

To: Metrolinx Board of Directors

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

Date: November 30, 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 Q2 of FY 2023-24 (July 1 to September 30, 2023), while incorporating ensuing developments where appropriate.

Project Updates

- The contract for the construction of a pedestrian tunnel connecting the Bloor GO/UP Station and the TTC's Dundas West Station was awarded in August. Once complete, the Bloor-TTC connection will shorten travel times between these currently separate facilities with a safe, weather-protected link. The Bloor-TTC Connection will encourage travellers to choose to combine GO Transit or UP Express trips with TTC subway, streetcar, or bus services, and support the growth of a more interconnected regional rapid transit network. Construction at and around Bloor GO/UP Station continued this quarter on a related project to add a fourth platform face and fourth track, along with a new eastern entrance for the combined Bloor-Dundas West station complex located at the foot of Randolph Avenue.
- In July, the design contract for the Oakville Existing Stations Renovation (ESR) project was awarded. This is one of six ESR projects preparing for construction, with each project planned to deliver infrastructure upgrades at one to five station sites on the current GO network. These upgrades will improve multi-modal station access, customer experience, safety, and accessibility to support growth in customer demand resulting from the GO Expansion program. Work at Oakville Station includes platform and parking lot upgrades, tunnel improvements, and interior upgrades to the station building.
- To enable two-way, all-day service on the outer portions of the Kitchener line, improvements are being made along the railway corridor and to some existing stations on the line. In Guelph, installation of the steel structure for the new south platform canopy was completed in August. Work on the new train platform will be completed in 2024. Additional GO service will be introduced incrementally as construction advances on this and other projects, and as key segments of work are completed.
- In August, construction began at Aurora GO Station. The slate of improvements includes a second platform to the west, pedestrian tunnels, a newly constructed passenger pick-up/drop-off area, and a new exit at Berczy Street. This new exit will improve passenger access and traffic flow. These improvements support the future implementation of frequent two-way service between Aurora and Union Station.

- Also in August, four bridge girders were installed over Centennial Parkway in eastern Hamilton to widen an existing Canadian National (CN) railway bridge. New track and the platform for Confederation GO Station will soon be constructed on top. This new station will bring passenger rail service for the first time to an existing GO Transit location that is currently building ridership through bus services.

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 remained at 2.41 for the second quarter of 2023-24. CPG (GO & UP) had a TRIR of 1.06, down from 1.57 at the end of the previous quarter.

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 September 30, 2023

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Early Works	\$10,816	\$7,625	\$182
Off Corridor	\$619	\$61	\$2
On Corridor	\$12,052 ^a	\$2,388	\$241
Core GO Expansion Total	\$23,487^a	\$10,073	\$424
GO Extensions	\$1,705	\$180	\$25
SmartTrack Stations	\$1,689	\$241	\$63

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)