

To: Metrolinx Board of Directors

From: Stephanie Davies
Chief Capital Officer (GO & UP)

Date: June 29, 2023

Re: **Capital Projects Group (GO & UP) Quarterly Report**

This report addresses activity and performance data for capital projects overseen by CPG (GO & UP) from Q4 of FY 2022-23 (January 1 to March 31, 2023) while incorporating some ensuing developments where appropriate.

Project Updates

- All four short listed proponents submitted their proposals on February 28 to be Construction Manager for the Bowmanville Extension. The successful proponent will first work with Metrolinx in a Development Phase to optimize the design to improve constructability and minimize risk and set a target price. An Implementation Phase would then follow to construct this project, primarily along the Canadian Pacific railway corridor, enabling Metrolinx to introduce GO rail service to communities further east into Durham Region.
- As part of efforts to introduce expanded service to the Kitchener line, the Bramalea South Track design contract was executed on March 13. A separate contract for platform construction at Bramalea Station reached substantial completion on March 17.
- Caledonia GO Station will be a brand-new station on the Barrie line that will provide a seamless connection for travellers moving between GO rail, the Eglinton Crosstown LRT and TTC buses. The new station will include a platform for 12-car trains, heated platform shelters, bicycle parking for more than 30 bikes, and an accessible pedestrian connection to Carnarvan Street. As part of construction early works, geotechnical investigations (bore hole drilling) for the future station site commenced in January. The station is currently in detailed design, with procurement for its construction anticipated for later in 2023.
- The relocated Old Elm GO Station entered its final stages of construction this quarter, with focus now turning to final testing and commissioning activities in advance of a planned opening for customers. The project is part of a series of investments in the Lincolnville Layover to separate customer and operational facilities from one another and expand and improve each. These will together support expanded Stouffville line services and improve the customer experience for residents of the northeastern portion of our network.
- All the Early Station Improvement (ESI) projects are now finished at 28 GO stations. Specifically, Whitby and Appleby GO Stations will now benefit from new electrical rooms to improve reliability and prepare for increased service. After more than three years of steady work, ESI projects have enhanced and maintained the safety and accessibility of

existing stations while preparing for major work that will bring improved service along core segments of the GO rail network over the next ten years.

Quarterly Performance Data

Safety

Both the Lost Time Injury Frequency Rate (LTIFR) and the Total Recordable Injury Rate (TRIR) are calculated based on a 12-month rolling number, considering the total hours and number of lost time injuries over the course of the previous year.

- The LTIFR for contractors working for CPG (GO & UP) at the end of the quarter was 0.0, as there were no lost time injuries in the quarter.
- The TRIR includes lost time injuries, critical injuries, and external medical care incidents. The Ontario Workplace Safety and Insurance Board target for TRIR is 4.76, and Metrolinx’s target, which seeks to reduce the TRIR by 15 per cent over the course of the 2022-23 fiscal year was 2.41 for this quarter. CPG (GO & UP) had a TRIR of 1.73, down from 1.74 at the end of the previous quarter, which marked the achievement of this safety goal.

Financial

A summary of major capital project incurred costs for CPG (GO & UP) is shown in Table 1.

Table 1: CPG (GO & UP) Capital Projects Incurred Costs to March 31, 2023

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
EarlyWorks	\$10,816	\$7,221	\$414
Off Corridor	\$619	\$56	\$2
On Corridor	\$12,052 ^a	\$1,927	\$162
Core GO Expansion Total	\$23,488^a	\$9,204	\$578
GO Extensions	\$1,705	\$137	\$10
SmartTrack Stations	\$1,462	\$152	\$18

All figures are reported in year-of-expenditure dollars and are not directly comparable with those in other contexts expressed as nominal dollars. Similarly, figures encompass full project implementation costs (i.e. including elements such as property, owner’s project management & professional services costs and private financing where relevant) and are not directly comparable to figures provided in other contexts for construction costs or the value of major contract(s).

^a Value does not reflect the full project cost. Project includes a progressive contract that is currently in its Development Phase. To obtain the best value from the market, the published baseline value omits the portion of the approved project budget allocated to the future Implementation Phase of this contract. The baseline will be updated to disclose the associated project budget as Implementation Phase pricing is agreed, before corresponding costs begin to be incurred.

Respectfully submitted,

Stephanie Davies
Chief Capital Officer (GO & UP)