

To: Metrolinx Board of Directors

From: Matt Clark
Chief Capital Officer

Date: December 2, 2021

Re: **Capital Projects Group Quarterly Report**

This report principally addresses activity and performance data from Q2 of FY 2021-22 (July 1 to September 30, 2021) while incorporating some ensuing developments where appropriate.

Major Project Updates

Light Rail and Bus Projects

- In August, installation of the first of three “green track” areas along the Eglinton Crosstown LRT’s at-grade section began. In these sections, the concrete slab that typically would surround the rails has been substituted with grass and other vegetation to aid in sound dampening and regulating temperatures in summer. In November, a significant milestone was reached when the project reached 100 percent rail installation, with all tracks along the 19-kilometre LRT line now in place between Mount Dennis and Kennedy stations. Finally, six more stations along the line have been completed to the phase where installation of communications systems can begin.
- The Hamilton LRT project took a significant step forward in September with Hamilton City Council approving a Memorandum of Understanding with Metrolinx and the Ministry of Transportation, clearing the way to re-initiate the project that will bring 14 kilometres of new rapid transit to the city. Metrolinx will now work with the City of Hamilton to establish a project team and collaboratively progress into procurement and delivery of the project. The 17-stop LRT line will run east-west across the lower City from McMaster University to Eastgate, and integrate with local HSR bus service, and GO bus and rail service at the Hamilton GO Centre. Early works construction on the project (such as utility relocations) is expected to begin in early 2022.
- Progress continues on the Finch West LRT project, as construction of the Humber College station box began in August. In July, the first Alstom vehicle made its arrival to the Finch West Maintenance and Storage Facility (MSF). Once power installation in the facility is ready, the vehicle will be tested at low speed around the site.

GO Expansion Projects

- Following the signing of a revised agreement in principle for the SmartTrack Stations program between the Province and City of Toronto, in August Metrolinx launched procurement for four new GO stations around Toronto. Metrolinx is now in the process of seeking and selecting contractors for the Finch-Kennedy, St. Clair-Old Weston, King-Liberty and Bloor-Lansdowne SmartTrack stations, with construction planned for 2022. Early work at Finch-Kennedy began in September. Commercial discussions related to a planned fifth station at East Harbour, which will be delivered through a transit-oriented community process, are underway between Metrolinx and the site owner and developer, Cadillac Fairview.
- Starting September 13, customers at Bramalea GO Station were able to access one of the largest parking garages in the GO Transit network. The garage can accommodate more than 2,000 vehicles and features a colour-coded wayfinding system, two fully accessible elevators, a car counting system and more than 100 security cameras. The completion of the open-air garage marks an important milestone for the ongoing revitalization work at the station.
- As part of preparation for service expansion on the Lakeshore East line, rehabilitation of the Rouge River bridge began in September. This 117-year-old bridge connects Toronto and Pickering on the second busiest GO route, and will undergo repairs that include strengthening the substructure, replacing deck ties and track, and relocating utilities. The project is expected to conclude in Spring 2022.
- An important project to enhance accessibility at Eglinton GO Station began in September. Work to upgrade the station and make it fully accessible will include two new pedestrian tunnels, stairwells and elevators to platforms, mini-platforms to enable level boarding at accessibility coaches, new ramps, digital signage, and rehabilitation of the pick-up, drop-off zone. Metrolinx is committed to creating an accessible transit service for all customers, and these upgrades will bring Eglinton GO Station in line with requirements laid out in the Metrolinx Multi-Year Accessibility Plan.

Subway Projects

- In September, Metrolinx and its procurement partner, Infrastructure Ontario (IO) released a Request for Qualifications (RFQ) to identify teams interested in designing and building the Stations, Rail and Systems package for the Scarborough Subway Extension project. The scope of the package includes three new subway stations, associated bus facilities, and installation of all systems including track, signals, and communications. A Progressive Design-Build (PDB) contractual model has been selected that will see Metrolinx collaborate with the winning proponent to refine design and reduce risks during a Development Phase and arrive at a mutually-agreed Target Price. Metrolinx will then have the option to proceed into an Implementation Phase with them on that basis. Metrolinx and IO will evaluate submissions and are expected to announce a shortlist of qualified proponents who will be invited to respond to a Request for Proposals (RFP) in early 2022.
- Metrolinx released the final Ontario Line early works report for Lower Don Bridge - Don Yard in August, after seeking and addressing public feedback on the draft report posted in July 2021. Public comments received throughout the comment period were recorded and have been incorporated into the final report. In September, Metrolinx also issued draft Ontario Line early works reports for East Harbour and the Lakeshore East Joint Corridor for public review and feedback.

Capital Projects Group Performance Updates

Safety

- The Lost Time Injury Frequency Rate (LTIFR) for Capital Projects Group (CPG) construction decreased to 0.083 for the rolling 12-month period ending September 30, 2021. This rate reflects a continued downward trend and is now below Metrolinx's target of 0.100.
- Each quarter, the Capital Projects Safety team focuses on a different aspect of construction safety. In August, the focus on all CPG projects was level crossing safety. The review covered construction work around level crossings, assessment of risks around the work, and ensuring proper mitigations are in place. In addition to improving infrastructure at level crossing and constructing grade separations, Metrolinx is committed to educating workers engaged in construction on our projects on the hazards and risks associated with work around level crossing.

Financial

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

Table 1: Program Overview: Incurred Costs to September 30, 2021

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$12,259 ^b	\$7,868
Finch West LRT	\$3,433 ^b	\$1,513
Hurontario LRT	\$5,632 ^b	\$1,253
Viva BRT	\$1,882	\$1,813
GO Bus Infrastructure	\$500	\$410
Light Rail and Bus Total	\$23,706^b	\$12,857
GO Expansion Projects		
Early Works	\$10,513	\$5,720
Off Corridor	\$619	\$43
On Corridor	\$15,705 ^c	\$1,375
Core GO Expansion Total	\$26,837^c	\$7,138
GO Extensions	\$1,629	\$71
SmartTrack Stations	\$1,463	\$50
Subway^a Projects		
Subway Total	\$28,500^d	\$1,632

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