

To: Metrolinx Board of Directors
From: Steve Levene
Chief Operating Officer, Rapid Transit
Date: June 27, 2024
Re: **Operations - Rapid Transit Quarterly Report**

This report provides an update on activity and key milestones in the Operations - Rapid Transit division over the past quarter.

Asset Management Maturity - 2023-24 Wrap-up

Metrolinx has been implementing a continuous improvement program to mature our asset management capabilities across four key pillars: asset information, asset management planning, reliability engineering, and maintenance delivery. A practical asset management maturity assessment tool and improvement planning process has been established to enable continuous improvement against these four core asset management capabilities. At each level, there is a progression of people, process, and tool requirements that enable asset class teams to progress through foundational building blocks to improve capabilities.

Metrolinx has moved from a maturity of 37 per cent in 2022 to a maturity of 57 per cent at the end of fiscal year 2023-24, with a target of achieving 75 per cent maturity by end of fiscal year 2026-27. Currently, Metrolinx has methods in place within each pillar, has teams building capacity to implement these methods, and is leveraging existing available data to drive decisions within each pillar. Better decisions are being made to intervene prior to failure and improve the reliability and safety of Metrolinx assets.

Advancing the LRT Lines

The Rapid Transit Operations Delivery & Safety team has been focusing on the well-being of staff, passengers and everyone who interacts with our systems. Our Eglinton Crosstown and Finch West LRT teams have been collaborating with Project Co's teams to ensure the implementation of safe rail operating practices.

As the projects have shifted from heavy construction to a functioning rail environment, with more vehicles now on the tracks for testing and commissioning, the emphasis has been on maintaining safety and efficiency. A thorough review of past incidents has been conducted to identify root causes and ensure that appropriate corrective actions and mitigations are in place. This process has confirmed that procedures are established and training programs are current. Continuous evaluation of these critical elements is ongoing.

The Finch West Train Operating and Services Agreement (TOSA) was signed by Metrolinx, TTC and the City of Toronto in May 2024, representing a significant milestone in the program and a critical step towards revenue service. The agreement was led by the Rapid Transit Commercial Management and Legal teams, with close collaboration and support from across

Rapid Transit's Operations, Maintenance Delivery, Safety, Finance, and Performance Management teams.

Awarding Maintenance Contracts for the Central and East Regions

Further to the November 2023 Quarterly Report on the notification of preferred proponents and commencement of negotiations, the new Track, Signal and Right-of-Way Maintenance Services contracts have been awarded to Siemens Mobility Limited for the Central Region (Weston, Pearson and Newmarket subdivisions and all associated layovers), and PNR RailWorks Inc. for the East Region (Kingston, GO, Uxbridge, Bala subdivisions and all associated layovers). The teams are mobilising to take over the contracts as of July 1, 2024. The term of contract for each region is five years, with two additional one-year options at Metrolinx's sole discretion.

Level Crossing Safety

In the 2023-24 fiscal year, Metrolinx reduced the safety risk at level crossings by 7.6 per cent, for a total risk reduction of 20.6 per cent compared to April 1, 2022. Metrolinx continues to deliver enhancements to achieve the target of 33 per cent safety risk reduction by the end of December 2025. The focus for the 2024-25 fiscal year will be the upgrade of all level crossings on the Guelph subdivision in accordance with the latest Transport Canada standards and the implementation of pedestrian crossing enhancements in the form of pedestrian gates and enhanced walkways at identified crossings.

Metrolinx is working collaboratively under a federal grant with Transport Canada and an industrial partner to further reduce safety risks at level crossings. One project involves working with Transport Canada and an industrial partner to harvest artificial intelligence to automatically detect incursions into the Metrolinx Right of Way when the protections for a level crossing are activated. The project has included the installation of cameras and computer systems at the Kerr Street level crossing on the Oakville subdivision and at the Main Street Stouffville level crossing on the Uxbridge subdivision.

In March 2024, Metrolinx was successful in receiving additional funding under Transport Canada's Railway Safety Improvement Program. This program provides grants to transit authorities that contribute to increasing safety of rail lines and level crossings. The goal of the program is to help improve overall rail safety, prevent impacts of climate change and extreme weather on rail lines, and to increase the public's confidence in Canada's railway transportation system. The grant provides federal funding up to a maximum of 50 per cent of total eligible project costs to a maximum federal contribution of over \$13 million.

Respectfully submitted,

Steve Levene
Chief Operating Officer, Rapid Transit