

To: Metrolinx Board of Directors

From: Andrew Hope
Chief Capital Officer (Rapid Transit)

Date: February 15, 2024

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

This report addresses activity and performance data for capital projects overseen by CPG (Rapid Transit) from Q3 of FY 2023-24 (October 1 to December 31, 2023) while incorporating some ensuing developments where appropriate.

Project Updates

- On December 15, the contract to design and build the elevated section, or guideway, for the Eglinton Crosstown West Extension was awarded to Aecon. The 1.5 km segment of the route will run from just east of Jane Street along the north side of Eglinton Avenue West to west of Scarlett Road before heading underground again. Building the elevated guideway is critical to moving forward on the project, which will extend the Eglinton Crosstown LRT another 9.2 km farther west and bring much-needed rapid transit to Etobicoke and Mississauga.
- The Ontario government announced on December 1 that a request for proposals (RFP) has been issued to complete tunnelling work for the Yonge North Subway Extension project. The extension of TTC Line 1 service will bring the subway closer to thousands of people in Toronto and York Region with five new stations along a route of roughly eight kilometres. The RFP invites three shortlisted tunnelling teams to submit proposals for how they would deliver a package of work that includes designing the tunnels, supplying the tunnel boring machines, and building the launch shaft and extraction shaft that will be used to lower the tunnel boring machines into the ground and bring them to the surface again. The successful team will also design and construct the headwalls that will support the underground stations and emergency exit buildings and relocate some existing utilities along the route.
- Testing and commissioning of the Eglinton Crosstown LRT continued throughout the quarter. Crosslinx Transit Solutions (CTS), Metrolinx's contractor, conducted site acceptance testing (SAT) and system integration testing (SIT) across the alignment, part of a process put in place so CTS can demonstrate it has built a safe and reliable LRT that will serve the public effectively for decades to come. The demobilization of construction crews continued across the vast majority of the alignment, with the exception of the vicinity of Yonge Street and Eglinton Avenue where CTS crews carried out the final stages of streetscape and utility restoration atop the underground transit structures they had built previously. Crosswalks opened on December 20 and final sidewalk and road restoration continued into January.

- Construction of the Scarborough Subway Extension further progressed in the quarter. Early works construction continued at Kennedy station, including coordination with the TTC to enable the opening of the Scarborough Rapid Transit (SRT) bus terminal for the start of SRT replacement bus service on October 8. The Stations, Rail, and Systems contract's development phase continued, with preliminary design submitted in December as part of Checkpoint 2. On the Advance Tunnel contract, tunnelling activities continued to advance north of Highway 401. The Eglinton Avenue traffic diversion at Midland Avenue opened on October 13, allowing piling work to continue at the future extraction site. Piling work was completed at Emergency Exit Building 3 (EEB-3) in December, as well as road and sidewalk restoration work at EEB-1 and EEB-2.
- The Finch West LRT project achieved a series of significant milestones in this quarter including installation of the last section of concrete track slab, the last segment of track, the last section of the overhead catenary system and the last stop canopies across the new 11 km transit route. The 116 canopy structures protect transit riders from the elements, provide lighting, and feature ticket machines, route maps, Public Visual Information System screens and intercoms for general assistance and emergencies at each of the 29 platforms across the Finch West LRT route. These completions have enabled vehicles to travel the full extent of the line since early in the new year.
- Progress continues on the Hazel McCallion Line in south Mississauga. Late last quarter, crews removed the components of the innovative Verona System, which facilitated the installation of a push box, or concrete passageway, under the Lakeshore West railway tracks at Port Credit GO Station without impacting train service. This passageway will carry northbound and southbound light rail vehicles into and out of the future Port Credit LRT Station, separated from cars, GO trains and pedestrians.
- Some of the Ontario Line's largest enabling works contracts achieved key milestones this quarter. Over two major track closures in September and October, approximately 4.5 total kilometers of GO transit track in the Union Station Rail Corridor (USRC) and on the inner Lakeshore East line were shifted in support of three coordinated construction packages: Enabling Works Package 1, East Harbour Transit Hub and Joint Corridor Lakeshore East widening. The work included commissioning eight new track switches in USRC, demolishing sections of major bridges along the Lakeshore East corridor, and signal commissioning and testing over a 1.5 km stretch. At Exhibition station, the new joint platform and track #1 realignment were successfully commissioned and opened on December 5. Finally, the Pape Support of Excavation (SOE) contract was awarded on December 20; it consists of shoring and excavation works for the shafts required for the construction of the future Pape Station.
- In November, Metrolinx presented a key design refinement for its 14 km Hamilton LRT. The City of Hamilton's commitment to converting Main Street from one-way to two-way traffic has led to an opportunity to refine the LRT route. Among other positive impacts, the new route moves the Dundurn LRT stop onto Dundurn Street, closer to Hamilton's Innovation District. With the refinement, the previously planned LRT-only bridge over Cathedral Park and the reconstruction of the Longwood Road bridge will not be required for the project.

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 CPG (Rapid Transit) construction safety at the end of the quarter was 0.017, no change from the end of the previous quarter. There was one lost time injury this quarter on the Hazel McCallion Line.
- 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 remains at 2.41 for the third quarter of 2023-24. CPG (Rapid Transit) had a TRIR of 1.67, down from 1.84 at the end of last quarter, which marked the continued 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 December 31, 2023

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Eglinton Crosstown LRT	\$12,571 ^{a,b}	\$8,559	\$39
Finch West LRT	\$3,530 ^a	\$2,231	\$45
Hazel McCallion LRT	\$5,632 ^a	\$2,100	\$78
Eglinton Crosstown West Extension	\$1,907 ^c	\$1,103	\$107
Ontario Line	\$20,127 ^{a,c}	\$4,184	\$496
Scarborough Subway Extension	\$3,627 ^d	\$1,273	\$115
Yonge North Subway Extension	\$1,456 ^c	\$452	\$161
Hamilton LRT	\$575 ^c	\$53	\$11

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)