

To: Metrolinx Board of Directors
From: Phil Taberner
Interim Chief Operating Officer, Rapid Transit
Date: November 28, 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.

Divisional Realignment

Our asset base has grown significantly in scale and complexity. While we currently offer two modes of transit (heavy rail and bus), we will soon offer five modes, adding light rail, bus rapid transit, and subways. As such, our organization has readjusted to better support our growing portfolio. A separate Asset Management and Maintenance division has been established and updates from this portfolio are now included in a new quarterly report.

Operations Delivery

Bus Rapid Transit

Renforth Bus Rapid Transit (BRT) Station, the eastern terminus of the Mississauga Transitway, was closed for 6 weeks to undergo rehabilitation on degraded concrete adjacent to the north and south platforms. The BRT Operations Delivery team worked with TTC, MiWay, and GO Transit to temporarily re-route bus operations to street level during the construction work. Passengers experienced no service disruption with seamless wayfinding while the station was closed, and work took place. The project was completed on time and provides a safer environment for both passengers and staff.

Subways Program

Metrolinx has initiated report and submittal reviews within the Safety Assurance framework for the Scarborough Subway Expansion and Ontario Line projects. These are critical first steps in ensuring subway projects deliver a safe service to customers in the Operations Phase using internationally recognized safety assurance processes.

Light Rail Transit

Operational Readiness work with all groups and stakeholders continues on the Eglinton Crosstown and Finch West LRTs. Metrolinx is working with the Finch West LRT maintainer to ensure commercial and contract administrative readiness as well.

Metrolinx continues to strengthen the coordination between the Operator and Maintainer on both ECLRT and FWLRT, ensuring both systems are fully capable of meeting the requirements of revenue service. Plans have been developed for the Revenue Service Demonstration (RSD) and Bedding-In periods to provide opportunities to verify and practice processes and procedures and identify any required actions prior to entering operations. Metrolinx is ensuring there is proper oversight of activities to confirm the Maintainer and Operator are carrying out their activities in conformance with their contractual responsibilities and verifying readiness for service. These activities are completed to ensure that the service is safe and reliable for the public.

For example, on September 8, a joint exercise was held at Laird Station to provide an opportunity for TTC, CTS-M, Metrolinx, and City of Toronto Emergency Responders to assess emergency preparedness and identify areas of improvement for effective response and recovery from an emergency. Communications, evacuation, casualty management, handling a disabled train, and train recovery were key items tested. The exercise confirmed the validity of plans, policies, procedures, and training while providing valuable insights and opportunities for improvement.

Internal handover activities including asset handover continue to progress as Substantial Completion approaches. The agreed handover strategy will ensure the successful transition from construction to operations, ensuring that Metrolinx teams have the information, tools, knowledge, and training to carry out contract oversight and project administrative responsibilities.

Metrolinx also continues to work with the cities of Mississauga and Brampton on a number of Operating and Maintenance contracts for the Hazel McCallion Line.

Respectfully submitted,

Phil Taberner
Interim Chief Operating Officer, Rapid Transit