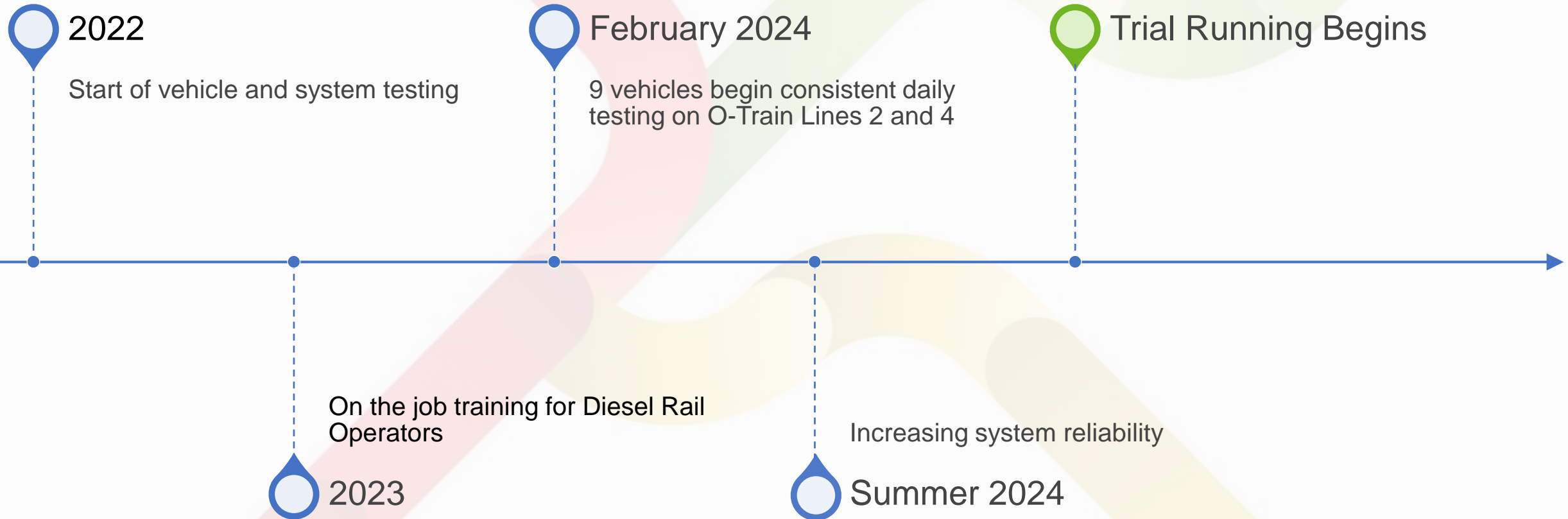




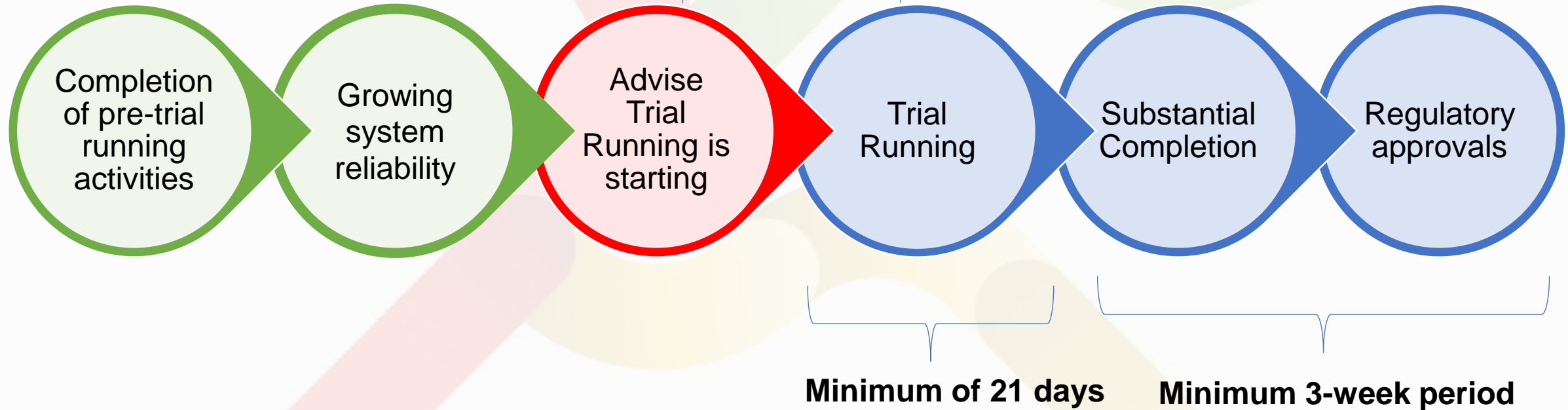
**← STAGE
ETAPPE ↓** **2 →**

Preparing for Trial Running



Trial Running Status Update

We are here

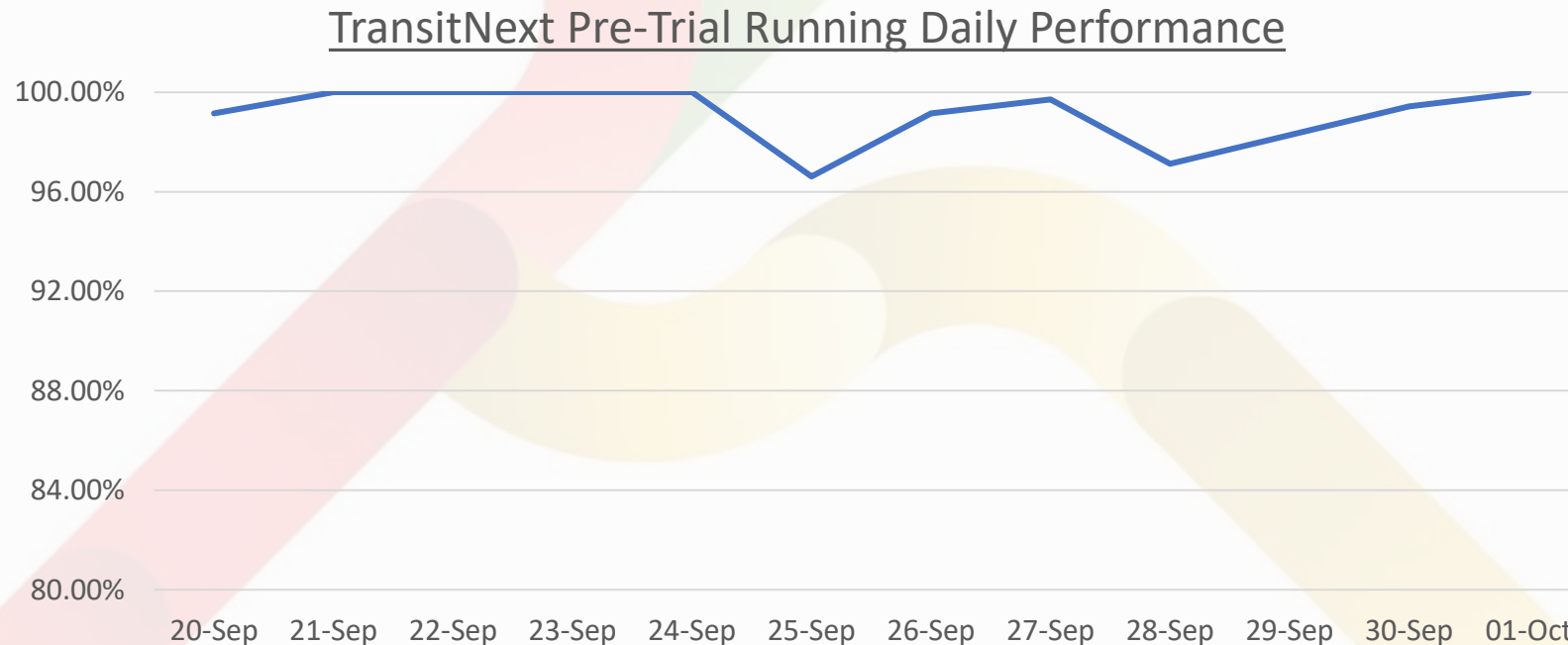


Trial Running Prerequisites

- ✓ The integrated System Infrastructure has been tested
- ✓ The complete fleet is fully tested and ready for passenger service
- ✓ The complete signaling and train control system is fully tested and ready for service
- ✓ There are no outstanding defects affecting rail systems (track, signals, and communications)
- ✓ There are no major defects, safety defects, or incomplete vehicle modification programs
- ✓ All stations are substantially complete with only Minor Deficiencies remaining
- ✓ TransitNext is fully mobilized, fully trained and ready to commence maintenance
- ✓ TransitNext has submitted the Maintenance Verification & Validation Matrix
- ✓ The City is fully mobilized, trained and ready to operate the System

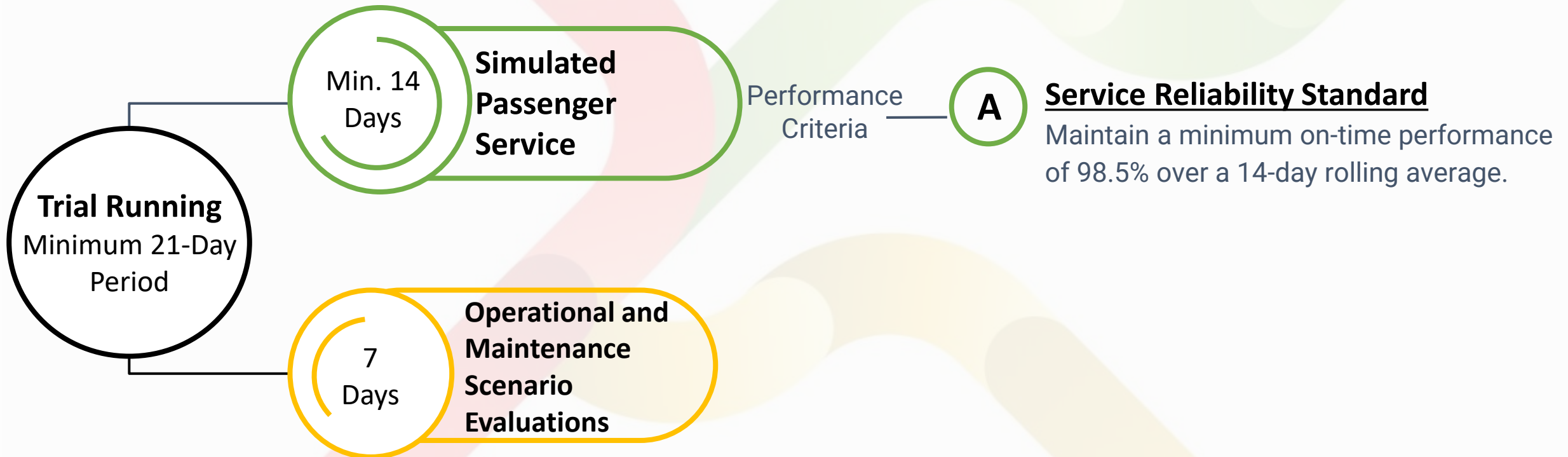
Reliability Growth

- A reduction in system issues has resulted in improved on-time performance
- Over the past 14 days, daily on-time performance by TransitNext has stabilized at consistently high levels
- The average on-time performance for the last 10 days is 99.12%



Trial Running - Overview

The objective is to exercise the complete integrated System Infrastructure, including all subsystems, operating personnel and operating procedures, to confirm readiness for Revenue Service.



TransitNext Daily Performance

- On-time performance is measured by assessing on-time departures at terminus stations for both Lines 2 and 4, while respecting the required dwell times
 - For Line 2, this means on-time departures from Bayview and Limebank stations
 - For Line 4, this means on-time departures from South Keys and Airport stations
- Trains must depart within 30 seconds of their scheduled time
- Daily performance is a measure of on-time departures divided by the number of planned departures
- The rolling average accounts for daily variations. A minimum of 98.5% rolling average over 14 consecutive days must be achieved
- Successful completion of this phase of trial running is dependent on the 14-day rolling average

TransitNext Daily Performance (*Con't*)

- Similar to performance during normal service and in accordance with the Project Agreement, the contractor will not be evaluated on any “Non-Project Co Causes” that otherwise deteriorate or degrade the performance
- Examples include the following:
 - Delays or issues caused by the City, e.g., reliability issues with the headend equipment, operational issues, or delays due to City activity
 - Delays or issues caused by third-parties, e.g., impacts from adjacent construction activities, long term power outages, road closures, or other matters
 - Delays due to CN movements that predominantly happen on Wednesdays
- On-time performance calculations are adjusted for any Non-Project Co Causes
- OC Transpo is carefully monitoring the performance of our staff as they continue to gain experience operating the system

Trial Running Performance Metrics

Daily sequence of events:

- The City and TransitNext bring forward information from the Control Centre, the maintenance management system and other sources
- Data related to actual departures from terminus stations is reviewed in a daily meeting
- The daily Testing and Commissioning Team Meeting has representatives from TransitNext, the City, the Independent Certifier, the System Integration Verifier and the Maintainer. Participants assess data from the previous day of running, review late or missed departures and attribute to either Project Co or Non-Project Co causes. Late or missed departures caused by Non-Project causes are removed from performance calculations.
- These metrics are used to produce the daily on-time performance calculation for the preceding day
- This process is overseen and validated by the Independent Certifier

Daily On Time Performance

Daily Performance Formula

$$\frac{\text{TransitNext On-Time Departures}}{\text{Total Planned Departures}}$$

Example

$$\frac{330 \text{ on-time departures}}{338 \text{ total planned departures}}$$

Daily Performance

97.63%

14-day Rolling Average Example

14-Day Rolling Average Formula

Day 1 + Day 2 + Day..

Number of days since trial running has started up to 14

Example

100% + 99.41%

2 days

14-day Rolling Average

99.70%

Issues Identified

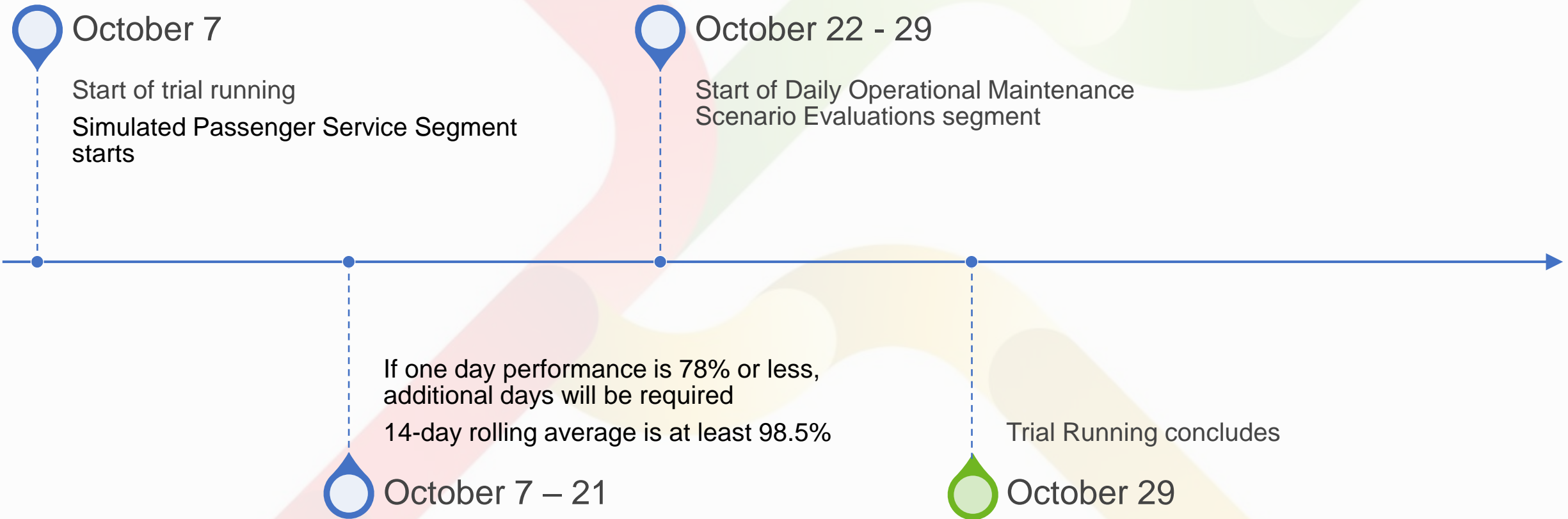
- Train systems are complex, and issues can arise as the system is exercised
- The daily scorecard will include a high-level category of the types of issues that are impacting TransitNext's daily performance
- There are five categories of issues the daily performance report could list:
 - Signaling system issues
 - Track issues
 - Communication system issues
 - Vehicle issues
 - Operational issues

Daily Performance Report

- A daily memo will be provided to Council Monday through Friday to provide full transparency on TransitNext's progress and performance during each day of Trial Running
- Key components of this summary will include:
 - Daily performance
 - Issues identified
 - 14-day rolling average
 - Minimum days to achieve the 98.5% rolling average

Day	Date	Daily TransitNext Performance	Issues Identified	14-Day Rolling Average	Minimum Days to Achieve 14-Day Rolling Average
Day 1					
Day 2					
Day ...					

Example - Trial Running in 21 Days



Example 2 - Trial Running in more than 21 days

Day	Date	Daily TransitNext Performance	Issues Identified	14-Day Rolling Average	Minimum Days to Achieve 14-Day Rolling Average
Day 1	October 7	99.70%		99.70%	14
Day 2	October 8	100.00%		99.85%	13
Day 3	October 9	99.70%		99.80%	12
Day 4	October 10	100.00%		99.85%	11
Day 5	October 11	100.00%		99.88%	10
Day 6	October 12	99.41%		99.80%	9
Day 7	October 13	99.70%		99.79%	8
Day 8	October 14	98.82%		99.67%	7
Day 9	October 15	99.41%		99.64%	6
Day 10	October 16	99.70%		99.64%	5
Day 11	October 17	98.82%		99.57%	4
Day 12	October 18	99.11%		99.53%	3
Day 13	October 19	99.41%		99.52%	2
Day 14	October 20	73.96%	Signaling System Issue	97.70%	14
Day 15	October 21				

Independent, Third Party Oversight

Ricardo

- System Integration Verifier
- Verification of interfaces and integration issues between project teams including the City team for key systems

AECOM

- Oversee overnight maintenance, submitting reports for verification of maintenance activities

SENER Inc

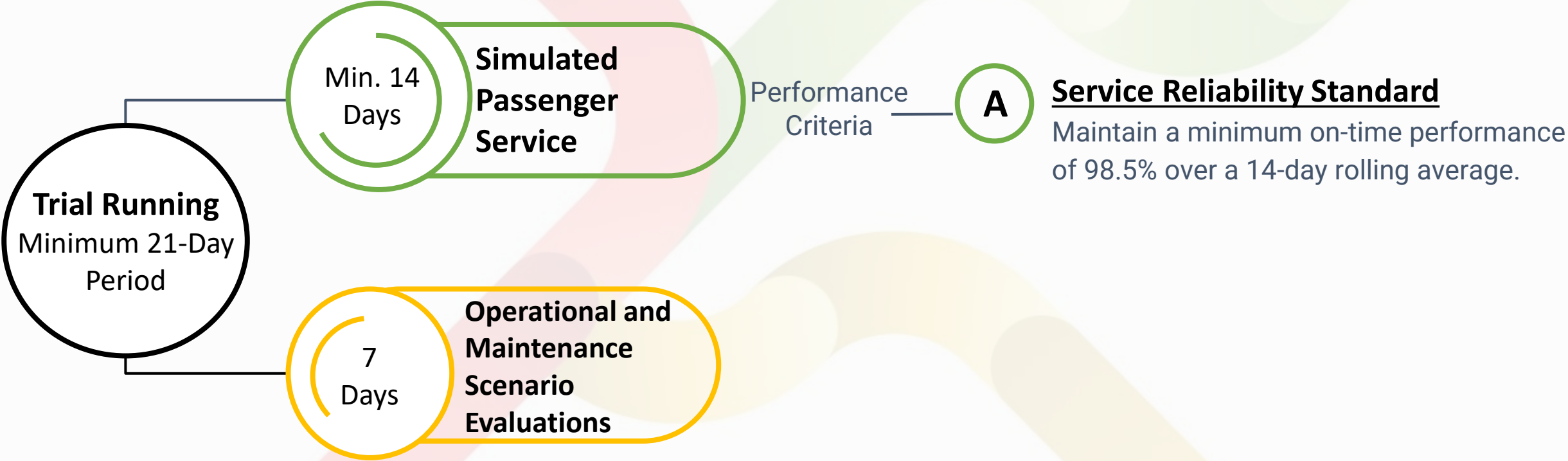
- Safety Auditors
- Validation of compliance with safety requirements for projects

AW Hooker

- Independent Certifier
- Validate Trial Running acceptance
- Verify requirements for Substantial Completion and final completion
- Certification of payments

Trial Running - Overview

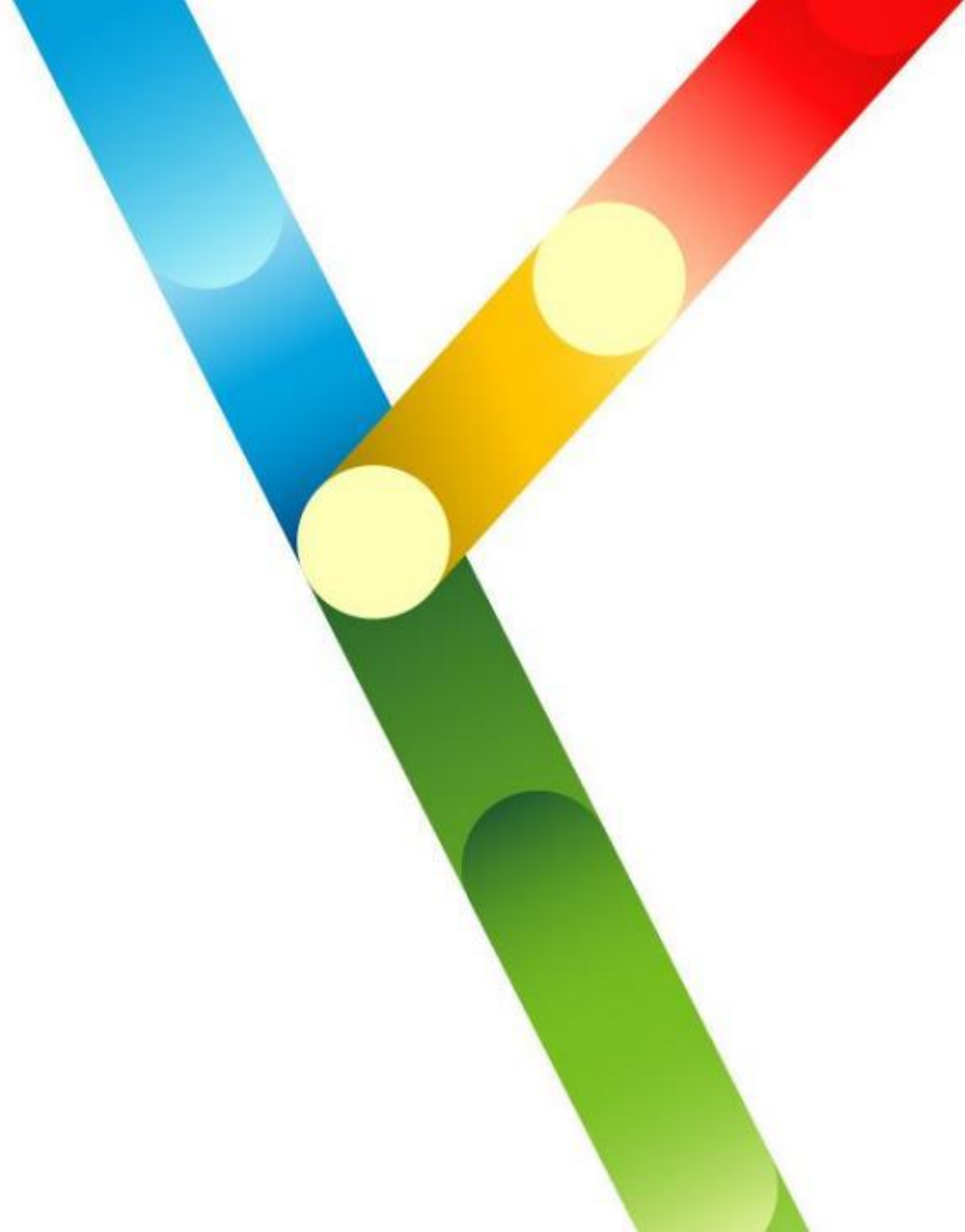
The objective is to exercise the complete integrated System Infrastructure, including all subsystems, operating personnel and operating procedures, to confirm readiness for Revenue Service.



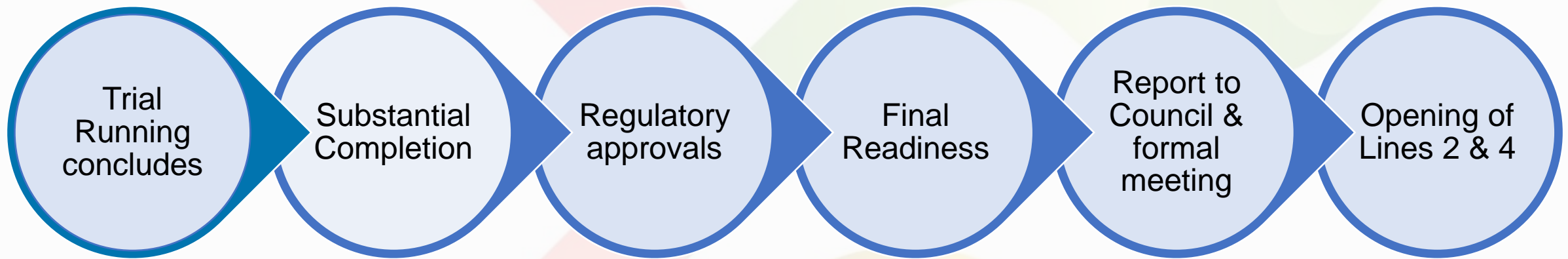
Daily Operational and Maintenance Scenario Evaluations (7 days)

- This is the second phase of Trial Running
- Objective of this segment is for operations and maintenance teams to work through various scenarios that are typically encountered during regular service
- Example: door issues, stopped trains, service on only one platform, removing trains from service
- Allows the maintainer and operations teams to test and verify operating procedures, address any gaps that are identified, while continuing to practice and gain experience on the system
- This process will last seven days and once complete, Trial Running will be finished.

Pathway to Passenger Service



Pathway to Passenger Service



Minimum 3-week period

Final Certifications and Approvals

Following the conclusion of Trial Running, the following steps are required:

Certifications

- Certification of Substantial Completion by the Independent Certifier including confirmation of the Minor Deficiency List and verification of handover for New Municipal Infrastructure (NMI)
- Completion and submission by TransitNext of the final Engineering and Safety Assurance Case (ESAC) otherwise known as the safety case
- Final review of the TransitNext safety case by the City's Independent Safety Auditor (SENER)

Regulatory Approvals

- Issuance of a Certificate of Fitness by the Canadian Transportation Agency
- Confirmation of a Notice of Change in Operations to Transport Canada followed by the issuance of a Railway Operating Certificate by Transport Canada

Pathway to Opening

- Once the construction contractor has achieved Substantial Completion and with the required Regulatory Approvals in place, staff have everything they need to put the system into service:
 - i. The overall system has been thoroughly exercised with extensive running of nine trains between January 2024 through October 2024
 - ii. The system has been operating and maintained at expected service levels
 - iii. No new or emergent safety or reliability defects arose during the final running period that require additional repair or rectification time before opening the system to the public
- The City will be able to announce an opening date

Final Readiness

- For a minimum of three weeks following Trial Running, OC Transpo and TransitNext maintenance personnel will continue with final preparations and readiness activities for the launch of the system

Activities that will be undertaken include:

- Continued operation of the line exercising all aspects of daily service including launch and reduction of trains, maintenance of vehicles and related infrastructure, incident response, etc.
- Reviewing and finalizing standard operating procedures, roles and responsibilities, communications with internal and external partners
- Conducting drills and exercises based on real situations that staff will encounter while in service, including common train issues, such as:
 - Train doors, service recovery from a short delay, responding to passenger emergency intercoms, medical emergencies, etc.

Final Readiness – Emergency Exercises

- Two additional, multi-stakeholder emergency exercises including emergency personnel
- Airport ER 2 Gate exercise:
 - Validate the emergency gate functions used to traverse Line 2 in response to an emergency
 - Validate both OC Transpo and Airport abilities to execute process outlined in SOPs
 - Practice communications during a simulated emergency
- Dow's Lake tunnel full scale exercise:
 - Simulation of an incident involving a train in the tunnel and assessing emergency response
 - Provides opportunity for emergency responder groups to become familiar and interact with the updated CORA app
 - Validate both OC Transpo and emergency responder's abilities to execute SOPs
 - Practice inter-organization communication during a simulated emergency
 - External parties to attend and observe

Final Readiness – Dress Rehearsal

- Full scale dress rehearsal involving hundreds of volunteers and staff will be undertaken
- Allows for the testing of our SOPs and to observe how customers navigate and interact with the system, the trains, signage etc.
- A number of scenarios will be undertaken to assess and validate staff's knowledge and understanding of operating procedures
- We will review lessons learned from this activity and make final adjustments to SOPs
- Invitation to City staff, their families and friends to register will be sent shortly
- Station familiarization tours
 - Allows our front-facing staff to become familiar with key aspects of the system
 - Allows staff to be ready on day one to support customers

Communications during Trial Running



Trial Running Communications

Through trial running, transparent updates will be shared through:

- ✓ Technical briefing
- 🚆 Memo – Start of Trial Running
- 🚆 Councillor information kit
- 🚆 Dedicated webpage – octranspo.com
- 🚆 Daily Performance Report
- 🚆 Social media
- 🚆 Report to Council and formal meeting



Campaign overview reminder

Pre-launch phase

Timing: Begins after trial running starts

Goal: Build awareness of the new lines, inform customers about the transition period, and direct riders to the website for more information

- Highlights:
 - Social media
 - Website
 - Digital and city-owned advertising spaces
 - Community partners

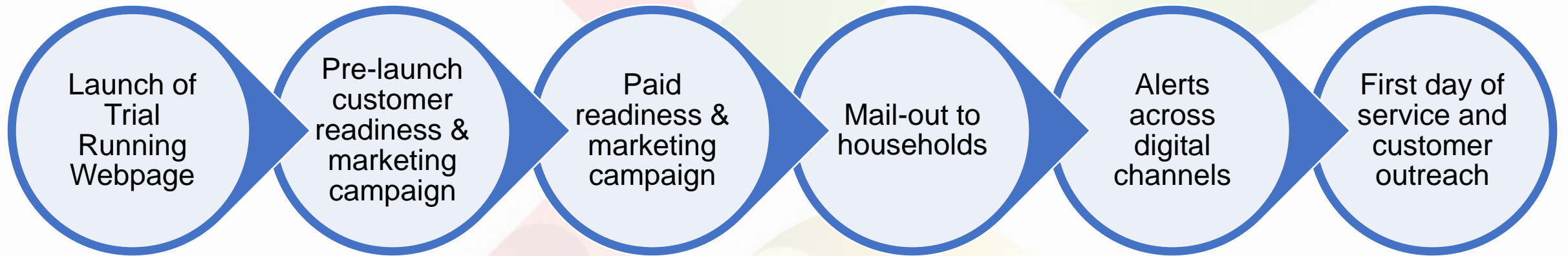
Launch phase

Timing: runs for 6 weeks after passenger service

Goal: Build awareness of the new lines opening, communicate new features, direct audience to website and travel planner, encourage ridership

- Prominent features and alerts on octranspo.com
- Paid advertising campaign
- Bus shelter and station posters
- Customer outreach
- Public Service Announcement
- Supporting councillor events
- Mail-out to select households

Major communications milestones



Summary and next steps

- There is a clear process in place to evaluate the results of Trial Running. This process incorporates Line 1 lessons learned and Public Inquiry recommendations
- Daily Trial Running results will be shared with Council and the public throughout the process
- Third party experts are reviewing the progress and results of Trial Running
- Upon conclusion of Trial Running, OC Transpo will provide a report and presentation to Council summarizing Trial Running outcomes and third-party assessments
- An opening date will then be presented to Council



Questions?