



MEMO / NOTE DE SERVICE

To / Destinataire	Mayor and Members of Council	File/N° de fichier:
From / Expéditeur	Director, Rail Construction Program Director, O-Train Planning Transportation Services Department	
Subject / Objet	O-Train Confederation Line Quarterly Update (Q4 – 2018)	Date: February 1, 2019

As part of the ongoing commitment to keep Council apprised of the progress of the O-Train Confederation Line Stage 1 and Stage 2 projects, this memorandum outlines the milestones achieved in Q4 2018, and provides an overview of the planned work for Q1 2019.

Stage 1 Light Rail Transit (LRT) Project Update

Overall Progress: Stations

Building inspections at Hurdman, Tremblay, Cyrville and Blair Stations have been completed. Building inspections for Tunney's Pasture, Bayview, Pimisi, Lyon, uOttawa, Lees, and St-Laurent Stations are in progress. Building inspections for Parliament and Rideau Stations are being scheduled with completion of all station inspections anticipated in Q1 2019.

Tunney's Pasture Station

Wood ceiling installations are complete and signage installations are nearing completion. Bus loop roadway works are complete and bus platform installations are in progress. Landscaping work in the plaza, on Holland Bridge and on Scott Street is nearing completion. Wood windscreen installations are close to completion and entrance lantern glazing installations are complete. Fare equipment installations have been completed and commissioning of the system is in progress. Architectural, mechanical and electrical works are underway for the bus operator, bus supervisor and maintenance buildings. Work on utility cabinets, signage, platform furnishings and correction of minor issues are ongoing. Building occupancy inspections are underway.

Bayview Station

Entrance lanterns, utility cabinets, transit information panels, signage/wayfinding and furnishings are progressing towards completion. Hard landscaping works are substantially complete with some minor issues to be corrected. Building occupancy inspections are underway.

Pimisi Station

Entrance lanterns, utility cabinets, transit information panels, signage/wayfinding and furnishings are progressing towards completion. Multi-use pathway connectivity to Fleet and Albert streets are substantially complete. Building occupancy inspections are underway.

Lyon Station

Final architectural finishes, escalators and elevators, fare gates, testing and commissioning of all systems, and close-out of minor issues continues. Building occupancy inspections are underway.

Parliament Station

Installation of the fare gates is complete. Testing and commissioning is partially complete. Installation of the concourse ceiling support structure has progressed to near final completion. Work is progressing towards completion of elevator and escalator installation and commissioning. Installation of entrance lanterns is substantially complete. Work on final station finishes and final minor issues is ongoing.

Rideau Station

Completed work includes concourse public art glass installation, energization of Traction Power Substation (TPSS) #3, floor and wall tiling, staircase glazing and railings, inter-track and inter-car barriers as well as station signage and wayfinding. Work on final station finishes and final minor issues is ongoing.

uOttawa Station

Completed installations include lanterns, signage/wayfinding, landscaping and building occupancy inspections. There has been continued progress on the installation of transit information panels, miscellaneous station finishes and final minor issues.

Lees Station

Completed work includes the entrance lantern, signage/wayfinding, and building occupancy inspections. There has been continued progress on the installation of transit information panels, miscellaneous station finishes and final minor issues.

Hurdman Station

Completed work includes the entrance lantern, signage/wayfinding, and building occupancy inspections. There has been continued progress on the installation of transit information panels, miscellaneous station finishes and final minor issues.

Tremblay Station

All fixed station elements are installed and building occupancy inspections completed. Work on final station finishes, minor issues and final site clean-up ongoing.

St- Laurent Station

Remaining items nearing completion include elevators, emergency egress stairs and Tunnel Ventilation Shaft (TVS) final testing; corrections to minor equipment and minor installation issues are progressing. Completion of items required for building occupancy inspections are underway.

Cyrville Station

All fixed station elements are installed and building occupancy inspections completed. Work on final station finishes, minor issues and final site clean-up is ongoing.

Blair Station

All fixed station elements are installed and building occupancy inspections completed. Work on final station finishes, installation clean-up and site clean-up is ongoing.

Guideway

Work is substantially completed. Electrical testing for the sections west of Hurdman Station and minor deficiency repairs are ongoing.

Multi-Use Pathways (MUP), Cycling Lanes and Roadway Re-instatements

- MUP lighting between Lees and uOttawa Stations is functional;
- Paving is complete between Hurdman and Lees Station; lighting will be functional in Q1 2019;
- Cycling lane addition to Booth Street is substantially complete;
- Waller Street, south of Laurier Avenue, has been reinstated; road work progresses with the laying of asphalt; and,
- The connection to Nicholas Street and landscaping is to be completed in Q2 2019.

Queen Streetscaping (Bay Street to east of O'Connor Street)

The Queen Street Streetscaping enhancement project is now substantially complete with remaining minor issues to be completed in Q2 2019. Queen Street reopened to bus service on December 2, 2018.

Systems, Vehicle, Testing and Commissioning Update:

- The power supply and distribution system is complete across the alignment;
- The train control system integration testing is continuing across the alignment;
- Installation of communication systems continues at underground stations and between Pimisi and Tunney's Pasture stations;
- System integration tests for all communication systems is occurring using the Supervisory Control and Data Acquisition (SCADA) system;
- Vehicle tests continue with multi-vehicle and dynamic testing using the Computer Based Train Control (CBTC) on board; and,
- Final vehicle assembly is underway with final retrofits in progress.

Preparations for Operations:

- The Independent Safety Auditor is reviewing documentation to confirm that safety requirements will be met at RSA;
- Safety and security requirement resolution and closure is underway;
- On the job training of Electric Rail Operator Instructors (EROIs) continues;
- On the job development and training for Controllers continues;
- Training for Electric Rail Operators (ERO) is ongoing;
- Familiarisation tours for operations staff continue;
- Desktop exercises and training for first responders continues; and,
- Maintenance team is finalising spare parts lists, procuring maintenance equipment, training staff and completing maintenance procedures.

Key Activities to Monitor:

With civil construction ongoing, the City continues to monitor and track the progress of critical elements. The following list provides an updated look at key activities required to achieve project completion:

1. Safety Assurance and Systems Engineering program completion leading to confirmation by the Independent Safety Auditor that safety requirements are met;
2. Station completion and attainment of station occupancy at every location;
3. Tunnel Ventilation System (TVS) testing and commissioning completion;
4. Final light rail vehicle assembly and acceptance of each individual vehicle;
5. Transit Operations Control Centre (TOCC) – commissioning of all critical systems;
6. End-to-end traction power and overhead catenary reliability and performance;
7. System testing in automated Communications Based Train Control (CBTC) mode; and,
8. Practice running and final Trial Running performance.

In addition, the City is implementing steps required in order to achieve system operationalization. These steps include:

1. Successful launch of a practice plan by RTG;
2. Sign-off by the Independent Safety Auditor on all safety requirements;
3. Achievement of substantial completion and move to Trial Running;
4. Trial Running – successful demonstration of performance compliance;
5. Revenue Service Availability (RSA); and,
6. Launch of train service.

As noted in correspondence to the Mayor and Members of Council on January 3, 2019, RTG has provided an updated Revenue Service Availability (RSA) date of March 31, 2019. Staff will continue to monitor RTG’s progress against this RSA date.

Following RSA and handover to the City, staff will need to undertake the operational readiness activities required to ensure that the Confederation Line seamlessly integrates into the OC Transpo’s network prior to opening day, including additional City-led system practice, simulated system operations and staff training. It is expected that Confederation Line service would be launched within one month of achieving the RSA date.

Budget

December 31, 2018				
Project Description	Authority	Actual Expenditures	Funds reserved	Unspent/ Uncommitted Balance
Confederation Line	2,130,000,000	1,553,485,588	574,935,204	1,579,208
Confederation Line Contingency	100,000,000	54,626,930	50,462,185	(5,089,115)
LRT 417 Widening	224,500,000	224,210,987	176,860	112,153

The Confederation Line Contingency Fund is \$100M. To-date, \$54.6M from the total fund has been spent. Remaining funds are earmarked for potential future changes primarily related to property requirements and transit priorities. When funds are reserved for contract variations, the upper cost limit for the variation is typically used and upon completion of the work, unspent monies are returned to the Contingency Fund. For this reason, the funds reserved figure is an estimate that may be higher than the actual amount spent.

Stage 2 Light Rail Transit (LRT) Project Update

Procurement Update

The Stage 2 procurement process remains on schedule to have recommendations for both the Trillium Line and Confederation Line extension procurements to Committee and Council by the end of Q1 2019.

Staff have completed the formal evaluations of the technical and financial submissions for the Confederation Line Extension Project, and are currently engaging with the first ranked proponents for each line extension, Confederation and Trillium. The intent of these discussions is to further clarify aspects of the submissions to confirm that the teams can be recommended to Council as the Preferred Proponents. While this phase of the procurement process remains ongoing, all participants are bound by confidentiality and the City is not at liberty to identify the first-ranked proponents at this time.

Status of Environmental Assessments and Regulatory Approvals

The City of Ottawa received approval on November 5, 2018 from the Ministry of Environment, Conservation and Parks (MECP) for the Trillium Line Limebank Extension Environmental Project Report (EPR) Addendum, which outlines adjustments to the functional design of Ellwood Diamond, Walkley Yard Maintenance and Storage Facility (MSF), Bowesville/Earl Armstrong Station and Park & Ride, and the extension to Limebank Station and associated LRT alignment.

The Federal Environmental Effects Evaluations (EEE) for Trillium Line and Confederation Line are nearing completion. All authorities, except for Environment and Climate Change Canada (ECCC) and the Canadian Transportation Authority (CTA), have provided their acceptance of the EEE report. The sign-off for the EEE from the CTA is tied to other regulatory approvals required as part of the contract closure with the preferred bidder. As such, it is expected that the final sign-off will be provided by the CTA following contract award. ECCC has conducted their own EEE and have internally signed off on it.

Furthermore, the City of Ottawa has finalized its application for federal approval to construct the Trillium Line extension project to the CTA under Section 98 of the *Canada Transportation Act*. As part of the application review process, the CTA will undertake a public comment period in Q1 2019. The consultation will be promoted both in newspapers and online on the Agency's website and Ottawa.ca. The City anticipates approval prior to the start of railway construction in Q2 2019.

Stage 2 Early Works

To prepare for Stage 2 LRT construction, the City has undertaken early works that are independent of project design to allow the successful proponent to effectively advance its construction schedule. In November, trees were removed near the Leitrim Park and Ride to prepare for the future Leitrim LRT Station; additional tree removals along the Trillium Line are anticipated throughout Q1 2019. The Stage 2 Office will continue to work with Ward Councillors to advise where early works are underway and provide public notification as appropriate.

Official Plan Amendment

The O-Train Planning office is working with the Planning, Infrastructure and Economic Development (PIED) Department on a proposed Official Plan Amendment (OPA) for the O-Train Network Development Zone of Influence. The purpose of this proposed amendment is to extend the Development Zone of Influence. The current language in the Official Plan refers to a Development Zone of Influence around the 'Confederation Line'; the proposed amendment would change these references to the 'O-Train Network', which would allow the Development Zone of influence policies to apply to all future planned extensions to Ottawa's light rail transit, both Trillium and Confederation lines.

An information meeting with the Development Review Sub-Committee took place in December 2018, at which time staff provided industry stakeholders with an overview of the proposed official plan amendment. The OPA rose to Planning Committee and Council in January.

Booth Street Cycling Redesign

On December 14, 2018, O-Train Planning, in coordination with other City departments, held a final working group meeting with internal and external stakeholders who played a role in developing the Booth Street cycle track design solution. With construction of Booth Street cycling facilities between Albert and Fleet Street substantially complete, stakeholders were presented the final design and advised of additional future refinements within the corridor. The cycle tracks will be open to the public during the remainder of the works.

Should you have any questions about the information provided in this memo, please do not hesitate to contact Michael Morgan at ext. 52718 or Chris Swail at ext. 12408.

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