

To: Metrolinx Board of Directors

From: Andrew Hope
Chief Capital Officer (Rapid Transit)

Date: September 12, 2024

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

This report addresses activity and performance data for capital projects overseen by CPG (Rapid Transit) in Q1 of FY 2024-25 (April 1 to June 30, 2024) while incorporating some ensuing developments where appropriate.

Project Updates

- This quarter saw significant construction activity at each of the Ontario Line's underground station sites downtown. On June 24, Metrolinx's contractor, Ontario Transit Group, installed the 1,000th pile across these six sites. As piling has completed, OTG has progressed into excavation at the first sites. Other significant construction also continued to take place across the entire line, including major bridge work along the existing GO railway corridor at Queen Street East, Dundas Street East and Logan Avenue, and site clearing to prepare for the future operations, maintenance and storage facility in Thorncliffe Park.
- On May 22, the Eglinton Crosstown West Extension project marked the completion of twin bores for its tunnelled segment from approximately Renforth Drive to Scarlett Road, as the second of two tunnel boring machines broke through the final wall into the extraction shaft. Over the months to come, crews will complete work on the cross-passages that connect the tunnels. Between Scarlett Road and Jane Street, work is happening to prepare sites for construction of the elevated segment, which will run along the north side of Eglinton Avenue West. This quarter, crews also prepared work sites from east of Jane Street to excavate the eastern underground section of the line, which will connect the extension to Mount Dennis Station built as part of the Eglinton Crosstown project.
- The Eglinton Crosstown LRT contractor, Crosslinx Transit Solutions, continued progressing testing across the alignment and implementing updates to the automatic train control software system to correct deficiencies. Progressive updates to the software improved system performance such that it was possible to complete the Train the Trainer program in July and then allow the line's future TTC workforce to begin operator driver training in August. Operator driver training will be completed in three cohorts and is a major step forwards towards substantial completion.
- On the Finch West LRT project, the coming of spring weather meant major restoration activities on roadway and furnishing zones (landscaping, adjacent driveway tie-ins, concrete works, etc.) re-commenced and final top asphalt paving activities along Finch

Avenue proceeded. This quarter, Metrolinx teams continued interim inspection walkdowns for the guideway and facilities to identify and rectify any deficiencies.

- The Hazel McCallion Line's crossings of major provincial highways were a key focus of activity in Q1. Where the line crosses Highway 403 via a landmark elevated guideway structure, girder installation over the highway's eastbound lanes was achieved through a night-time closure in June. At the crossing of Highway 407, bridge reconstruction is complete on the western side with traffic now shifted to the new structure and demolition work started on the east. The line's light rail vehicle fleet also continues to come together, with the first unit delivered to the Operations, Maintenance and Storage Facility (OMSF) on May 1 and five LRVs having completed testing at Alstom's Kingston test track.
- The Hamilton LRT continues to see good progress on the enabling works program including utility relocation, property acquisition, building demolition, and technical due diligence. At the end of Q1, a total of 47 demolitions were completed. Design work for watermain relocation on Rosewood/Main and Ottawa/Main is ongoing with construction planned for spring 2025. Further watermain works at Nash Road and Wentworth Street will commence in fall 2024. Enbridge has also initiated detailed designs for five sections along the corridor.

Program Updates

- Metrolinx made further progress in Q1 towards building and maintaining positive relationships with Indigenous communities through the efforts of the Indigenous Relations Office within CPG. This includes signing two capacity agreements: a Framework Agreement with the Hiawatha First Nation and an interim capacity agreement with the Mississaugas of Scugog Island First Nation. A total of seven agreements have been signed to date, which are the framework for continuing meaningful engagement and consultation on projects, ensuring Metrolinx provides adequate capacity funding support to Indigenous communities, and helping all parties work collaboratively.

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 CPG (Rapid Transit) construction safety at the end of the quarter was 0.017, up slightly from 0.016 at the end of the previous quarter, due to fewer hours in the 12-month rolling period. There were no lost time injury incidents in the quarter.
- The TRIR includes lost time injuries, critical injuries, and external medical care incidents. CPG (Rapid Transit) had a TRIR of 1.34 in April, 1.29 in May and 1.25 in June, down from 1.39 at the end of last quarter.

Financial

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

Table 1: CPG (Rapid Transit) Capital Projects Incurred Costs to June 30, 2024

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Eglinton Crosstown LRT	\$12,639 ^{a,b}	\$8,654	\$54
Finch West LRT	\$3,530 ^a	\$2,334	\$69
Hazel McCallion LRT	\$5,742 ^a	\$2,236	\$82
Eglinton Crosstown West Extension	\$3,157 ^c	\$1,303	\$74
Ontario Line	\$27,222 ^{a,d}	\$5,529	\$777
Scarborough Subway Extension	\$3,627 ^d	\$1,547	\$121
Yonge North Subway Extension	\$1,456 ^c	\$508	\$30
Hamilton LRT	\$575 ^c	\$84	\$21

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. Excludes funds subject to Metrolinx recovery.

^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 one or more progressive contracts that are currently in a 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 upon before corresponding costs begin to be incurred.

Respectfully submitted,

Andrew Hope
Chief Capital Officer (Rapid Transit)