METROLINX

MEMORANDUM

To: Metrolinx Board of Directors

From: Fay Pittman
Chief Engineer, Asset Management & Maintenance

Date: November 27, 2025

Re: **Asset Management & Maintenance Quarterly Report**

This report provides an update on activities and key milestones in the Asset Management & Maintenance (AMM) division over the past quarter.

Keeping Fans Moving: Supporting Blue Jays Service During Bridge Replacement

After over 120 years of service, the Etobicoke Creek bridge has reached the end of its design service life. Following more than two years of planning, Metrolinx prepared to replace the three-track crossing through seven scheduled mainline closures between September and December 2025, but when the Blue Jays made a strong playoff run, last-minute adjustments were required. Located next to Long Branch Station on the Lakeshore West line, the Etobicoke Creek bridge sits on a key route for fans traveling to Blue Jays games. The planned closures would have disrupted access during the playoffs.

Coordinating with the Metrolinx Access Planning team and project partners - Construction Demathieu & Bard (CDB) and WSP - the State of Good Repair (SoGR) Delivery team revised delivery plans. What began as a deferred track closure after the Blue Jays reached the Division Series became increasingly complex as the playoff run extended all the way to game 7 of the World Series. The team worked together to find innovative options to maintain service including a split block that strategically paused work to allow game day service, as well as the first ever Metrolinx closure on a Monday.

Thanks to strong collaboration and adaptive planning, this critical project continues to progress smoothly. The team remains on track to complete the full span replacement by the end of December 2025.

Bi-Level 2 Refurbishment Program: Coach 36

Metrolinx recently marked a significant achievement in its Bi-Level 2 refurbishment program with the return of a newly renovated coach from North Bay. This delivery represents the 36th vehicle completed and brings the program past its halfway point. The full initiative includes the refurbishment of 71 vehicles comprised of 15 cab cars and 56 coaches.

These overhauls are conducted every 18 years, and are essential to maintaining the reliability, comfort, and service quality our customers expect across the Greater Toronto

and Hamilton Area. The work is carried out in collaboration with the Ontario Northland Transportation Commission (ONTC), whose continued dedication and craftsmanship have been instrumental to the program's success.

Newly renovated Coach 36

TrainMaster System In-Service for Guelph Subdivision Dispatching in June 2025

Metrolinx transports thousands of customers each day getting travellers from origin to destination quickly and safely. A key system to enable this core function is the Train Dispatch System located at the Network Operation Control (NOC) centre.

In December of 2024, Metrolinx identified an opportunity to bring a portion of our Kitchener corridor dispatching function in-house, which at the time was dispatched by Siemens Mobility in Montreal, Quebec. In-housing of this function allows greater control and response time to incidents on the network, as well as permit direct visibility to Metrolinx to achieve fine control and decision making of train movements. This ultimately will contribute to better On-Time-Performance (OTP). In-housing also reduces overall overhead costs as compared to a contracted service. Furthermore, in-housing has the added benefit of increasing and retaining institutionalized knowledge within our staff with respect to dispatch operations which will help prepare Metrolinx for future more frequent train service.

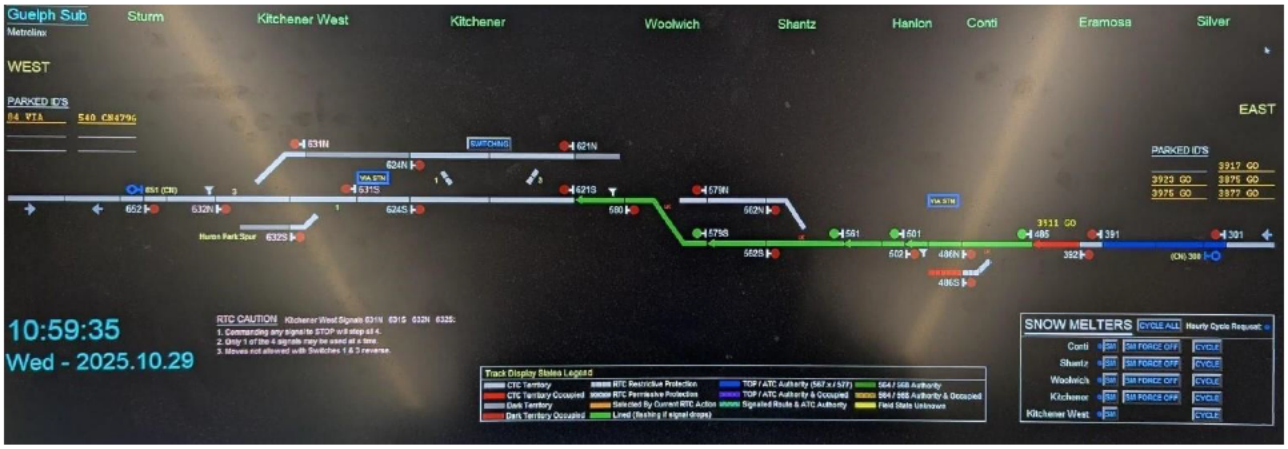
The in-housing of train dispatching marks a crucial step in the enhancement of Metrolinx's internal capabilities and provides a strong foundation for future project phases. With this commissioning, another milestone is achieved. Metrolinx now controls train movements across all of its owned signalled territory; aligning infrastructure ownership with operations control of train traffic.

The Train Dispatching System selected was Siemens Mobility's TrainMaster software. This was a mature dispatching system used across multiple railway customers in North America including short lines and VIA rail. The customization, and agility of the system to be scaled quickly to meet Metrolinx needs, was also another key driving decision to selecting this system.

Scoping works begun a week before Christmas in 2024 and colleagues from the Operations, AMM, Commercial, Legal, and Sponsor teams were able to achieve Metrolinx Governance approvals quickly. The project kicked off on March 4, 2025; three months later, systems were designed, procured, installed, and pre-tested at the NOC and Whitby Business Resumption Centre (BRC).

NOC Operations kicked work into high gear, completing Rail Traffic Control (RTC) training, maintenance training, and workstation setup finalization within the month of June. Rail Corridor Access and Control (RCAC) established a work block for white period access on the entire Guelph subdivision from the evening of June 28 through to the early morning, when on June 29, at 0300 the system was successfully commissioned and brought into service.

This accelerated 6-month project timeline from start to finish demonstrated the high performance and adaptability of AMM colleagues working collaboratively with multiple internal and external stakeholders to achieve project success.



TrainMaster RTC Track Line Display

Respectfully submitted,

Fay Pittman
Chief Engineer, Asset Management & Maintenance