

To: Metrolinx Board of Directors

From: Paul Judge
Deputy Chief Capital Officer (GO & UP)

Richard Walker
Deputy Chief Capital Officer (GO & UP)

Date: June 27, 2024

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

This report addresses activity and performance data for capital projects overseen by CPG (GO & UP) in Q4 of FY 2023-24 (January 1 to March 31, 2024) while incorporating some ensuing developments where appropriate.

Project Updates

- Progress continued to be made on the coordinated works underway that will expand the capacity of the Barrie line, enabling Metrolinx to offer more extensive and frequent two-way service to Toronto, York Region and Simcoe County. From south to north:
 - The Davenport Diamond contract achieved substantial completion this quarter, with the final completion milestone on track for summer 2024. By removing the rail-rail grade crossing with Canadian Pacific Kansas City tracks, the average on-time performance on the Barrie line has now improved from 85% to 95% - significantly enhancing service reliability to customers. The project also removed a level crossing at Wallace Avenue in Toronto, improving safety and traffic flow as pedestrians, cyclists, and cars no longer need to wait for trains to pass.
 - Significant progress was made in preparatory work to add a second track to the line in Toronto, with the completion of noise wall installations, drainage improvements, and grading between Lawrence Ave. and Highway 401.'
 - Further north, work in and around Maple GO Station to expand both the corridor and station also took shape. The construction of a pedestrian bridge crossing Major Mackenzie Drive began on March 1.
- As part of the Existing Stations Renovations (ESR) program, design packages for the stations on the Barrie and Stouffville corridors achieved 60% detailed design completion in January. These projects will deliver improved signage, parking lot and bus loop improvements, and bicycle parking at stations across the corridors. Procurement will be coordinated with other tenders being issued by Metrolinx to facilitate market engagement and competitive pricing.
- A second project within the ESR program is happening at Oakville GO Station, the busiest station in the network outside of Union Station. Works will include expanding and improving the bus loop, additions to platforms including platform canopies, snowmelt systems and digital signage, tunnel improvements, and rehabilitation work on the station building. Step 1 of the Request for Proposals (RFP) process has now been completed, and

Metrolinx has shortlisted proponents and released Step 2 of the RFP to them. The project team expects to select a proponent and to enter a development phase by summer 2024.

- Metrolinx continued to advance the SmartTrack stations program in the City of Toronto this quarter:
 - The King-Liberty SmartTrack GO Station is a new station servicing the Kitchener corridor in one of the most densely populated sections of Toronto. Construction started in February with preparatory activities that included the installation of a Continuous Work Zone to maximize productivity in the rail corridor behind barriers and enable the mobilization of the main laydown area at 99 Sudbury Street.
 - Early works were also initiated on two other SmartTrack GO Stations this quarter. Specifically, tree removal and utility relocation works were completed at both the Finch-Kennedy (Stouffville line) and Bloor-Lansdowne (Barrie line) SmartTrack GO Station sites, enabling the future main construction works packages to begin in the fall of this year.
- Along the Lakeshore East corridor between Pape Avenue and Kennedy Road, contractors are completing grading, retaining walls, and culvert extensions on a busy active railway through a series of three adjacent contract packages. These works are essential for accommodating a fourth track that will be laid in the future as part of OnCorr, supporting faster, more frequent, electrified service on the Lakeshore East line. Package A, addressing the easternmost segment, achieved total completion this spring. Package C, for the westernmost segment, is on track for substantial completion by the end of 2024. Package B, located in between them, is currently projected to wrap up in 2025.
- At the new Confederation GO station, building structural components took shape this quarter, with concrete walls built up to roof level and installation of the roof truss and decking, doors and window frames. A short distance down the line, further installations were completed on CN works to tie in the east end of the West Harbour station tracks to the main line. Both projects support Metrolinx's priority of building better connections to and from Hamilton.
- It was another busy quarter for the Union Station Enhancement Project (USEP), where Metrolinx is using Alliance contracting to deliver a suite of improvements to Union Station. During excavation over the winter, significant archaeological findings were unearthed between York and Bay streets along the historical Lake Ontario shoreline, specifically the remnants of the original Toronto wharf. The wharf's materials were catalogued in detail and successfully removed, allowing the project construction to continue. East of the station where the Alliance is adding approach tracks, temporary shoring at both Jarvis and Sherbourne Streets started in March and continues into the spring in preparation for the substructure work of both bridge extensions. The civil underground duct bank between the Esplanade substation and the Don Fleet Junction was also completed, which is a critical precursor to future works, such as the installation of the utility bridges. .
- On the Kitchener line, work continued at Bloor GO/UP Station to construct a new pedestrian access tunnel connecting it seamlessly with the TTC Dundas West Station. Enabling work includes the installation of track planking to allow access routes within the rail corridor. Additionally, noise, vibration, structural and ground movement monitoring points were installed and baselined for continuous monitoring. Concrete repairs have commenced in the existing underground structure , which will accommodate the concourse of the interconnection.

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, taking in to account the total hours and number of lost time injuries over the course of the previous year.

- The LTIFR for CPG (GO & UP) construction safety at the end of the quarter was 0.0, with no change from the end of the previous quarter, as there were no lost time injury incidents .
- The TRIR includes lost time injuries, critical injuries, and external medical care incidents. The Ontario Workplace Safety and Insurance Board (WSIB) target for TRIR is 4.76, and Metrolinx’s target remains at 2.41 for this quarter. CPG (GO & UP) had a TRIR of 0.72, up from 0.71 at the end of last 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 March 31, 2024

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Early Works	\$10,845 ^a	\$8,039	\$188
Off Corridor	\$619	\$69	\$7
On Corridor	\$12,052 ^b	\$2,890	\$210
Core GO Expansion Total	\$23,516^{a,b}	\$10,999	\$405
GO Extensions	\$1,705	\$231	\$26
SmartTrack Stations	\$1,689 ^c	\$346	\$36

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 Includes Union Station Enhancement Project based on currently approved phase of works only.

^b **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.

^c Reflects budget and incurred costs associated with station scope jointly funded by City of Toronto and Province of Ontario only. Excludes other scope being delivered by SmartTrack projects but separately funded through other initiatives (e.g. track improvements).

Respectfully submitted,

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