

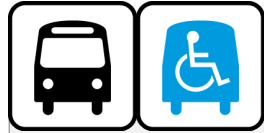


TTC Winter Readiness

Fort Monaco – Interim Chief Operating Officer

TTC Board Meeting : December 10, 2025

Seasonal Preparation Overview



BUS

Revenue Fleet

- Heating, windshield, ramp system checks

Non-Revenue Fleet

- Inspections, inventory & coverage plans

Facilities

- Inventory, equipment/battery checks, vendor management

Transportation

- 1/1 Safety talks
- Taxi chit availability



STREETCAR

Revenue Fleet

- Heating, windshield, ramp, panto, pole, sanding system checks

Non-Revenue Fleet

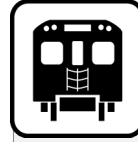
- Inspections, inventory

Facilities & Infrastructure

- Inventory [facility, overhead, way], equipment, switch and rail checks, vendor management

Transportation

- 1/1 Safety talks
- Storm car routing review



SUBWAY

Revenue Fleet

- Heating, windshield, brake system checks

Non-Revenue Fleet

- Inspections, inventory

Facilities & Infrastructure

- Facility, track & ploughing equipment, rail & switch checks, vendor management

Transportation

- 1/1 Safety talks
- Counselling on brake testing

SUPPORTING OPERATIONS

Transit Control

- Vendor readiness & staff winter scheduling

Stations

- Shovels, snow blowers, employee winter gear, salt box inspections

SEC

- Train stop snow melters, power rail heaters, subway switch heaters, CSA booths, generators

Plant Maintenance

- Leslie Barns switch heaters, snow fencing, facilities (heat and mats), generators



| Winter Response Strategy

Snow / Ice Storm Levels



Level 1

< 5 cm of snow
<2 hr rain/snow | -5°C to +2°C



Level 2

5-9 cm of snow
<5mm freezing rain



Level 3

10-24 cm of snow
> 5mm freezing rain



Level 4

>24 cm of snow
ice accumulation in
combination with power
outages of over 4 hours

Key Decisions	Levels				°C
	1	2	3	4	
Anti-icing application	✓	✓	✓	✓	
Use of storm cars		✓	✓	✓	
Use of storm trains		✓	✓	✓	
Place select bus stops out of service (pre-determined or ad-hoc)		✓	✓	✓	
Supplement or replace streetcar service with buses			✓	✓	
Adjust service at select locations – Subway, Bus, Streetcar			✓	✓	
Mainline storage / cancellation of infrastructure work on mainline - Subway			✓	✓	-18°C
Cancel express bus service			✓	✓	
Remove articulated buses from select routes and replace with regular buses*			✓	✓	
Mainline storage - Surface				✓	
Cease non-emergency work outside for Local 2 employees					-18°C
Cease non-emergency work outside for all employees					-28°C

Note: severe weather calls activated at -15°C if no precipitation

Bold decisions require operations executive approval

* Subject to availability



- ## Map Legend



| Line 5 and Line 6 LRT Updates

Joint workshops held

- TTC, Metrolinx and maintainers winter readiness knowledge sharing

Winter readiness updates

- Snow removal contracts, switch heaters, trackside heating and other equipment checks completed
- Final plans shared
 - Checklist approach (mirroring TTC)

Coordination

- TTC/Maintainer participation at contractual Daily Coordination Meetings to address winter coordination
- Pending review of contractual obligations
- Acknowledged importance of proactive readiness through weather monitoring

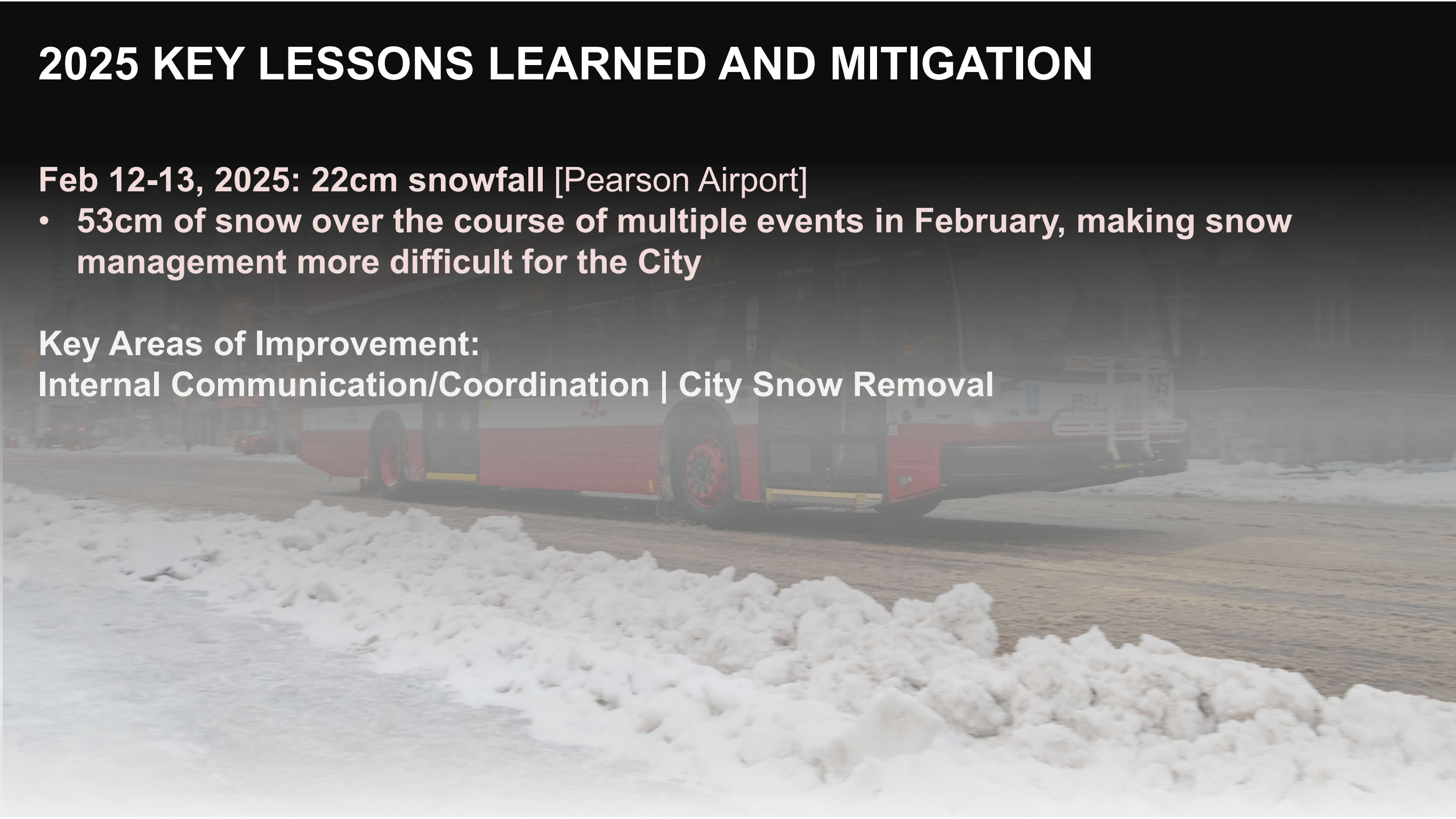
2025 KEY LESSONS LEARNED AND MITIGATION

Feb 12-13, 2025: 22cm snowfall [Pearson Airport]

- **53cm of snow over the course of multiple events in February, making snow management more difficult for the City**

Key Areas of Improvement:

Internal Communication/Coordination | City Snow Removal



| City of Toronto Major Snow Event Response Plan

Improvements to City snow management can:

1. Reduce number of out-of-service stops
2. Reduce cars fouling rail on streetcar network

City Response

- Development of a Major Snow Event Response Plan
 - Incident Management System approach – improving coordination and responsibilities
 - Mandatory agency attendance at City's EOC [Toronto parking enforcement, tow companies, ploughing contractors, snow dump site managers] → *TTC represented through Emergency Management department*
- Snow route signage improvements + review of towing capacity improvements

Out of Service Winter Stops- Levels 3 and 4

Winter Stop Program [established 2022/23 winter season]

- Identified 56 high risk hotspots prone to causing service disruption
- Proactive removal of stops from service

City Coordination – Priority Stops

- 13 stops already classified as “arterial” → highest ploughing priority
 - TTC requested 12 more stops (along 42 Cummer) to be classified as arterial
- 31 additional stops requested to be added to priority list

Internal Stop Management

- 7 stops relocated or removed
- 1 stop (Caledonia and Eglinton) no longer requires treatment

Customer Impact

- Reduction of winter stop list down to 48 with aim to further reduce
- Communication improvements via dynamic QR codes, interactive maps, and future enhancements via third party apps

