



16 August 2019

City of Ottawa
 O-Train Construction
 110 Laurier Avenue West,
 Ottawa, ON K1P 1J1
 Mail Code: 23-10

Our Reference:	RTG-OTT-00-0-LET-0866
Project Agreement Reference:	Schedule 14

Attention: Michael Morgan
 Director, O-Train Construction Office

Subject: Trial Running Procedures

Dear Mr. Morgan:

The Trial Running Test Procedure evolved through many joint City and RTG discussions, workshops, meetings, etc., culminating in the issuance and agreement of RFI-O-266 in 2017. RFI-O-266 confirmed an agreement between all parties on an average daily AVKR of 96% or higher over 9 of 12 days (evaluated over a 12-day moving window of “passing” days).

While Schedule 20 Appendix B of the Project Agreement provides specific performance targets as a threshold before financial deduction factors are implemented, these target numbers will be adjusted in service to remove all non-Project Co. causes and are therefore not a true reflection of the passenger experience. Further, some of the ad hoc failure management scenarios over some of the Trial Running days invariably affects the average AVKR rendering specific targets impractical on those days.

Subject to agreement by the TRRT (Trial Running Review Team), the test criteria used as part of Trial Running Test Procedure, OLR-16-0-0000-MPL-5001 Rev 02, will be set to reflect the targets agreed to in the above mentioned RFI.

Further to the TRRT monitoring undertaken to date, we have now completed five days of testing that demonstrate an ability to operate with a maximum number of vehicles in service when required. Five days of testing was completed including maximum service capacity on August 9, 12, and 13, and weekend capacity on August 10 and 11. We plan to proceed to a subsequent phase of testing where we provide a service that matches or exceeds the expected passenger volumes during the launch period. This plan requires thirteen vehicles during the morning peak and thirteen vehicles during the afternoon peak, and will be measured against RFI-O-266 targets. This phase of Trial Running will



be used to continue to validate a range of capacity and service scenarios as we continue this final testing program.

Please be advised that we plan to issue all final documentation for an RSA notice two days or less after completing the requirements of Trial Running.

Should you have any questions or require any additional information regarding the above, please do not hesitate to contact us.

Kind regards,

Peter Lauch, P. Eng.

CEO

Rideau Transit Group General Partnership

cc.: Gary Craig, Claudio Colaiacovo, Richard Holder, Lorne Gray – OTC
Monica Sechiari, Kyle Campbell, Jennifer Fitzpatrick – ALTUS
Claude Jacob, Tom Pte, Alex Turner – RTM
Matthew Slade, Bill McCormick, William Coleman, Tyler Mieke, Gonzalo Gomeza, Chris Woodmass – OLRT-C