

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer

Date: September 9, 2021

Re: **Capital Projects Group Quarterly Report**

This report principally addresses activity and performance data from Q1 of FY 2021-22 (April 1 to June 30, 2021) while incorporating some ensuing developments where appropriate.

Major Project Updates

Light Rail and Bus Projects)

- The Hurontario Light Rail Transit (LRT) project moved forward with work being initiated at the Port Credit GO Station this quarter. In July, crews began preparing the site for installation of the push box, a structure that will help form a tunnel underneath the intersecting Lakeshore West GO track, allowing construction to continue underground with minimal impact on operations above the work area.
- Progress continues on the Eglinton Crosstown LRT project. Crosslinx Transit Solutions, the consortium delivering the project, advanced construction throughout the alignment this quarter and has started testing and commissioning activities on the at-grade segment. Forest Hill and Chaplin Stations were completed to the stage needed for track work to proceed and for communications systems to be installed; Oakwood and Laird Stations were also ready for the installation of their communications systems.
- On the Finch West LRT, guideway construction at certain points along Finch Avenue West began in April. The Maintenance and Storage Facility team has completed the installation of the Overhead Catenary System (OCS), that supplies the 750V DC used to send power to the vehicles via overhead wires.

GO Expansion Projects

- Following final preparations this quarter, the revitalized Bay Concourse at Union Station opened to the public in July. The total area has more than tripled in size and significantly improves passenger access to and from trains and through all of Union Station. The new concourse provides modern amenities similar to the York Concourse which opened in 2015.
- In May, the renovation of one of Union Station's "teamways", the enclosed pedestrian walkway on the east side of Bay Street, was completed. The teamway, now open to the public, was closed for renovations in May 2020, earlier than planned, to take advantage of lower ridership and minimize the impact construction has on high-traffic pedestrian pathways.

- Along the outer portions of the Kitchener corridor, rehabilitation work is beginning on several bridges in preparation for increased train service. Work has begun on the Speed River Bridge in Guelph, and in the fall, work will commence on the Norfolk and Williams Street bridges. Additionally, tenders have closed for the rehabilitation design of four more bridges along the corridor, with work to take place in the upcoming months.
- Accessibility upgrades to Port Credit Station were advanced this quarter, with substantial completion achieved on the project on June 30, two months ahead of schedule. Both elevators at the station have been upgraded, and new accessible ramps offer customers convenient connections between the bus loop, platforms, parking lots, and the station building.
- The Highway 401 and 409 Rail Tunnel project achieved many of its critical final milestones this quarter before achieving substantial completion in late July. Crews are now wrapping up the final touches. The twin tunnel under 21 lanes of vehicle traffic will support future service increases on the Kitchener line, enabling it to transform from a commuter-focused service to a more convenient transit experience with frequent two-way, all-day rail service.

Subway Projects

- On June 3, Metrolinx invited qualified companies to submit bids for early works that will accommodate Exhibition Station operations during future Ontario Line construction. This work, which is separate from the main Public-Private Partnership (P3) construction contracts for the Ontario Line, will help make sure major upgrades needed at the station can be done quickly and safely, while keeping existing GO customers moving.
- Metrolinx officially broke ground on the Scarborough Subway Extension in late June. Strabag, the team awarded the Advance Tunnel contract in May, is building the launch shaft for the tunnel boring machine at the northeast corner of Sheppard Avenue East and McCowan Road. The new extension will bring 7.8 kilometres of subway service further into Scarborough and will provide one reliable, smooth ride to and from downtown Toronto and within the city's growing east end.

Capital Projects Group Performance Updates

Safety

- No lost time injuries were recorded at any project sites in this quarter. This brings the Lost Time Injury Frequency Rate (LTIFR) for CPG construction down to 0.101, from 0.173 at the end of the previous quarter, and shows a continuation of the steady downward trend toward the target of 0.100.
- To facilitate a continuation of the LTIFR reduction, new safety-critical standards are being developed for rail corridor access, working around buried utilities, and the safe hoisting and rigging of materials.

Financial

A summary of Metrolinx's major capital project incurred costs is shown in Table 1.

Table 1: Program Overview: Incurred Costs to June 30, 2021

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$12,259 ^b	\$7,642
Finch West LRT	\$3,433 ^b	\$1,407
Hurontario LRT	\$5,632 ^b	\$1,067
Viva BRT	\$1,882	\$1,853
GO Bus Infrastructure	\$500	\$408
Light Rail and Bus Total	\$23,908	\$12,376
GO Expansion Projects		
Early Works	\$10,513	\$5,526
Off Corridor	\$619	\$38
On Corridor	\$15,705 ^c	\$1,295
Core GO Expansion Total	\$26,837	\$6,860
GO Extensions	\$1,614	\$57
SmartTrack Stations	\$1,463	\$48
Subway^a Projects		
Subway Total	\$28,500^d	\$893

All figures are reported in year-of-expenditure dollars and are not directly comparable with those in other contexts expressed as nominal dollars. These figures reflect overall project budgets rather than the values of each respective project's major contract(s).

^a Initial delivery activities for the Eglinton Crosstown West Extension are being undertaken in coordination with the subway projects and project financial data is reported within that group.

^b Includes long-term P3 financing, lifecycle, operating and maintenance costs over concession term as applicable per each respective Project Agreement.

^c OnCorr contract currently in active procurement; to obtain the best value from bidders, the published baseline does not disclose all elements of the approved budget over concession term as in ^b figures. Baseline will be updated after commercial and financial close.

^d Preliminary construction estimate announced in 2019 Ontario Budget.

Respectfully submitted,

Matt Clark
Chief Capital Officer