

To: Metrolinx Board of Directors
From: Steve Levene
Chief Operating Officer, Rapid Transit
Re: Operations - Rapid Transit Quarterly Report

Operational Readiness

- Operational Readiness initiatives are well underway for the Rapid Transit Program to ensure the successful launch of each line. We have introduced a detailed and structured readiness program interfacing actively with all applicable teams across the organization including PRESTO, I&IT, and the Capital Programs Group to ensure everything is ready for launch.
- While initially mobilized for the Eglinton Crosstown LRT, the Rapid Transit Operational Readiness program will continue to expand to include Finch West LRT this year, and the Hazel McCallion Line. The same principles will be applied to the Hamilton LRT as well as Subway extensions and the Ontario Line in the long-term.
- Service Delivery teams for each LRT line are supporting the transition from project delivery to the Operations & Maintenance phase. The Eglinton Crosstown LRT service delivery team, in particular, has been working diligently with the Operator and the Maintainer to ensure successful service delivery on Day 1 and beyond.

Maintenance Delivery

- The GO Transit Corridor Maintenance team was redesigned in late 2021 and re-launched as Metrolinx Maintenance Delivery to consolidate the maintenance and maintenance assurance of numerous asset classes under one larger group including the Rapid Transit lines.
- As part of the continued evolution of the Maintenance Delivery team, Stations Maintenance was transferred from GO & UPE Operations this quarter with an expanding goal of improving the reliability and safety of Stations assets and to ultimately support the improvement of Customer Satisfaction.
- The next step in the growth of Maintenance Delivery will focus on improving maintenance processes internally and with our providers to deliver higher levels of asset reliability and uptime, and a more efficient use of resources. An example of this will be the development of Metrolinx's own Maintenance Academy (the work for which started in June of this year), which is already creating the tools for a fully integrated Learning + Development program for technical staff in all asset classes.

Engineering and Asset Management

Corridor Securement

- The installation and maintenance of heavy rail fencing systems is a key component of Metrolinx's larger safety strategy aimed at preventing trespassing and related issues (such as vandalism and graffiti) on Metrolinx managed Rail Corridors. The standard establishes clear requirements for fencing including the use of high security fencing for installations in areas of increased trespasser risk. To date in 2022, Metrolinx has successfully installed of over 6 km of fencing including the use of high security fencing in such areas.
- Along with right-of-way fencing, Metrolinx has also established standards for corridor securement at level road crossings. The use of Anti-trespass panels to deter trespassers from entering the right-of-way from the crossing is now integrated into all crossing projects. So far, Metrolinx has installed Anti-trespass panels at 40 crossings with another 3 locations to be completed by the end of the calendar year.

Asset Management Maturity

- This quarter our Asset Management team has performed baseline maturity assessments of all asset classes including Rail Fleet, Rail Facilities, Signals & Communications, Track, Bridges & Structures, Stations, Bus Fleet, Bus Facilities, Payments, and I&IT.

Respectfully submitted,

Steve Levene
Chief Operating Officer, Rapid Transit