

To: Metrolinx Board of Directors

From: Andrew Hope
Chief Capital Officer (Rapid Transit)

Date: June 29, 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 Q4 of FY 2022-23 (January 1 to March 31, 2023) while incorporating some ensuing developments where appropriate.

Project Updates

- In the last quarter, critical procurement and early works milestones for the Ontario Line were achieved.
 - Requests for Qualifications (RFQs) for the two remaining major contract packages, Elevated Guideway and Stations (EGS) and Pape Tunnel and Underground Stations (PTUS), closed on January 26 and obtained strong market interest. After evaluating the candidate proponent teams and qualifying three to pursue each opportunity, both procurements moved to the Request for Proposals (RFP) stage. As these contracts use a progressive design-build contracting model with a target price, the RFP process will focus on selecting the most capable team for Metrolinx to partner with, in contrast to a more typical fixed-price design-build contract whose RFP would require proponents to independently design and price a specific project proposal.
 - The program of enabling works moved forward. Stage 1 of Queen-Osgoode utility relocations were completed in March. The RFP for Lower Don Enabling Works 3 Package was released on January 19, while on March 14 the contract for Lakeshore East expansion was awarded to Dufferin Construction.
- Progress continues on the Hazel McCallion light rail transit (LRT) project, which will deliver the new Hazel McCallion Line. In January, the service walls were completed at Port Credit Station, and 100% architectural design packages were submitted for stops at Port Credit, Mineola, Robert Speck, Matheson and Bristol. At the operations and maintenance storage facility, rail installations in the east area and yard area were completed in February. In March, trackwork at Courtneypark, Barondale and World Drive intersections was completed, and installation was completed for one of the Traction Power Sub Stations that will power the line once in operation.
- Construction of the Scarborough Subway Extension progressed as the tunnel boring machine (TBM) "Diggy Scardust" was launched in January. In addition, launch shaft #2 wet utility relocation was completed in March. Piling was completed at two more Scarborough Subway Extension headwall sites between January 1 and March 31, 2023. Since headwall construction started in 2022, piling has been completed at four headwall sites along the project route.

- On the Finch West LRT line, in January, the maintenance and storage facility (MSF) elevator TSSA certification was completed, a necessary requirement prior to receiving the MSF occupancy permit. Canopy installation was completed at the Westmore, Rowntree Mills and Norfinch stops in February, and final acceptance certification was achieved for three light rail vehicles (LRVs), bringing a total of five LRVs certified by the end of March. In addition, two more LRVs were delivered, bringing a total of 15 out of 18 vehicles on site at the end of March.
- Tunnelling continued on the Eglinton Crosstown West Extension this quarter. The lead TBM, Renny, completed 50 percent of its journey (making it west of Kipling), while its twin, Rexy, was at the 40 percent mark (west of Martin Grove) at the end of March.
- Remaining physical construction activities on the Eglinton Crosstown LRT continued to wind down throughout the quarter. In January, Presto faregates and vending machines were fully installed at Mount Dennis and Keele Station and Presto fare collection system equipment was completed at Pharmacy and O'Connor stops; elevator and escalator work and inspections were completed at Eglinton Station's main entrance, as well as at Cedarvale, and Avenue Stations. In February, pre-revenue service occupancy permits were obtained for Mount Pleasant, Fairbank and Chaplin Stations. Eglinton Station's main entrance to the TTC subway concourse was also completed in February. Platform emergency exit restoration on all platforms was completed in February, while concrete pouring for the floor finish in the underpass at Kennedy Station was complete. Finally, in March, all work needed for pre-revenue service occupancy was completed for Eglinton Station.
- At Finch Station, work started on early upgrades that will help connect the future Yonge North Subway Extension to the existing Line 1. This includes upgrades to electrical infrastructure that brings power to the subway, which involves securing new heavy-duty power cables inside a protective casing and installing them underground. Work also progressed during this quarter towards starting procurement for a tunnelling contractor for the extension 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 contractors working for CPG (Rapid Transit) at the end of the quarter was 0.039, a decrease from the rate of 0.041 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 seeks to reduce the TRIR by 15 per cent over the course of 2022-23 fiscal year was 2.41 for this quarter. CPG (Rapid Transit) had a TRIR of 2.21, down from 2.29 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 March 31, 2023

	Current Baseline less Exclusions (\$M)	Incurred Costs to date (\$M)	Incurred Costs this quarter (\$M)
Eglinton Crosstown LRT	\$12,571 ^{a,b}	\$8,447	-\$192
Finch West LRT	\$3,530 ^a	\$2,092	\$284
Hazel McCallion LRT	\$5,632 ^a	\$1,793	\$102
Eglinton Crosstown West Extension	\$1,907 ^c	\$862	\$129
Ontario Line	\$20,127 ^{a,c}	\$2,671	\$511
Scarborough Subway Extension	\$3,627 ^d	\$958	\$205
Yonge North Subway Extension	\$1,456 ^c	\$233	\$25
Hamilton LRT	\$178 ^c	\$27	\$9
GO Bus Infrastructure	\$487	\$418	\$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)