



## MEMO / NOTE DE SERVICE

To / Destinataire Mayor and Members of Council

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From / Expéditeur Michael Morgan  
Director, Rail Construction Program  
Transit Services Department

Subject / Objet O-Train Stage 2 Light Rail Transit Project  
**Trillium Line Trial Running**  
**Daily Operating Summary**

Date: MMM DD, 2024

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The following document provides an overview of the plan for the Trillium Line Trial Running performance metrics and an update on the daily results. The first two pages provide a high level summary of the performance targets and the third page provides a summary of the actual results recorded to date. This document will be updated and provided to Council on a daily basis (normal business days only) during the Trial Running period.

### **Trial Running Overview**

Trial Running is one of the final contractual steps in confirming readiness for passenger service and includes demonstrating compliance with the overall reliability requirements for the comprehensive system. The Trial Running period spans 21 days and includes two segments:

#### **1. Simulated Passenger Service (14 days):**

During this segment, a full regular service schedule will run on the entire line for 14 days to simulate passenger service. The performance criteria that must be achieved for to be considered successful are as follows:

##### **A. Service Reliability Standard:**

TransitNEXT must achieve a minimum of 98.5 per cent on-time performance over the 14-day period, as specified in the Project Agreement. The calculation of the 98.5 per cent on-time performance is based on a train departing the terminus station no later than 30 seconds after its scheduled departure time, while respecting a minimum terminus dwell time of three minutes. The overall on-time performance of 98.5 per cent will be calculated using a 14-day rolling average of the on-time performance achieved each day.

##### **B. System Infrastructure Performance:**

TransitNEXT is also required to demonstrate that the integrated system (vehicles, stations, and infrastructure) perform reliably through the Trial Running period such that the performance criteria for Trial Running are achieved and that would otherwise lead to zero performance deductions during the Maintenance Period.

## **2. Failure Scenario Management (7 days):**

This segment is specifically dedicated to testing various failure management scenarios typical of those encountered in regular Revenue Service such as door issues and immobilized trains. The pass/fail outcome for Trial Running acceptance is not determined by this segment.

At the completion of Trial Running, a full presentation will be provided to the Light Rail Subcommittee to detail the results of the testing, provide recommendations in relation to the outcomes of Trial Running, and confirm final steps for Substantial Completion and startup of passenger service.

*Original signed by*

*Michael Morgan*

c.c. Senior Leadership Team  
Transit Services Departmental Leadership Team  
Director, Public Information and Media Relations

# DAILY OPERATING Summary Scorecard

[Insert Calendar Date]

## Day X of Trial Running – Summary:

[This section will indicate whether this day was used for performance testing of simulated service or for failure management scenarios.]

### A. Service Reliability Standard:

	Date	Total Number of Planned Runs	Total Number of On-Time Departures	On-Time Performance (%)
Day 1				
Day 2				
Day 3				
Day 4				
Day 5				
Day ...				
Day ...				
Day ...				
Day ...				
Day ...				
Day ...				
Day ...				
Day ...				
Day ... <sup>1</sup>				
<b>Rolling Average<sup>2</sup>:</b>				

On-Time Performance Criteria Achieved<sup>3</sup>:      Yes:       No:

1. To meet the on-time performance criteria of the 98.5% rolling average over 14 days, additional days may required dependent on the daily on-time performance results and their influence on the rolling average.
2. Only the most recent 14 days will be incorporated into this value.
3. The on-time performance criteria of the 98.5% rolling average over the most recent 14 days

**B. System Infrastructure Performance:**

Daily System Infrastructure Performance<sup>4</sup>:

Pass:

Fail:

	Date	System Infrastructure Performance Issues	Pass/Fail
Day 1			
Day 2			
Day 3			
Day 4			
Day 5			
Day ...			
Day ...			
Day ...			
Day ...			
Day ...			
Day ...			
Day ...			
Day ...			
Day ...			

**Issues Identified:**

*[This section will highlight any operational or performance issues with the system including a corrective actions that are required to improve performance.]*

4. TransitNEXT is required to demonstrate that the integrated system (vehicles, stations, and infrastructure) perform reliably through the Trial Running period such that the performance criteria for Trial Running are achieved and that would otherwise lead to zero performance deductions during the Maintenance Period.