

**To:** Metrolinx Board of Directors

**From:** Matt Clark  
*Chief Capital Officer, Capital Projects Group*

**Date:** March 25, 2021

**Re:** **Capital Projects Group Quarterly Report**

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## **Recommendation**

That this report be received for information.

## **Major Project Updates**

### **Light Rail and Bus**

- In December 2020, the vivaNext rapidway on Yonge Street in Richmond Hill officially opened to riders, marking the completion of a total of 33.7 km of bus rapid transit corridors in York Region delivered over the past decade by Metrolinx in partnership with York Region Rapid Transit Corporation (YRRTC). The rapid transit service made possible by these dedicated bus lanes will connect York Region's urban centres and allow residents to move seamlessly throughout their community. It also provides vital connections to GO Transit and will connect to the future Yonge North Subway Extension.
- Crosslinx Transit Solutions, the consortium delivering the Eglinton Crosstown LRT project, completed the excavation under the TTC's Eglinton station in January. Next, crews will be leveling and compacting the ground to prepare for a concrete pour that will form the lowest level of the station. Construction crews also finished installing the tracks between Laird and Leaside stations, and several other segments of the line are now ready for track work and electrical overhead catenary system installation.
- Piling works began in November at the Humber College stop on the Finch West LRT. This below-grade terminus at the western end of the line will be amongst the busiest stops when the LRT opens in 2023.
- On the Hurontario LRT project, Metrolinx worked with utility providers to relocate hydro cables, gas mains and telecom cables. In December, utility company crews completed the early works relocations of this essential infrastructure to prepare for construction. Utility works will continue to be carried out this year by Mobilinx, the consortium building the new line.

### **GO Expansion**

- A significant milestone for GO Transit customers in the Greater Golden Horseshoe was reached in December 2020 with the opening of the new Union Station Bus Terminal. The new terminal is a major upgrade with 14 bus bays, double the capacity of the previous terminal, and convenient amenities like washrooms, charging ports,

Wi-Fi and 270 bike parking spaces. It's also indoors, allowing customers to comfortably travel between buses and connecting transit or destinations in the PATH network. Customers are kept safely away from moving vehicles by bus platform doors that stay closed until buses are ready to board or de-board, one of the many safety measures Metrolinx has implemented.

- The Alliance Development Agreement (ADA) for the Union Station Enhancement Project (USEP) was signed in November 2020 by Metrolinx and its private-sector partners making up the ONTrack Alliance: Kiewit, Alberici, WSP and Mass. Electric Construction Co. Under this innovative contracting model, a first for Ontario, Metrolinx will work with the designers and builders to collaboratively share in the upsides and risks for this complex project to add a new South Concourse to Union Station and make related improvements to the Union Station Rail Corridor.
- Bloomington GO Station has reached substantial completion and will be welcoming customers this spring. Once complete, this new station—the 68<sup>th</sup> in the GO network—will become the northern terminus of the Richmond Hill line. It includes a parking complex, station building and canopies to keep customers sheltered from the elements.
- At Agincourt GO Station, crews installed the final underground pedestrian tunnel section in December. With construction of the new station building well underway, demolition of the existing station building began in February. When complete, the improved Agincourt GO Station will give commuters better station amenities and access to all-day, two-way frequent GO train service on core segments of the Stouffville line.

## Subway

- Metrolinx and Infrastructure Ontario reached two major milestones for the Ontario Line project in December. First, shortlisted bidders were invited to respond to two requests for proposals for major packages of work on the project. One package includes building the stations and tunnels for the southern part of the line; the other includes delivering the trains as well as the systems, operations and maintenance requirements for the whole line. Additionally, Metrolinx has released the Preliminary Design Business Case (PDBC) for the project, which has found that every \$1.00 spent on the Ontario Line will result in \$1.05 in benefits to the region.
- Work for the Scarborough Subway Extension is underway as the corridor is prepared for construction. Geotechnical investigations and relocation of important utilities along the project route are being completed in advance so that construction can begin soon after the tunnel contract is awarded later this year.

## Capital Projects Group Performance Updates

### Safety

- Metrolinx has reported a Lost Time Injury Frequency Rate (LTIFR) of 0.205 for the rolling 12-month period ending December 2020. This rate is an improvement from the previous quarter's adjusted result (0.27). Metrolinx is mobilizing additional Safety

Observers to Eglinton Crosstown sites to monitor performance in an effort to ensure that its construction partners are able to work towards sustained improvement.

- Contractors and Metrolinx employees continued to participate throughout the quarter in Personal Track Safety training. Effective January 31, this course is a requirement for anyone performing work on a Metrolinx project that is in close proximity to an operating railway. The course heightens workers' knowledge, understanding, and environmental and situational awareness of hazards in railway corridors.

## Financial

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

**Table 1: Program Overview: Incurred Costs to December 31, 2020**

	Current Baseline (\$M)	Incurred Costs (\$M)
<b>Light Rail<sup>a</sup> and Bus Projects</b>		
Eglinton Crosstown LRT	\$12,259 <sup>b</sup>	\$7,158
Finch West LRT	\$3,433 <sup>b</sup>	\$1,214
Hurontario LRT	\$5,632 <sup>b</sup>	\$852
Viva BRT	\$1,882	\$1,841
GO Bus Infrastructure	\$527	\$404
<b>Light Rail and Bus Total</b>	<b>\$23,733</b>	<b>\$11,469</b>
<b>GO Expansion Projects</b>		
Early Works	\$10,513	\$5,026
Off Corridor	\$619	\$30
On Corridor	\$15,705	\$1,241
<b>Core GO Expansion Total</b>	<b>\$26,837</b>	<b>\$6,297</b>
GO Extensions	\$1,614	\$48
<b>Subway<sup>a</sup> Projects</b>		
<b>Subway Total</b>	<b>\$28,500<sup>d</sup></b>	<b>\$362</b>

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).

<sup>a</sup> 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.

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

<sup>c</sup> 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 <sup>b</sup> figures. Baseline will be updated after commercial and financial close.

<sup>d</sup> Preliminary construction estimate announced in 2019 Ontario Budget.

Respectfully submitted,

Matt Clark  
 Chief Capital Officer, Capital Projects Group