

To: Metrolinx Board of Directors

From: Andrew Hope
Chief Capital Officer (Rapid Transit)

Date: November 30, 2023

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

This report addresses activity and performance data for capital projects overseen by CPG (Rapid Transit) from Q2 of FY 2023-24 (July 1 to September 30, 2023), while incorporating ensuing developments where appropriate.

Project Updates

- On the Ontario Line, following last quarter's closure of Queen Street near the intersection with Yonge, the contract to construct the Queen Street Streetcar Diversion was awarded and fully executed on July 18. On September 29, the request for proposals closed for the project's two remaining large contract packages. The Pape Tunnel and Underground Stations contract includes work to build three kilometres of twin tunnels underneath Pape Avenue between the Gerrard portal and the Don Valley bridge. The Elevated Guideway and Stations contract includes work to build three kilometres of elevated guideway (bridge structures) and five elevated stations. Submissions will be evaluated and contracts based on the progressive design-build (PDB) model will be awarded in the coming months.
- Major infrastructure works continue on the Hazel McCallion Light Rail Transit (LRT) line. In July, one of the traction power substation (TPSS) buildings was installed, as were the tracks to the Operations, Maintenance and Storage Facility building. In August, track work at the intersection of Britannia Road and Bristol Road was completed, while the first light rail vehicle (LRV) received preliminary acceptance. Also in August, crews relocated the south eastbound on-ramp at the Queen Elizabeth Way, clearing the path for future northbound traffic on Hurontario Street to flow through the newly-installed underpass structure beneath the highway. Works completed in September included construction of the Lakeshore West structure south ballast wall and the Highway 407 underpass structure west side girder removal works.
- Construction of the Scarborough Subway Extension further progressed in the quarter. For the Stations, Rail, and Systems contract, the first checkpoint in the Development Phase, including concept design submission, was achieved on July 14. On the Advance Tunnel contract, tunnelling activities continued to advance just north of Highway 401. Manufacturing of half of the precast tunnel liners were completed by August 29, while work at Emergency Exit Buildings 5, 6 and 7 was completed in September.
- Last quarter, the Finch West LRT received all 18 vehicles at the Maintenance and Storage Facility building. In August, three LRVs achieved their final acceptance certification; and testing and acceptance of a total of nine LRVs was achieved on September 29.

- The contractor for the Eglinton Crosstown West Extension’s Advance Tunnel achieved over one million lost time injury-free hours as of July 27. Headwalls define the structural limits of underground stations, and in July, all the headwall piling activities at the stations and Emergency Exit Building sites were finished. In August, Tunnel Boring Machine (TBM) #1 (Renny) reached the third Emergency Exit Building’s east headwall, having travelled 4.1km (64% completion), while TBM #2 (Rexy) has travelled 3.8km (60% completion).
- Testing and commissioning was the focus on the Eglinton Crosstown LRT this quarter, while more signs of the final stages of construction were visible at street level along the alignment. In July, main entrance landscaping was completed at Fairbank Station. In August, temporary fencing around the landscaped plaza of the Mount Dennis Station main entrance was removed, allowing public access. At Avenue Station, the Eglinton Connects permanent streetscape restoration works were completed, along with implementation of the permanent traffic configuration. Finally, through July and August, the installation and commissioning of PRESTO devices was completed at all remaining at-grade stops.
- The Yonge North Subway Extension progressed in the quarter, as borehole maintenance and visual inspections in the Royal Orchard community commenced in July. The Request for Qualification for the Advance Tunnel package closed on July 27 and evaluations were completed in August.
- On July 31, an organizational realignment within Metrolinx took effect that transferred responsibility for bus-related infrastructure delivery from CPG (Rapid Transit) to Operations (Rapid Transit). Following the successful achievement of most of the major capital delivery milestones within the portfolio, most notably completion of the Mississauga Transitway and Viva Bus Rapid Transit projects, the shifting of the Bus Program’s primary focus to the enhancement, rehabilitation, and maintenance of existing capital assets aligns well with the overall mandate and expertise of the RT Operations division.

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 into 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 0.017, a decrease from 0.037 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 remained at 2.41 for the second quarter of 2023-24. CPG (Rapid Transit) had a TRIR of 1.84, down from 2.04 at the end of last quarter.

Financial

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

A notable change reported this quarter is a shift in the “Baseline less Exclusions” value for the Hamilton LRT. This reflects release of further funds from within the approved project budget to enable the commencement of early works. The current reported value of \$575 million reflects the total project budget less the value of the two major works packages (Civil Work and Utilities; and Stops, Rail and Systems) identified in Metrolinx’s emerging preferred packaging strategy. As noted earlier in this report, at the end of July responsibility for the GO Bus Infrastructure shifted out of the CPG (Rapid Transit) division; the below values reflect all incurred costs to September 30 notwithstanding this change. It will be omitted from future editions of this divisional report.

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

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Eglinton Crosstown LRT	\$12,571 ^{a,b}	\$8,520	\$36
Finch West LRT	\$3,530 ^a	\$2,186	\$45
Hazel McCallion LRT	\$5,632 ^a	\$2,022	\$138
Eglinton Crosstown West Extension	\$1,907 ^c	\$996	\$62
Ontario Line	\$20,127 ^{a,c}	\$3,688	\$578
Scarborough Subway Extension	\$3,627 ^d	\$1,158	\$119
Yonge North Subway Extension	\$1,456 ^c	\$291	\$30
Hamilton LRT	\$575 ^c	\$42	\$7
GO Bus Infrastructure	\$488	\$422	\$2

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

^b 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*.

^c **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.

^d **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)