

**To:** Metrolinx Board of Directors

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

**Date:** September 7, 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 Q1 of FY 2023-24 (April 1 to June 30, 2023) while incorporating some ensuing developments where appropriate.

### **Project Updates**

- The Bowmanville Extension is a project to bring the Lakeshore East line nearly 20 kilometres further east into Durham Region. As announced by Premier Ford on June 15, this quarter Metrolinx selected Bowmanville Construction Partners (BCP), a team of Ledcor and Dragados, as the construction manager. In keeping with the progressive contracting model, the project has now moved into a Development Phase, in which the construction manager will work closely with Metrolinx to help inform the detailed design, provide construction management advice on potential solutions to design challenges, and collaboratively develop a detailed and transparent cost proposal. This reduces the risk of potential delays and enables a more effective Implementation Phase.
- Construction on a series of critical improvements is now complete at Bramalea GO Station. The station is one of the busiest on the Kitchener line and is a vital regional interchange node between bus and rail. The new improvements have made the station easier to access for customers arriving using all modes, including a new bus loop for GO Transit and Brampton Transit services linked to new dedicated bus access points, an additional access point for cars from Bramalea Road, a parking garage with over 2,000 parking spaces, new covered bicycle parking, and a passenger pick-up and drop-off area. Once at the station, customers will benefit from a new station building, renovated platforms with new canopies and a snow-melt system, a new emergency call systems and upgraded lighting.
- In May, the new east platform and south tunnel at Milliken GO Station opened for use. Substantial completion of remaining construction at the station was subsequently achieved in Q2. This marks the end of major station improvements at Agincourt, Milliken and Unionville stations (finished in 2022), as well as a new underpass at Steeles Avenue East, all being delivered through the Stouffville Stations and Steeles Grade Separation project.
- Enabling works construction commenced at East Harbour station on April 12. Anticipated to be a major transit hub immediately east of the Don River in Toronto, this interchange station will provide seamless connectivity to more GO services on the Lakeshore East and Stouffville lines, the Ontario Line, and future TTC streetcar service. By July, this work had resulted in the successful demolition of the eastern section of the rail bridge over Eastern Avenue, which will be reconstructed this fall. The process will then be repeated on the western section, resulting in a new, wider bridge accommodating GO and Ontario Line tracks.

- The GO Expansion Vegetation Removal and Compensation project reached Substantial Completion on April 28. To offset any removals, Metrolinx follows a detailed, science-based plan for planting trees well in excess of those removed, replacing invasive with native species and supporting a healthy regional tree canopy.

## 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 remained at 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 sought to reduce the TRIR by 15 per cent over the course of the 2022-23 fiscal year, remained at 2.41 for the first quarter of 2023-24. CPG (GO & UP) had a TRIR of 1.57, down from 1.73 at the end of the previous quarter, continuing 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 June 30, 2023**

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Early Works	\$10,816	\$7,443	\$222
Off Corridor	\$619	\$59	\$3
On Corridor	\$12,052 <sup>a</sup>	\$2,147	\$220
<b>Core GO Expansion Total</b>	<b>\$23,487<sup>a</sup></b>	<b>\$9,649</b>	<b>\$445</b>
GO Extensions	\$1,705	\$155	\$18
SmartTrack Stations	\$1,688	\$178	\$26

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).

<sup>a</sup> 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)