

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer, Capital Projects Group

Date: September 10, 2020

Re: **Capital Projects Group Quarterly Report**

Recommendation

That this report be received for information.

CPG Program Updates

Safety

- While the COVID-19 pandemic has persisted in Ontario, work has moved forward across all capital projects, with updated procedures in place to ensure the health and safety of workers and communities.
 - In May it became mandatory for all Metrolinx employees and contractors to wear face coverings to protect those around them from the possible spread of COVID-19.
 - Metrolinx continues to adapt its workplaces as needed to comply to the latest health guidelines and to ensure the safety of workers and their families, contractors, and the public.
- Metrolinx has reported a Lost Time Injury Frequency Rate of 0.23 for the rolling 12-month period ending June 2020. This rate is above Metrolinx's ambitious target of 0.10.
- In June, Metrolinx Personal Protective Equipment standards were updated to include a greater standard of high-visibility clothing for all staff, contractors, and consultants working on rail corridors. These new garments provide the greatest coverage and the best visibility in conditions of low light or from a long distance.

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, 2020

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$11,996 ^b	\$6,655
Finch West LRT	\$3,433 ^b	\$1,030
Hurontario LRT	\$5,632 ^b	\$709
Viva BRT	\$1,882	\$1,805
GO Bus Infrastructure	\$656	\$400
Light Rail and Bus Total	\$23,599	\$10,599
GO Expansion Projects		
Early Works	\$10,513	\$4,560
Off Corridor	\$619	\$25
On Corridor	\$15,705	\$1,136
Core GO Expansion Total	\$26,837	\$5,722
GO Extensions	\$1,614	\$41
Subway^a Projects		
Subway Total	\$28,500^c	\$160

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 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 Preliminary construction estimate announced in 2019 Ontario Budget.

Major Project Updates

Light Rail and Bus

- The Eglinton Crosstown LRT reached an important milestone this summer when light rail vehicles began the first test runs that took them beyond the Maintenance and Storage Facility and into the tunnels. At Mount Dennis station, the final concrete roof slab for the pedestrian tunnel was poured. Along the surface section of the alignment, shelter installation began with the Pharmacy stop and proceeded to a number of other stops throughout the summer. In July, the installation of permanent power connections was also completed at Mount Dennis. Teams are now continuing to advance energization eastward along the system.
- On the Finch West LRT project, crews continued work to install steel piles to support the excavation for elements of the Finch West station, including entrances, emergency exits and the pedestrian connection between the LRT and subway. Additionally, over two weekends in June, replacement of the Highway 400 Bridge, which spans across the Finch West LRT line, was completed at Finch Avenue West.
- As part of the Hurontario LRT project, work has advanced to widen the underpass at Highway 407 to create a new centre and independent deck to carry the LRT guideway. To ensure the underpass can support this weight, crews are driving prefabricated piles into the ground to add further support to the structure.

GO Expansion

- Within the Stouffville Stations and Steeles Grade Separation P3 project, a significant milestone was achieved for the new underpass structure that will safely and efficiently carry Steeles Avenue traffic under the expanded Stouffville line. The new detour road was dedicated on May 28, allowing major excavation to commence.
- GO Expansion's Early Station Improvement (ESI) project completed upgrades at several GO stations. Specifically, installation of yellow tactile safety tiles and digital signage on the train and bus platforms began this summer at Whitby GO Station; Oakville GO Station received new elevators to provide improved access to platforms; and at Port Credit GO Station crews installed new yellow tactile safety tiles on platforms, upgraded elevators, and constructed a new accessible ramp.
- As part of future expansion to the Niagara region, a section of the third track from Bayview Junction to West Harbour GO Station reached substantial completion in May.
- Requests for Proposals (RFP) were issued for the development of the new Caledonia GO Station. The Station will be located on Eglinton Avenue West and will directly connect the Barrie GO Line with the future Eglinton Crosstown LRT. Construction is expected to be complete by the spring of 2023.

Subways

- In June, Infrastructure Ontario (IO) and Metrolinx jointly issued Requests for Qualifications for two major Ontario Line contracts: the South Civils package to design, build and finance a portion of the line's tunnel and stations; and the Rolling Stock, Systems, Operations and Maintenance (RSSOM) package.
- Two similar procurements for advance tunnelling work for the Eglinton Crosstown West Extension and the Scarborough Subway Extension projects continue to advance in parallel. In August, three teams were shortlisted to bid on each project; they have now been invited to respond to a RFP to lay out how they will deliver the project if selected. IO and Metrolinx expect to award the two tunnelling contracts in mid-2021.

Engineering and Asset Management

- The Rail Corridor Maintenance team continued its work to maintain the state of good repair of the GO rail network. Track geometry testing and ultrasonic rail testing were conducted system wide. Work continued on track surfacing corrections to maintain track quality and enhance comfort for GO rail customers.
- The Signals & Communications team installed new sensors for lightning protection and weather station coverage along 10km of the GO rail network.

Respectfully submitted,

Matt Clark
Chief Capital Officer, Capital Projects Group