

**To:** Metrolinx Board of Directors

**From:** Paul Judge  
*Deputy Chief Capital Officer (Delivery and Program Integration)*

Richard Walker  
*Deputy Chief Capital Officer (Lakeshores, Union and Specialized Delivery)*

**Date:** November 28, 2024

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

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This report addresses activity and performance data for capital projects overseen by CPG (GO & UP) in Q2 of FY 2024-25 (July 1 to September 30, 2024) while incorporating some ensuing developments where appropriate.

## **Project Updates**

- Progress has continued on the Union Station Enhancement Project (USEP), where Metrolinx is using an alliance contracting model to deliver a suite of improvements to Union Station and the adjoining railway corridor.
  - Major construction activities continue on the new South Concourse, with excavation and demolition planned for completion in fall 2024. Demolition of the truck tunnel to enable the concourse ceiling level has begun, with the fire shutter door installed. Foundations are ongoing just south of the existing York and Bay Concourses with the two deepest mechanical rooms completed. Concrete floor slabs have also progressed starting on the west side of the site. The first ceiling pours for the concourse are scheduled to be completed by the end of the year.
  - In September, the next phase of work began to replace a high-voltage Hydro One overhead line east of Union Station with a buried solution that will make space for future tracks. Work included the first of three circuit cutovers, currently tracking to be completed by the end of the year, with the remaining two circuits to be completed in May 2025.
- Works on East Harbour Transit Hub advanced significantly this quarter, which is being delivered through Metrolinx's second alliance contract. This critical new interchange facility will integrate GO Transit with the Ontario Line. While much of the project's scope is undergoing design through a collaborative development phase, a significant program of enabling works is in full construction in advance of building the station proper. This includes the construction of a new, wider bridge over Eastern Avenue that will accommodate six tracks in future, four for increased GO service and two for the Ontario Line. These works achieved a major milestone as crews successfully completed the concrete deck pour for the first half of the bridge.

- Multiple projects are underway along the Barrie line that will unlock more frequent, higher quality service. Key milestones were achieved this quarter across these projects:
  - Responses to the Request for Proposal (RFP) to construct GO Transit elements at Caledonia Station were received on July 17, 2024. This project will integrate the recently constructed Caledonia Station on the Eglinton Crosstown Light Rail Transit line with GO Barrie line trains, enabling interchange between these rail services as well as TTC buses. Contract award was achieved early in Q3.
  - As part of the Aurora GO Station improvements project, a temporary platform, including the emergency egress, was successfully commissioned at the beginning of September. The platform's entry into service has removed the need for door restrictions and enhanced customer safety, while allowing station renovation works continue to progress in parallel.
  - Installation of new turnouts and signals at Maple GO Station south of McNaughton Road were completed this quarter. These will be connected to new signalized track in the next stage of work, helping to create a continuous 16 km segment of double-tracked railway spanning from northern Toronto to Kirby Road in Vaughan that will enable more frequent two-way service.
  - King City GO Station saw the completion of sheet piling isolation for relief culvert enabling works, as well as ground improvements with the installation of numerous jet grouting columns. Work also advanced in the south parking lot and tree removal clearances were successfully secured from Indigenous Communities, ensuring continued progress.
- On August 30, 2024, the Eglinton GO Station Accessibility Upgrades project completed the "In Service" milestone, verifying that requirements for installation have been met. The project scope consists of the completion of two new (east and west) pedestrian tunnels, four new elevators and additional ramps and stairs to the platforms. It also includes the addition of the accessible north-east side plaza and reconfiguration of the existing pick-up and drop-off area.
- Through Metrolinx's partnership with ONxpress, the Development Phase for the GO Expansion On-Corridor Works contract has made continued progress towards ensuring future construction contracts are de-risked as far as reasonably practical and delivered with value in mind.
  - In September 2024, the design teams achieved 30 per cent design completions across three of the Lakeshore West corridor/stations packages and two of the logistic hub sites packages. In terms of 60 per cent design completion, one package was delivered on the Kitchener Line logistic hub site in August 2024. Traction power facility design has also been progressing well, with Lakeshore West having delivered its 60 per cent design in September and Lakeshore East completing its 30 per cent design, tracking towards 60 per cent completion in early 2025.
  - Procurement activities have continued with the purchase of tilting wagons and track laying machines that support modular installation for special track work. The modular special track work design has been Approved in Principle. ONxpress and Nortrak can now begin the manufacturing process for the new high speed-sized

switches (70mph) while ONxpress and Metrolinx can begin training and testing activities.

## 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 into 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. CPG (GO & UP) had a TRIR of 0.73 at the end of this quarter, down from 0.82 at the end of last quarter.

### Financial

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

Of note, pricing proposed by the Alliance delivering the Union Station Enhancement Project (USEP) for a subsequent phase of works at Union Station was accepted this quarter. The corresponding portion of the approved GO Expansion budget that will fund this work, which was omitted from past editions of Table 1 to obtain best value from the market, is now disclosed in the 'On Corridor' row. An administrative amendment to consolidate the entire USEP budget into the 'On Corridor' portion of the GO Expansion budget was also approved this quarter, resulting in a further increase in the reported 'On Corridor' value and a corresponding reduction in the reported 'Early Works' value.

**Table 1: CPG (GO & UP) Capital Projects Incurred Costs to September 30, 2024**

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Early Works	\$9,875 <sup>a</sup>	\$7,919	\$186
Off Corridor	\$619	\$79	\$5
On Corridor	\$13,858 <sup>b</sup>	\$3,999	\$324
<b>Core GO Expansion Total</b>	<b>\$24,352<sup>a,b</sup></b>	<b>\$11,997</b>	<b>\$516</b>
GO Extensions	\$1,705	\$272	\$22
SmartTrack Stations	\$1,689 <sup>c</sup>	\$305	\$0

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

<sup>b</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.

<sup>c</sup> 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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