

To: Metrolinx Board of Directors

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

Date: December 1, 2022

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

This report addresses activity and performance data for capital projects overseen by CPG (GO & UP) from Q2 of FY 2022-23 (July 1 to September 30, 2022) while incorporating some ensuing developments where appropriate.

Project Updates

- After contract award in July, construction began at Confederation GO Station in early October. This new station will be located in eastern Hamilton on Centennial Parkway North near its interchange with the QEW at a site where customers have been able to access GO buses since 2019. Once complete, it will be served by Lakeshore West line trains, bringing rail service to a new market. Station features include a fully accessible island platform, complete with mini-platform and canopies, a pedestrian tunnel and entrance building, parking, bike racks and direct pedestrian stair access from the platform to Centennial Parkway.
- The construction of an additional north side platform at Weston GO Station reached substantial completion in August. The platform includes canopied heated shelters, a snow melt system, platform lighting, fare systems, a mini ramp and tactile safety platform edge, and is connected through new stairs and elevators to an extension of the existing pedestrian tunnel. The project also included landscaping and new signage throughout the station, works to accommodate electric trains, and new yellow tactile safety tiles at the edge of the platforms. The new platform serves an additional fourth track that supports GO Expansion's plans for more frequent, reliable service on the Kitchener line.
- At Maple GO Station, construction is underway to prepare for the future addition of a second track from Rutherford Road to McNaughton Side Road that will support high frequency two-way service in future. This includes an additional platform west of the tracks and further improvements to make it easier for customers to access the station by foot, transit or by car. In September, crews continued on the third and final level of the new pedestrian stair tower building. Across the various levels of the building, customers will be able to securely store their bikes, connect to the bus loop to catch their next scheduled York Region Transit or GO Transit bus, access surface parking, or connect to the new west platform via a basement level tunnel.
- The Davenport Diamond is one of the busiest flat train intersections in North America, where the Barrie GO corridor crosses Canadian Pacific's main east-west rail line. In anticipation of frequent two-way GO service, Metrolinx is building a raised guideway to carry GO trains above CP freight trains as well as local vehicles, bikes and pedestrians at Wallace Avenue and Paton Road. This quarter saw the completion of the concrete pour

for the new Metrolinx bridge above the CP rail tracks, precast girder fabrication and the Paton Road pedestrian underpass structure.

Quarterly Performance Data

Safety

- The Lost Time Injury Frequency Rate (LTIFR) for contractors working for CPG (GO & UP) at the end of the quarter was 0.0, the same as at the end of the previous quarter.
- The Total Recordable Injury Rate (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 in March of this year, a Metrolinx target was introduced, which seeks to reduce the TRIR by 15% over the course of 2022-23 fiscal year. As of the end of this quarter, the TRIR is 1.97 for CPG (GO & UP).

Financial

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

Beginning with this quarterly report, Metrolinx has revised how it reports these figures so there is a consistent process to initially omit and then disclose portions of approved project budgets that are subject to large, active procurements, and transparently identify where these exclusions have been made. This is intended to provide greater visibility into the portions of approved project budgets where costs are being actively incurred that are not subject to these considerations, while ensuring the public can obtain competitive pricing for the remainder.

Table 1: GO & UP Capital Projects Incurred Costs to September 30, 2022

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Early Works	\$10,789	\$6,595	\$196
Off Corridor	\$619	\$53	\$1
On Corridor	\$11,306 ^a	\$1,598	\$110
Core GO Expansion Total	\$22,714^a	\$8,246	\$306
GO Extensions	\$1,705	\$111	\$16
SmartTrack Stations	\$1,463	\$105	\$13

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)