



Hon. Minister Caroline Mulroney  
Minister of Transportation  
5th Floor, 777 Bay Street  
Toronto, ON M7A 1Z8

June 29, 2020

Re: Ontario Government agency report reveals major delays in Ontario Line, GO expansion

Dear Minister Mulroney,

In order to tackle congestion and meet the commuting needs of our region, the Ontario Government promised to deliver transit projects on-time and on-budget.

That is why it is disturbing to read the latest Infrastructure Ontario June Market Update, which reveals major delays in the delivery of major transit projects in the GTHA region. Could you please provide a reason for these delays?

The list of transit projects listed as delayed in the Infrastructure Ontario Market Update include:

- The awarding of the contract – i.e. financial close - to build the \$10 billion ONCorr GO Expansion Project to provide frequent electrified GO service has been delayed from 2021<sup>1</sup> to 2022<sup>2</sup>. This project has already been in active procurement for over two years.
- Financial close for the full Ontario Line has been delayed by 18 months from Spring 2022<sup>3</sup> to Fall 2023<sup>4</sup>.
- Financial close for the Scarborough Subway Extension has been delayed from Winter/Spring 2023<sup>5</sup> to Fall 2023<sup>6</sup>.

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<sup>1</sup> [https://www.infrastructureontario.ca/uploadedFiles/\\_CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/_CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

<sup>2</sup> [https://www.infrastructureontario.ca/uploadedFiles/\\_CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/_CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

<sup>3</sup> <https://www.infrastructureontario.ca/Winter-2020-P3-Market-Update/>

<sup>4</sup> [https://www.infrastructureontario.ca/uploadedFiles/\\_CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/_CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)[https://www.infrastructureontario.ca/uploadedFiles/\\_CONTENT/News/2\\_Market\\_Update/Winter%202020%20P3%20Market%20Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/_CONTENT/News/2_Market_Update/Winter%202020%20P3%20Market%20Update.pdf)

<sup>5</sup> <https://www.infrastructureontario.ca/Winter-2020-P3-Market-Update/>

<sup>6</sup> [https://www.infrastructureontario.ca/uploadedFiles/\\_CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/_CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

- Financial close to build the Lakeshore East–Central Corridor Expansion project was originally planned for Winter 2018<sup>7</sup>, but now the close date is To Be Determined.<sup>8</sup>
- Financial close for the Lakeshore West Infrastructure Improvements project has been delayed from early 2019<sup>9</sup> to Winter 2021<sup>10</sup> - a two year delay. This project has already been in active procurement for over two and a half years.
- Financial close for the Milton Corridor Project has been delayed by two years from Winter 2019<sup>11</sup> to Winter 2021<sup>12</sup>.
- Financial close for the Union Station Platform Expansion, which entered active procurement last October, has been delayed for six to nine months from Winter 2021<sup>13</sup> to Fall 2021<sup>14</sup>.

Ontarians deserve to know why the Ontario Government is delaying so many important transit projects. Many of these projects were already facing delays before the COVID-19 pandemic hit. These delays also cause us to question the value of relying on volatile financial markets to deliver critical transit projects. Ontario's history with privatized transit-delivery is not positive: PRESTO is the most expensive outdated fare collection system in the Western World, the Eglinton Crosstown is years late and taxpayers are paying millions in cost overruns, and the Ottawa LRT line is non-functioning.

Infrastructure investment is critical to the work Ontario must do to rebuild our economy and get people working good jobs. I believe it is time to return to the more reliable and cost-effective traditional model of public transit delivery.

I welcome a meeting to discuss the questions and issues I have raised here.

I look forward to your response.

Yours sincerely,



Jessica Bell  
MPP, University–Rosedale  
Official Opposition Critic, Transit

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<sup>7</sup> <https://www.infrastructureontario.ca/Short-Listed-Proponents-Named-RER-Lakeshore-East-West-Corridor-Expansion/>

<sup>8</sup> [https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

<sup>9</sup> <https://www.infrastructureontario.ca/Request-for-Proposals-Issued-RER-West-Corridor-Infrastructure-Improvements/>

<sup>10</sup> [https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

<sup>11</sup> <https://www.infrastructureontario.ca/Request-for-Proposals-Issued-Regional-Express-Rail-Milton-Corridor/>

<sup>12</sup> [https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

<sup>13</sup> <https://www.infrastructureontario.ca/Winter-2020-P3-Market-Update/>

<sup>14</sup> [https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2\\_Market\\_Update/Spring-2020-P3-Market-Update.pdf](https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2_Market_Update/Spring-2020-P3-Market-Update.pdf)

Cc:

Phil Verster, CEO Metrolinx

Ehren Cory, CEO Infrastructure Ontario