

To: Metrolinx Board of Directors

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

Date: February 15, 2024

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

This report addresses activity and performance data for capital projects overseen by CPG (GO & UP) from Q3 of FY 2023-24 (October 1 to December 31, 2023) while incorporating some ensuing developments where appropriate.

Project Updates

- The new and improved Old Elm GO Station opened to customers on October 17. For the past 15 years passengers at the Stouffville line's northern terminus have boarded and alighted trains from platforms integrated into the Lincolnville layover facility used for overnight train storage and light maintenance. The new station, relocated approximately 700 metres away to a dedicated site, provides customers with modern station amenities including safer and easier access to the station and platforms, additional vehicle and bike parking, an improved and integrated bus loop, heated shelters and a covered platform. The new configuration provides a more direct route to the station, saving Old Elm customers a few minutes on each trip. With the Lincolnville layover site now focused on non-customer uses, it will be better suited to support the future growth in the volume of service on the Stouffville line as the GO Expansion program advances.
- The third quarter of 2023 was extremely active for the Union Station Enhancement Project (USEP). Throughout the initial months of the quarter, following the introduction of the concrete foundation works in July, deep foundations, removals and excavation continued. The east luffer crane, which will facilitate essential access to the site from the east, was also erected and put into operation. In the adjoining railway corridor, the Sherbourne signal bridge work was started, allowing for new low mast signals to be installed and commissioned. These works will facilitate the new Sherbourne bridge extension for future tracks E7 and E8, which will provide the ability for operational flexibility to meet the capacity for future 15-minute two-way service.
- A key focus of the quarter was consideration of ONxpress's proposal for the operations and maintenance of GO Transit and UP Express as part of GO Expansion's On-Corridor Works package, known familiarly as OnCorr. While the OnCorr development phase has been under the overall leadership of the Capital Projects Group, it involves careful coordination of both the capital and operating aspects of our future railway with key partners across Metrolinx. As announced in January 2024, Metrolinx has accepted this proposal, the first of two key milestones in the development phase. Upon successful completion of readiness activities, ONxpress's operations division ONxpress Operations Inc. (OOI) will assume its duties on January 1, 2025. These include operating and maintaining trains, train service planning, introducing new operational technology solutions and providing maintenance services for new assets like overhead electric lines and next generation signalling. OOI is

made up of the European railway operator Deutsche Bahn International Operations and Aecon Concessions. Metrolinx will provide guidance and oversight throughout the readiness activities to ensure the safety of customers and operations remain a priority.

- As part of the Existing Stations Renovations program, a new project will be delivering improvements to GO's pair of stations in the City of Hamilton, Hamilton GO Centre and West Harbour GO Station. Work planned across these two stations includes parking lot and bus loop improvements, secure and sheltered bicycle parking, digital signage, improved signage and wayfinding, accessibility upgrades and an upgraded station building. The Request for Proposals was released on December 14. Bids are expected this spring, after which construction will begin in summer.
- A second new project within the Existing Stations Renovations program will focus on Oakville GO Station. Renovations happening at Oakville GO include expanding and improving the bus loop; additions to platforms including platform canopies, snowmelt and digital signage; tunnel improvements; and rehabilitation work on the station building. Step one of the request for proposals (RFP) for construction managers was released in mid-December, with step two forecast for March 2024.
- Major construction was completed in the quarter on a 1.8 km segment of the Lakeshore East Rail Corridor Expansion project between Wolcott Avenue and Kennedy Road in Scarborough. Trains on this segment travel through a cutting, passing under bridges carrying pedestrians and vehicles above. The project created a widened space adjacent to the existing track where a fourth track will be laid in the future as part of OnCorr, supporting faster, more frequent, electrified service on the Lakeshore East line. This required grading and retaining wall works delivered adjacent to a busy active railway.
- Progress continued to be made this quarter on the coordinated works underway to enable extended two-way service to Kitchener. This included completion of major construction work for the new south platform at Guelph station and a Maintenance of Way track located a short distance west of that city. In December, CN began the process of awarding a contract for the design of track and civil works on the Halton Subdivision that will enable more GO traffic to travel over this CN-owned segment of the line.

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 remains at 2.41 for the third quarter of 2023-24. CPG (GO & UP) had a TRIR of 0.75, down from 1.06 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 December 31, 2023

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Early Works	\$10,810	\$7,851	\$226
Off Corridor	\$619	\$62	\$2
On Corridor	\$12,052 ^a	\$2,681	\$293
Core GO Expansion Total	\$23,487^a	\$10,594	\$521
GO Extensions	\$1,705	\$206	\$26
SmartTrack Stations	\$1,689	\$311	\$69

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)