:

		Municipal Cost (%)	Railway Cost (%)
Existing Level Crossing	City initiated (traffic volume, growth) need	85	15
	Railway Initiated (rail volume, growth) need	15	85
	Equal Growth	50	50
New Crossing	City initiated	100	0
	Railway initiated	0	100

Note: cost appointment applies only to the requirements of a basic grade separation which does not typically include for road widening, sidewalks, bicycle lanes or enhanced landscaping features.

We believe that based on the City's success on the negotiation of the King Road Grade Separation that this project would follow a similar cost appointment of 85 % Metrolinx and 15 % Municipality (7.5% Burlington/7.5% Oakville) with the growth and need being a result of Metrolinx's increased train movements and forthcoming rail electrification. Continued discussions and negotiations are underway with Metrolinx and Oakville.

Source of Funding

The Burloak Grade Separation project is included in the 2017 Capital Budget and Forecast with the construction component commencing in 2020 which is externally funded by Metrolinx. Future budgets will reflect update timing, costing and funding resulting from discussions and negotiations with all parties.

Connections:

As Burloak Drive is a boundary road, the Town of Oakville and the City of Burlington share in the costs and construction approvals of the proposed works as outlined in our Boundary Road Agreement. It is Oakville's position that Burloak Drive be widened to 6 lanes from the existing 4 lanes. While Burlington's position is to remain at 4 lanes, we will support their position with the cost sharing being addressed in accordance with the boundary road agreement.

Metrolinx is also a partner in this project as it involves their property and operations as well.

Public Engagement Matters:

Currently Metrolinx is leading the TPAP process with the City of Burlington and Town of Oakville as external stake holders. Their schedule currently shows a Public Open house (PIC) in 2017 to present the preferred option of the Grade Separation for review and comment.

As the TPAP process does not allow for any public appeal on the preferred alternative, City staff has requested that a preliminary PIC occur prior to a preferred alternative being selected as it may differ from what the public has been advised of in the past. This would be scheduled for early spring 2017.

Conclusion:

While Metrolinx has yet to present a preferred alternative for this project, staff feel that at this time, an underpass option, similar to what was approved and presented in the 1994 Class EA, is the best alternative for the business and residents of Burlington and Oakville.

Staff will continue to work with Metrolinx and the Town of Oakville to ensure that we are comfortable with the preferred option chosen during the preliminary stages of the TPAP process and that a fair and reasonable cost sharing agreement is reached.

Respectfully submitted,

Scott Hamilton, P.Eng.

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Appendices:

- A. Letter received from Metrolinx re:Burloak Drive Grade Separation Funding Partnership

Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.