

**To:** Metrolinx Board of Directors

**From:** Andrew Hope  
*Chief Capital Officer (Rapid Transit)*

**Date:** September 7, 2023

**Re:** **Capital Projects Group (Rapid Transit) Quarterly Report**

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This report addresses activity and performance data for capital projects overseen by CPG (Rapid Transit) from Q1 of FY 2023-24 (April 1 to June 30, 2023) while incorporating some ensuing developments where appropriate.

### **Project Updates**

- In the last quarter, signs of construction continued to appear across more of the Ontario Line's 15 km alignment. In May, vehicle traffic was diverted off of Queen Street in Toronto for an estimated four and a half years for construction of Ontario Line's future Queen Station. This closure will expedite construction for the project by roughly one year compared to an approach with multiple partial closures. While Queen Street will be closed to all vehicles, it will continue to remain open for pedestrians living in, working in or visiting the area. Elsewhere along Queen Street, utilities work by Enbridge commenced on April 26. In June, Ontario Transit Group, the South Civils design-builder, commenced borehole drilling at the Corktown Station site. Clearance was received from the Ministry of Citizenship and Multiculturalism for boreholes to be drilled at the Moss Park Station site concurrently with ongoing archaeological investigations.
- The Eglinton Crosstown LRT's contractor, Crosslinx Transit Solutions (CTS), continued to install many of the final elements of the project throughout the quarter. In April, Presto fare gate installations were completed at Chaplin, Mount Pleasant, Forest Hill and Oakwood stations, while signage installation was completed at Leaside Station. In May, the Chaplin Parkette re-construction commenced and was completed in June. In June, the installation of the water feature at the Fairbank Station main entrance plaza was completed. In parallel, CTS continued to work to address some of their construction deficiencies, such as fixing certain track alignment issues, that they needed to complete to enable the "train the trainer" phase of the operational readiness process to resume with our Toronto Transit Commission (TTC) partners. This milestone was subsequently achieved in August.
- The Eglinton Crosstown West Extension progressed this quarter with the release of the RFP for a delivery partner. The delivery partner will be a private sector entity embedded into the Metrolinx team to bolster the project team's capacity with critical construction expertise. This will enable Metrolinx to challenge and improve a contractor's proposed designs and construction approaches before construction, and provide hands-on oversight during construction to produce the best outcome.

- Heavy civil construction continued on the Hazel McCallion Line in Mississauga and Brampton, with nearly \$100 million in incurred cost this quarter. In June, civil work for the guideway at the Derry Road intersection was completed, as well as the work for the new northbound structure at the QEW.
- Along the Scarborough Subway Extension alignment, this quarter's most visible signs of construction were underground structural headwalls being built by Strabag, our tunnelling partner, and enabling works being undertaken by multiple contractors. The latter include bus terminal construction and site preparation activities at Kennedy Station, building demolitions at Lawrence, and utility relocations along the entire corridor.
- The Finch West LRT achieved an important milestone in June as all 18 vehicles have now been delivered to the Maintenance and Storage Facility. This quarter, Metrolinx and Infrastructure Ontario worked with Mosaic Transit Group, our contractor for the project, to resolve a series of commercial matters including impacts to Mosaic related to the COVID-19 pandemic. Mosaic advises that major construction activity remains on course to be completed by the end of 2023, while Metrolinx expects to complete the project within the \$3.53 billion budget (which includes 30-year concession and financing costs, as well as costs outside the P3 contract) reported in Table 1.
- The first major package for the Yonge North Subway Extension has now moved into active procurement, bringing the project one step closer to getting shovels in the ground on major construction. On April 27, the Request for Qualifications (RFQ) for the Advance Tunnel package was released with the support of Infrastructure Ontario. This offers interested companies an opportunity to be included in the bidding process for this Design-Build-Finance (DBF) P3 contract by asking them to present their qualifications and construction expertise. The tunnelled segment spans approximately 6.3 km, with the winning bidder responsible for designing and constructing launch and extraction shafts, the tunnels themselves (including supplying equipment such as tunnel boring machines), and headwalls for future stations and emergency exit buildings.

## Quarterly Performance Data

### Safety

Both the Lost Time Injury Frequency Rate (LTIFR) and the Total Recordable Injury Rate (TRIR) are calculated based on a 12-month rolling number, taking in to account the total hours and number of lost time injuries over the course of the previous year.

- The LTIFR for contractors working for CPG (Rapid Transit) at the end of the quarter was 0.037, a decrease from the rate of 0.039 for the previous quarter, as there were no lost time injury incidents in the quarter.
- The 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 Metrolinx's target, which sought to reduce the TRIR by 15 per cent over the course of 2022-23 fiscal year, remained at 2.41 for the first quarter of 2023-24. CPG (Rapid Transit) had a TRIR of 2.04, down from 2.21 at the end of last quarter, which marked the achievement of this safety goal.

## Financial

A summary of major capital project incurred costs for Rapid Transit is shown in Table 1.

**Table 1: CPG (Rapid Transit) Capital Projects Incurred Costs to June 30, 2023**

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Eglinton Crosstown LRT	\$12,571 <sup>a,b</sup>	\$8,484	\$38
Finch West LRT	\$3,530 <sup>a</sup>	\$2,141	\$49
Hazel McCallion Line	\$5,632 <sup>a</sup>	\$1,884	\$92
Eglinton Crosstown West Extension	\$1,907 <sup>c</sup>	\$934	\$72
Ontario Line	\$20,127 <sup>a,c</sup>	\$3,110	\$439
Scarborough Subway Extension	\$3,627 <sup>d</sup>	\$1,039	\$81
Yonge North Subway Extension	\$1,456 <sup>c</sup>	\$261	\$28
Hamilton LRT	\$178 <sup>c</sup>	\$35	\$7
GO Bus Infrastructure	\$487	\$420	\$1

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).

<sup>a</sup> Includes long-term P3 financing, lifecycle, operating and maintenance costs over concession term as applicable per each respective Project Agreement.

<sup>b</sup> Budget and incurred costs associated with the GO Transit elements of Mount Dennis and Kennedy stations are reported within the "GO Expansion Early Works" totals in the *Capital Projects Group (GO & UP) Quarterly Report*.

<sup>c</sup> **Value does not reflect the full project cost.** Project includes one or more large contracts awaiting procurement or award. To obtain the best value from the market, the published baseline value omits the portion of the approved project budget allocated to these contracts. The baseline will be updated to disclose the associated project budget upon award, before corresponding costs begin to be incurred.

<sup>d</sup> **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,

Andrew Hope  
Chief Capital Officer (Rapid Transit)