

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer

Date: June 30, 2022

Re: **Capital Projects Group Quarterly Report**

This report principally addresses activity and performance data from Q4 of FY 2021-22 (January 1 to March 31, 2022) while incorporating some ensuing developments where appropriate.

Major Project Updates

Light Rail and Bus Projects

- The Eglinton Crosstown light rail transit (LRT) project continues to progress as structural concrete work was completed at Cedarvale Station in January, while the main entrance art wall and glass work was completed at Oakwood Station in February. In February, the main entrance glazing at Forest Hill Station was also completed, as was the installation of the exterior glass curtain for the main entrance building at Chaplin Station.
- In January, Alstom shipped the fourth light rail vehicle for the Finch West LRT project to their facility in Kingston, Ontario to undergo high speed testing. In March, excavation work at Finch West Station was completed and erection of the steel support structure commenced at the south entrance of the Humber College stop.
- On the Hurontario LRT, to be named for long-time Mississauga Mayor Hazel McCallion once open, concrete was poured in March on the south side of the Port Credit GO Station, which is the future site of the southern terminus of the route. Construction is also in full swing in the nearby Mary Fix Creek, where workers are expanding and revitalizing the creek bed as part of the project. The creek provides flood protection and prevents erosion in the area.

GO Expansion Projects

- Through March, Metrolinx conducted successful negotiations with ONxpress Transportation Partners on a Project Agreement to deliver the GO Expansion On-Corridor Works package, which will transform our regional rail network with dramatically more frequent service and significantly shorter journey times. Commercial close was achieved and announced in April. The On-Corridor Works package includes implementing overhead electrification, upgrading train control systems, and expanding tracks and structures along the corridors to enable a tripling of the number of train journeys operated every week when compared to service levels before the pandemic. As a progressive contract, Metrolinx will first complete a two-

year Development Phase with ONxpress in order to collaboratively refine designs and costs and mitigate risks, during which time ONxpress will also complete critical detailed design and early construction activities in parallel. Upon successful completion of the Development Phase, ONxpress would become responsible for designing, building, operating and maintaining GO rail infrastructure and trains for 25 years. Construction is expected to start later this year or early 2023.

- In March, a construction contract was awarded to expand a segment of the Kitchener rail corridor in Toronto. Construction of retaining walls, drainage infrastructure, as well as track relocation and a fourth track along part of the route will help enable future service increases by expanding corridor capacity.
- The Bloor-Lansdowne GO Station Request for Proposals (RFP) was released on February 24. Situated on Bloor Street West, just west of St. Helen's Avenue on the Barrie line, the new station will feature bike parking, an entrance at Bloor Street (lower) level and at platform (upper) level, a plaza and landscaping at the platform level, one tunnel connecting east and west platforms and a multi-use path from the Davenport Diamond greenway north of Bloor Street to Dundas Street. This multi-use path will be routed adjacent to the Barrie GO rail corridor and will provide connection to the West Toronto Railpath.
- On January 17, the tender for the Bradford GO Station Parking Lot and Bus Loop was awarded and construction commenced soon after. The first phase of the project will enhance access to the station for both pedestrians and vehicles through the installation of a new traffic signal at the Dissette Street entrance, as well as new sidewalks from Dissette Street and Bridge Street. The station will also benefit from improved security as station lighting will be upgraded, and a new CCTV system will be installed. Planning for the second phase is underway and is expected to deliver further expansion of the parking lot and other station improvements.

Subway Projects

- On February 9, Metrolinx and Infrastructure Ontario issued the RFP for the Stations, Rail and Systems package for the Scarborough Subway Extension, inviting three teams to submit their proposals for how they will design and build the stations, fit out the tunnel with tracks and other systems, and install the technology that will connect the extension to the TTC Line 2 subway. The final Reference Concept Design for the project was finalized in parallel and issued to the competing proponents.
- On February 1, the Request for Qualifications (RFQ) for the second tunnel contract for the Eglinton Crosstown West Extension closed, and evaluations were completed later that month. This is an early stage of the search for a team that will design, build, and finance the tunnel that will run between the future Mount Dennis Station and a portal east of Toronto's Jane Street.
- In February, Metrolinx released the Environmental Project Report addendum for the Yonge North Subway Extension. This report brings the existing environmental studies for the project up to date based on the latest plans for the extension, including the updated route, stations and train storage facility.

- In March, the RFP for the construction of the Don Yard Enabling Works 2 package was released. These Joint Corridor Early Works projects deliver work adjacent to or in the existing GO rail corridors in preparation for the future Ontario Line, while at the same time, advancing GO Expansion contracts and ensuring consistent operations of GO services. This ensures that the critical path schedule is maintained and risks to achieving the benefits associated with this joint corridor are mitigated.

Capital Projects Group Performance Updates

Safety

- The Lost Time Injury Frequency Rate (LTIFR) for contractors working for the Capital Projects Group decreased to 0.033 for the rolling 12-month period ending March 31, 2022. This rate, which decreased from a value of 0.154 seen over the preceding 12-month period, reflects a continued downward trend and remains below Metrolinx's target of 0.100. A lost time injury is defined as a work-related injury/disease which results in one of the following: being off work past the day of accident, loss of wages/earnings or a permanent disability/impairment.
- Rail corridor access is strictly controlled to ensure the safety of workers, the surrounding community, and rail customers. In January, rollout of a new, online rail corridor access planning system began. This system makes it easier for staff and contractors to request rail corridor access, see associated work plans, and view what other work activities are occurring on the rail corridor. This will enhance the effectiveness of current safety protocols in place to protect workers in these restricted areas.

Financial

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

Table 1: Program Overview: Incurred Costs to March 31, 2021

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$12,571 ^b	\$8,402
Finch West LRT	\$3,433 ^b	\$1,626
Hurontario LRT	\$5,632 ^b	\$1,417
Viva BRT	\$1,882	\$1,819
GO Bus Infrastructure	\$485	\$412
Light Rail and Bus Total	\$24,003^b	\$13,676
GO Expansion Projects		
Early Works	\$10,513	\$6,210
Off Corridor	\$619	\$50
On Corridor	\$15,705 ^c	\$1,451
Core GO Expansion Total	\$26,837^c	\$7,711
GO Extensions	\$1,629	\$84
SmartTrack Stations	\$1,463	\$82
Subway^a Projects		
Subway Total	\$28,500^d	\$2,371

All figures are reported in year-of-expenditure dollars and are not directly comparable with those in other contexts expressed as nominal dollars.

^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 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