

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer, Capital Projects Group

Date: June 24, 2021

Re: **Capital Projects Group Quarterly Report**

This report principally addresses activity and performance data from Q4 of FY 20-21 (January 1 to March 31, 2021) while incorporating some ensuing developments where appropriate.

Major Project Updates

Light Rail and Bus

- On the Hurontario Light Rail Transit (LRT) project, structural and track drainage works were completed at the new Operations, Maintenance and Storage Facility (OMSF). The OMSF is located immediately north of the Mississauga-Brampton boundary and features a 10,600 m² building that will include storage space for 42 light rail vehicles, a repair shop and a cleaning facility.
- Crosslinx Transit Solutions, the consortium delivering the Eglinton Crosstown LRT project, continued to move forward with track work and advanced construction at several stations along the line this quarter. Cedarvale, Avenue and Leaside stations had their buildings completed to the point where track work can proceed. At the platform level of Fairbank Station, crews completed the installation of the rail track. At Mount Dennis Station, the structural steel installation for the centre UP Express platform has been completed. Mount Dennis Station will link the Crosstown with UP, as well as to GO trains and TTC buses.
- On the Finch West LRT, traction power substation installation works neared completion and Metrolinx worked with the City of Toronto to provide permanent power feeders. In addition, Mosaic, the proponent delivering the work, further progressed design development for systems in coordination with Toronto Hydro.

GO Expansion

- In March, Metrolinx renewed its agreement with the Toronto and Region Conservation Authority (TRCA) to help manage the upcoming slate of construction work related to the GO Expansion program, and also that of Subways, and Rapid Transit. The renewed agreement dedicates TRCA staff and necessary resources for technical support, detailed design and voluntary project review, as well as environmental assessment (EA) planning. The TRCA will help deliver crucial third-party reviews to make sure new transit projects are built in a sustainable way.

- Guildwood GO Station upgrades achieved total performance in March, providing customers with improved service and an enhanced travel experience along the Lakeshore East line. The enhancements provide full accessibility to the new station building, upgraded platforms and improved parking. The station features modern waiting areas, heated shelters at platform level, and an improved “kiss & ride” area.
- Detailed design was completed on the parking and bus loop expansion for upgrades to the Bradford GO Station on the Barrie line. Construction is expected to begin later this year.
- Lakeshore East expansion progressed with the award of contracts for upgraded infrastructure along segments of the corridor between approximately Pape Avenue and Danforth Road in Toronto, including grading and retaining walls. This, among other works, will accommodate the planned fourth track needed to offer more frequent service.

Subway

- On March 5, Metrolinx and Infrastructure Ontario (IO) announced the First Negotiations Proponents for the contracts to design, build and finance the advance tunnels for the Scarborough Subway Extension (SSE) and Eglinton Crosstown West Extension (ECWE) projects. Strabag was identified as the team for the SSE and West End Connectors was identified as the team for the ECWE. Metrolinx and IO worked with these teams for the balance of the quarter and into the next to finalize details on the financial and technical aspects of each project. Financial close was successfully achieved for ECWE on May 20 and SSE on May 25.
- Also in March, Metrolinx released the Initial Business Case for the Yonge North Subway Extension, along with a supplementary analysis that reveals how the project will serve the heart of major growth centres and significantly cut travel times.

Capital Projects Group Performance Updates

Safety

- CPG reported a Lost Time Injury Frequency Rate (LTIFR) of 0.173 for the rolling 12-month period ending March 31 2021. This rate is an improvement from the previous quarter’s adjusted result (0.205). Site inspections and audits continue, based on regulatory requirements as well as task-related risks. Over the 12-month period ending March 2021, the number of planned monthly site inspections increased by 48 percent.
- The CPG Safety team is revising its Construction Safety Management Plan. This plan focuses on compliance with health and safety statutes and promotes best practices for safety applicable to construction projects. This update will be issued in summer 2021.

Financial

A summary of Metrolinx's major capital project incurred costs is shown in Table 1.

Table 1: Program Overview: Incurred Costs to March 31, 2021

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$12,259 ^b	\$7,396
Finch West LRT	\$3,433 ^b	\$1,296
Hurontario LRT	\$5,632 ^b	\$933
Viva BRT	\$1,882	\$1,855
GO Bus Infrastructure	\$489	\$405
Light Rail and Bus Total	\$23,695	\$11,886
GO Expansion Projects		
Early Works	\$10,513	\$5,262
Off Corridor	\$619	\$34
On Corridor	\$15,705 ^c	\$1,266
Core GO Expansion Total	\$26,837	\$6,551
GO Extensions	\$1,614	\$53
SmartTrack Stations	\$1,463	\$40
Subway^a Projects		
Subway Total	\$28,500^d	\$524

All figures are reported in year-of-expenditure dollars and are not directly comparable with those in other contexts expressed as nominal dollars. These figures reflect overall project budgets rather than the values of each respective project's major contract(s).

^a Initial delivery activities for the Eglinton Crosstown West Extension are being undertaken in coordination with the subway projects and project financial data is reported within that group.

^b Includes long-term P3 financing, lifecycle, operating and maintenance costs over concession term as applicable per each respective Project Agreement.

^c OnCorr contract currently in active procurement; to obtain the best value from bidders, the published baseline does not disclose all elements of the approved budget over concession term as in ^b figures. Baseline will be updated after commercial and financial close.

^d Preliminary construction estimate announced in 2019 Ontario Budget.

Respectfully submitted,

Matt Clark

Chief Capital Officer, Capital Projects Group