

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer, Capital Projects Group

Date: June 25, 2020

Re: **Capital Projects Group Quarterly Report**

Recommendation

That this report be received for information.

CPG Program Updates

Safety

- Continuing essential construction projects during a pandemic required implementing innovative procedures to ensure everyone stays healthy.
 - CPG made changes to how all staff go about their work, including employees of partner organizations integrated into the team. Where possible, office-based work was relocated off-site, with an emphasis on digital collaboration. To continue providing necessary support to construction sites, staff adhered to safety recommendations and restricted the size of meetings when visiting or working at project sites.
 - CPG and its contractors implemented changes at construction sites to maintain physical distancing, increase cleaning and sanitizing regimes, improve on-site availability of handwashing facilities and hand sanitizers, and require that workers stay home if they are not feeling well.
- Metrolinx has reported a Lost Time Injury Frequency Rate of 0.14 for the rolling 12-month period ending March 2020. This rate is above Metrolinx's target of 0.10, which was instituted over the past year as a world-class performance level to drive a culture of safety across its projects. Focused inspections of and audits on the effectiveness of contractors' methods of identifying hazards, risks and planned controls continued through April 2020.

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, 2020

	Current Baseline (\$M)	Incurred Cost (\$M)
Light Rail and Bus Projects		
Eglinton Crosstown LRT	\$11,996 ^a	\$6,458
Finch West LRT	\$3,433 ^a	\$928
Hurontario LRT	\$5,632 ^a	\$610
Viva BRT	\$1,882	\$1,779
GO Bus Infrastructure	\$664	\$408
Light Rail and Bus Total^b	\$23,607	\$10,183
GO Expansion Projects		
Early Works	\$10,513	\$4,381
Off Corridor	\$619	\$25
On Corridor	\$15,705	\$1,074
Core GO Expansion Total	\$26,837	\$5,479
GO Extensions	\$1,800	\$44

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

^b Totals do not include the Hamilton LRT project, for which \$185M in costs have been incurred to March 31, 2020.

Major Project Updates

Light Rail and Bus

- On the Eglinton Crosstown LRT, key milestones achieved in the last quarter included the Science Centre station box reaching readiness for track work. At Fairbank Station, works broke through to the underground tunnel, reaching the final level of excavation. As well, excavation of galleries under the existing TTC subway box and underpinning was completed at Eglinton Station in late May.
- For the Finch West LRT, the inspection and pre-condition survey for the pedestrian tunnel connecting to TTC Finch West Station was completed. Concrete pours for the Maintenance and Storage Facility (MSF) site continued with completion of the foundations expected in May, and road widening activities continued near Keele Street and Finch Avenue.
- Mobilinx, the P3 consortium delivering the Hurontario LRT, commenced major construction in March with the removal of road medians in locations along the corridor. Boreholes were drilled for laboratory testing of the soil, groundwater and bedrock along the rail alignment that will ensure that the consortium is able to optimize and complete the design work for the LRT foundation.
- CPG staff continued activity required to close-out the Hamilton LRT project, including closing contracts and discontinuing in-flight property acquisitions.

GO Expansion

- Major construction began at Rutherford GO station on infrastructure needed to facilitate increased service on the Barrie line. Over the next year, workers will build new elevators and stairways that will connect to the underground pedestrian tunnel that was installed in 2018.
- Two key station projects advanced into procurement: Confederation and Lincolnville GO Station tenders were issued, with construction for both locations planned to begin later this year.
- Work continues to progress on the Highway 401/409 Tunnel, which will bring two tracks carrying Kitchener line GO and UP Express trains under 21 lanes of highway traffic, enabling more frequent service. The first of the twin tunnels is now beyond the midway point and excavation began on the second tunnel in February.
- Detailed design for Lakeshore East line's West Corridor Expansion was completed in February. These enabling works are required to accommodate a new fourth track that will be added subsequently for expanded Lakeshore East and Stouffville line services.
- With the approval of the updated Initial Business Case (IBC) by the Board on February 20, the project delivery team has begun the next stage of project development work for the Bowmanville extension based on the newly-confirmed scope, which will provide two-way, all-day rail service to communities east of Oshawa.

Subways

- Requests for Qualifications (RFQs) were issued for advance tunnelling work on the Scarborough Subway Extension and the Eglinton Crosstown West Extension projects.
- Project planning and work on environmental approvals for the subways program has continued, including due diligence and further refinements to design and engineering.

Engineering and Asset Management

- The Signals & Communications team completed a variety of work this quarter, including the installation and commissioning of signalling changes at Georgetown and Kitchener Stations to allow for greater capacity on this segment of the Kitchener line. Intelligent Infrastructure switch monitoring has now been completed at 12 locations on Lakeshore East and West platforms that will provide a heatmap of the condition and performance of our assets in real time.
- The Rail Corridor Maintenance team continued its work to keep the GO rail network in a state of good repair. Structural repair of bridges was undertaken at more than ten locations, while span replacement work has started for the bridge replacement program on the Bala subdivision (Richmond Hill line). More than 36,000 feet of rail, 1,600 ties and 7 switches were replaced; and three level crossings were rehabilitated.

Respectfully submitted,

Matt Clark

Chief Capital Officer, Capital Projects Group