

To: Metrolinx Board of Directors
From: Kathy Haley, President, Union Pearson Express
Date: January 18, 2013
Re: **UP Express President's Report**

Introduction

The UP Express team continues to make excellent progress on all areas of the program and it remains on time and on budget. Of particular significance this quarter is the progress on the construction of the elevated spur at Toronto Pearson. All of the caissons have been completed, the piers and pier caps are very advanced and the construction of the guideway deck has already commenced. To anyone traveling along highway 409, the spur is visibly taking shape and there is no question the UP Express is up and coming.



Installation of guideway deck on UP Express spur

The following report outlines progress, as well as next steps to be undertaken throughout the fourth fiscal quarter.

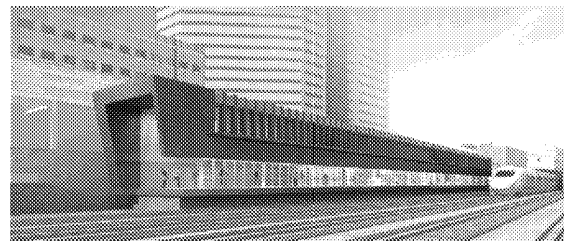
1. Program Management

The Five Year Strategy has been posted on the homepage of the Metrolinx intranet site - <http://go/general/UPExpressFiveYearStrategy.pdf>. The UP Express Business Plan identified over 100 projects across: Business Planning; Marketing and Business Development; Customer Service; Capital Infrastructure; Operations; and Technology work streams of the program. To ensure the timely delivery of the program and integration of the individual projects, Program Management services are being procured to supplement the UP Express Team. The procurement process has commenced and the planned contract award date is March 2013. The successful proponent will be required to mobilize quickly, integrate with the UP Express Team and build on the excellent progress to date.

2. Infrastructure

Infrastructure elements continue to be significant areas of focus with the design phase nearing completion and construction commencing at the various station locations over the coming months. The accomplishments over the previous quarter include:

Union Station: The Union Station detailed design has progressed swiftly and the 95 per cent design development drawings will be finalized by the end of January 2013. This design will be reviewed by the UP Express Team in conjunction with GO Capital Infrastructure and Standards prior to finalization of the construction tender documents. In parallel with the design development, validation of the overall layout and devise placement is being carried out to optimize the guest experience.



Exterior UP Express Union Station

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Bloor Station (Dundas West): A preliminary works construction contract has been awarded for Bloor Station construction. This includes shoring, construction of a temporary side platform, and hoarding to screen the site for noise, safety, dust control and aesthetics. These works will take place between February and April of 2013. The detailed tender design for the main construction contract has been finalised and the tender documents will be posted shortly. Realty has commenced the expropriation process for the Passenger Pick Up/Drop Off at this station. Negotiations are continuing with the adjacent property owner for a direct connection to the Dundas West Subway Station. These remain critical elements for providing a high quality multi-modal transfer point for UP Express customers.

Weston Station: Construction has commenced for the Phase Two Works (UP Express and GO island platforms) and Phase Three Works (UP Express and GO side platforms and pedestrian ramp). The final phase of this project, Phase Four, includes the UP Express/GO Station building, landscaped plaza, pedestrian bridge and parking lot expansion. This design is progressing and 95 per cent design development is scheduled for March 2013.

Toronto Pearson Terminal One Station and Spur: The 100 per cent detailed station design has been received and construction drawings were issued at the end of January 2013. Station construction will commence in March 2013 which will necessitate the temporary closure of the Toronto Pearson people mover, LINK Train. During the LINK Train closure, alternative bus services will be provided. Work is continuing to finalize the entrance details to the UP Express Station along with other interior elements. The guideway construction is progressing ahead of schedule with all of the caissons complete, 77 per cent of the piers complete, 20 per cent of the infill girders now installed and 11 per cent of the guideway decks poured.



Installation of infill girders on UP Express spur

Maintenance and Service Facilities: The design modifications to the Willowbrook maintenance facility has progressed to 95 per cent detailed design development. The 100 per cent designs will be submitted in February and construction work is scheduled to commence in May.

Wayfinding and Signage: The end-to-end wayfinding and signage strategy and design contract for UP Express is progressing. The designs will be coordinated with multiple stakeholders and existing signage schemes including GO Transit, Toronto Pearson, City of Toronto, TTC and the PATH. The initial stage of this project involves identifying all wayfinding partners and cataloguing existing signage.

3. Operations and Vehicles

Operating Plan: As previously reported the UP Express will now operate with seven consists (train sets) -four three-car consists and three two-car consists. Work is ongoing to formalize the approach for the overall integrated commissioning of the UP Express service and recently work has commenced to develop the Emergency Response Plan.

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Vehicles: Detailed design for the first 12 vehicles is complete and manufacturing of the pilot cars at Nippon Sharyo's Japanese plant has commenced. The two pilot cars are scheduled to be delivered in February of 2014. The design of the C-Car (washroom cars) commenced in December 2012.

4. Technology

A technology roadmap has been developed to identify the technology program that will be in place for April 2015. Recently business requirements have been developed for a Case Management System and for Display Management, and the procurement documents developed for the build of the technical element of the website and mobile applications. A draft of the WiFi business requirements is in progress and discussions are continuing with the GTAA in relation to the deployment of airline check-in kiosks at Union, Bloor and Weston Stations. The requirements analysis phase of the Fare Systems project has been completed and PRESTO is engaged in planning the implementation. Planning is underway to confirm whether to build, buy, or where possible, leverage existing enterprise solutions for the technology projects.

5. Branding

Following the public announcement of the Union Pearson Express name and logo at a Board of Trade lunch in late 2012, the UP Express website, renderings, letterhead, business cards and other collateral now reflect the new name. As per protocol, Official Mark applications have been submitted to the Canadian Intellectual Property Office (CIPO) for UP Express, Union Pearson Express and UP following the public announcement. An Official Mark application was recently submitted for www.upexpress.com. CIPO requires three months for their review process. Trademark applications have been filed and we are now completing the trademark registration process. The next submission to CIPO is due on Feb 28, 2013.

A large UP Express image has been installed along the construction hoarding at the Union Station site. Almost one million skywalk users will view this on a monthly basis. In the coming weeks, construction signs will be erected along Airport Road to build awareness for the UP Express.



Union Station construction hoarding

Issues

Solicitor Client / Litigation / Settlement / Common Interest Privilege

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Next Steps

The next six months represent a critical phase of the program. During this period all of the major capital works projects will enter the construction phase, manufacturing of the vehicles will commence and the requirements definition phase for the technology projects will be completed - along with the procurement phase for the longer lead technology projects.

As we move into the fourth quarter, the team remains focused on the following core deliverables:

- Procure and mobilize the full Program Management Office;
- Finalize designs for all stations;
- Detail technology elements and requirements, and tender priority projects;
- Commence Terminal One station construction;
- Finalize station fit-out elements;
- Finalize the operating plan;
- Commence manufacturing of pilot vehicles;
- Develop the strategic partnerships plan; and
- Initiate an update to Ridership Forecasts;

Exclusion per Committee Direction

Respectfully submitted,

Kathy Haley
President, UP Express