

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer, Capital Projects Group

Date: November 26, 2020

Re: **Capital Projects Group Quarterly Report**

Recommendation

That this report be received for information.

Major Project Updates

Light Rail and Bus

- Crosslinx Transit Solutions, the consortium delivering the Eglinton Crosstown LRT Project, reached several milestones last quarter, including the connection of permanent power to the Maintenance and Storage Facility enabling testing and commissioning activities to advance. Forest Hill station achieved the completion of its roof slab and secondary entrance, and Laird, Kennedy and Oakwood stations became ready for track work.
- On the Finch West LRT project, a number of design milestones have been achieved with regard to infrastructure, systems, and stations. Installation of track work commenced at the Maintenance and Storage Facility.
- Work continues to advance the Highway 407 crossing as part of the Hurontario LRT project. Concrete pillars were installed to enable the widening of the existing bridge that carries Hurontario Street above Highway 407. This will eventually allow light rail vehicles to travel freely along Hurontario's central median.

GO Expansion

- Cooksville GO Station and Parking Garage reached substantial completion, a point defined in a construction contract for when a project is sufficiently completed to be transitioned into the owner's regular use. All six levels of the parking garage are now fully open to customers, providing more than 750 net new spots, and increasing the number of parking spots at the station to more than 2,500.
- As construction on the new bus terminal at Kipling GO Station is nearing completion, the green roof system is now installed. Benefits of the green roof include roof protection, improved building energy performance, and the diversion of thousands of gallons of storm water from the sewer system annually.
- In September, the Davenport Guideway project hit an important milestone when Barrie line train service shifted onto a new temporary diversion track that has been laid along the eastern edge of the railway corridor. As part of this change, the original

Davenport Diamond—the special trackwork where the Barrie GO line intersects the CP Rail tracks—was removed and replaced with a temporary diamond. Now that trains are running on the diversion track, the original track has been removed and construction on the elevated guideway can begin.

- Metrolinx contractors worked throughout the quarter to fit out the new Union Station Bus Terminal within the broader CIBC Square development being delivered by Hines and Ivanhoe Cambridge. Customers will benefit from a climate-controlled waiting area, amenities like Wi-Fi, and a weather-protected connection to rail and subway services when the new terminal opens on December 5.
- The Signals & Communications team installed 10 new cellular LTE sites for increased network bandwidth at major switch plants and traffic-controlled locations.

Subway

- Last quarter, Requests for Qualifications for the first two public-private partnership contracts for construction of the Ontario Line were issued. Submissions from potential contractor teams were received and evaluated by Infrastructure Ontario and Metrolinx during this quarter. Teams that possess the relevant experience and capacity to deliver each project will be shortlisted and invited to respond to a Request for Proposals in late fall 2020.
- In September, Metrolinx published the Draft Environmental Conditions Report for the Ontario Line. This report characterizes existing environmental conditions, and identifies potential environmental impacts along with their associated potential mitigation and monitoring activities. The subsequent Environmental Impact Assessment will carry out further studies and describe these impacts in further detail and is targeted for release in 2021.

CPG Performance Updates

Safety

- Metrolinx has reported a Lost Time Injury Frequency Rate (LTIFR) of 0.21 for the rolling 12-month period ending September 2020. This rate is an improvement from the previous quarter's result (0.23) but remains above Metrolinx's target of 0.10. While the LTIFR across the vast majority of capital projects has been well below target, the overall rate reflects challenges with contractor performance on the Eglinton Crosstown project. Metrolinx is increasing monitoring efforts for that project in an effort to help ensure our constructor corrects these trends.
- Metrolinx continues to work with its contractors to implement best practices for COVID-19 prevention and control at construction sites. Construction milestones continue to be achieved, although in some cases our staff and contractors have been required to make adaptations to methods to reflect new constraints.
- To help deter trespassers within its railway corridors, Metrolinx is installing anti-trespassing mats at level road and pedestrian crossings. Work has already begun along the Lakeshore East, Lakeshore West and Stouffville corridors. The hard and uneven surface of these rubber mats is nearly impossible to walk over and will help to prevent trespassers from entering the rail corridors.

- Multiple initiatives aimed at improving safety for workers engaged in construction and related activities within railway corridors are advancing, including:
 - Hazard identification workshops and standardization of rules to ensure the consistent delivery of track protection;
 - Roll-out of mandatory personal track safety training for all persons working within the rail corridor right-of-way (ROW); and
 - A new standard for warning beacons on all vehicles to increase the visibility of moving vehicles and equipment working within the ROW.

Financial

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

Table 1: Program Overview: Incurred Costs to September 30, 2020

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$11,990 ^b	\$6,917
Finch West LRT	\$3,433 ^b	\$1,115
Hurontario LRT	\$5,632 ^b	\$766
Viva BRT	\$1,882	\$1,829
GO Bus Infrastructure	\$509	\$402
Light Rail and Bus Total	\$23,446	\$11,029
GO Expansion Projects		
Early Works	\$10,513	\$4,814
Off Corridor	\$619	\$28
On Corridor	\$15,705 ^c	\$1,165
Core GO Expansion Total	\$26,837	\$6,007
GO Extensions	\$1,614	\$45
Subway^a Projects		
Subway Total	\$28,500^d	\$261

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 Procurement phase 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, Capital Projects Group