

To: Metrolinx Board of Directors

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

Andrew Hope
Chief Capital Officer (Rapid Transit)

Date: September 8, 2022

Re: **Capital Projects Quarterly Report**

This report principally addresses activity and performance data from Q1 of FY 2022-23 (April 1 to June 30, 2022) while incorporating some ensuing developments where appropriate.

GO & UP Project Updates

- Metrolinx has started the procurement process to find a construction partner for the infrastructure required to extend GO's Lakeshore East line to Bowmanville. In April, the procurement process began with the release of a Request for Proposal (RFP) based on the Construction Manager at Risk (CMAR) model. The scope of work for the Bowmanville Extension is particularly complex, so using this model allows the contractor to be engaged early in the design process to assist with early problem solving, increasing efficiency of construction staging and sequencing, reducing the potential for risks during the construction phase and providing better cost certainty for the proposed work.
- The procurement process for the East Harbour Transit Hub also began in April. This will be a complex interchange station serving the future Ontario Line and the Lakeshore East and Stouffville GO lines as a new GO station between Union Station and Danforth. East Harbour will be Metrolinx's second project to use the Alliance delivery model, in which the owner forms a joint team with "non-owner participants" (NOPs) from the private sector and the resulting Alliance entity collectively designs and builds the project, sharing risk and benefit. The procurement process began with the release of an RFP, and once proposals are received from interested contractors Metrolinx will create a shortlist and invite them to take part in the second step, after which Metrolinx will select the contractor who demonstrates the best understanding of the project to become a NOP. A Development Phase will come next to refine design and build early works, followed by an Implementation Phase in which major construction will occur.
- On May 3, a key Kitchener corridor expansion contract was awarded to Dagmar Construction. The scope of the contract includes a second platform at Guelph Central GO Station, a new storage track for maintenance vehicles west of Guelph and a passing track in the community of Breslau to allow trains travelling in opposite directions to pass each other. The wider initiative to deliver two-way, all-day service from Union Station to Kitchener GO will include additional construction contracts to deliver track, signal, station and structural work on both the Metrolinx and CN Rail owned portions of the line.

- Unionville GO Station upgrades were completed last quarter to add a new west platform, a second through track and a third turnaround track so trains can travel both ways on the Stouffville line at improved frequencies. The project brought a number of improvements including canopies over the platforms with shelters, pedestrian tunnels and elevators. The full-length platforms were opened for public use on May 22.

Rapid Transit Project Updates

- On the Finch West light rail transit (LRT) project, construction of the maintenance and storage facility (MSF) neared completion, with all tracks installed in the building, and occupancy expected later this year. In April, the contractor started concrete track works on parts of the guideway. Another two vehicles were received, and non-dynamic testing began. In May, structural works for the TTC pedestrian tunnel commenced at Finch West Station.
- On the Eglinton Crosstown LRT, work at stations along the route continued to advance in the quarter. In April, the main entrance slab construction at the mezzanine level was completed at Eglinton Station, while sidewalk, road and curb construction was completed at various intersections on the at-grade sections. Road and sidewalk restoration was also completed at Mount Pleasant Station. The main entrance walls to street level were completed at Eglinton Station in May, while civil road restoration works near Chaplin and Eglinton intersection were completed, allowing the re-opening of Chaplin Crescent.
- The Eglinton Crosstown West Extension reached a significant milestone when the first of two tunnel boring machines (TBMs), named Renny, started tunnelling on April 11 and passed the 50-metre mark on April 29. Site preparation and piling for construction of the headwalls at Martin Grove Road and Kipling Avenue started in May. Headwalls are underground support structures that create the frame for future subway stations and emergency exit buildings. The TBMs that are being used to build the tunnels will pass through these headwalls. The RFPs for the elevated guideway and second tunnel contracts were both released on April 22.
- Headwall construction is underway across the Scarborough Subway Extension project route in advance of the start of tunnelling later this year. Construction at the first headwall site, south of Sheppard and McCowan, has already been completed and the site is now being restored. Two other headwall sites have active construction underway and preparatory works have started at the remaining headwall sites.
- The Yonge North Subway Extension made several steps forward in the quarter: on April 20, the Provincial government announced the addition of a fifth station at Royal Orchard in Thornhill as part of the Transit-Oriented Communities initiative. The RFP for Finch Station early works was issued on April 22 and tender submission closed on June 27 with three bids received. Work at Finch Station is expected to begin this fall.

- The technical and financial submissions for the Ontario Line’s two largest contracts were received by the closing dates in June. Each of the six pre-qualified proponents for the South Civils contract and the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract (three for each) submitted their responses to the RFP on time. Submissions then moved into evaluation, and the successful proponents for both contracts are expected to be announced in fall 2022.

Capital Program Performance Updates

Safety

- The Lost Time Injury Frequency Rate (LTIFR) for contractors working for the Capital Projects Group decreased to 0.017 for the rolling 12-month period ending June 30, 2022, down from 0.033 at the end of the previous quarter. This rate reflects a continued downward trend and remains below Metrolinx’s target of 0.100. Beginning this fiscal year, a Metrolinx target was introduced for Total Recordable Injury Rate (TRIR). 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 the CPG goal is to reduce the TRIR from 2.84 reported at the end of March 2022 by 15% over the 2022-23 fiscal year.
- Upgrades to the Metrolinx fencing and anti-trespassing requirements started during the quarter. The installation and maintenance of heavy rail fencing systems is a key component of the larger safety strategy to prevent trespassing and related issues (vandalism and graffiti) on rail corridors managed by Metrolinx. The upgraded guidelines include the addition of anti-trespassing requirements and broadening the scope of fencing requirements for heavy rail. This standard will also help ensure the safety and security of the network for both Metrolinx and the public by providing clarity on the organization’s approach to corridor securement.

Financial

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

Table 1: Program Overview: Incurred Costs to June 30, 2022

	Current Baseline (\$M)	Incurred Costs (\$M)
Light Rail^a and Bus Projects		
Eglinton Crosstown LRT	\$12,571 ^b	\$8,500
Finch West LRT	\$3,433 ^b	\$1,689
Hurontario LRT	\$5,632 ^b	\$1,490
Viva BRT	\$1,882	\$1,828
GO Bus Infrastructure	\$485	\$413
Light Rail and Bus Total	\$24,003^b	\$13,920
GO Expansion Projects		
Early Works	\$10,513	\$6,416
Off Corridor	\$619	\$52
On Corridor	\$15,705 ^c	\$1,570
Core GO Expansion Total	\$26,837^c	\$8,038
GO Extensions	\$1,705	\$95
SmartTrack Stations	\$1,463	\$92
Subway^a Projects		
Subway Total	\$28,500^d	\$2,834

All figures are reported in year-of-expenditure dollars and are not directly comparable with those in other contexts expressed as nominal dollars.

^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 contact awarded in April 2022 and has commenced early stages of the Development Phase. To obtain the best value from the market, published baseline value omits certain elements of the approved project budget and is therefore not comparable to ^b figures. The baseline will be updated in a subsequent report.

^d Preliminary construction estimate announced in 2019 Ontario Budget.

Respectfully submitted,

Stephanie Davies
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Andrew Hope
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