



## MEMO / NOTE DE SERVICE

To / Destinataire Mayor and Members of Council

File/N° de fichier:

From / Expéditeur Director, O-Train Planning

Subject / Objet Stage 2 LRT Procurement Update

Date: March 12, 2018

The purpose of this memorandum is to provide Mayor and Members of Council with an update on the Stage 2 Light Rail Transit (LRT) procurement, including the Environmental Assessment approval processes that support the project.

### Procurement schedule update

As the Mayor and Members of Council are aware, there are two separate but concurrent procurement processes underway to implement the Stage 2 LRT Project:

- Confederation Line East and West extensions, which have been bundled into a single procurement that is a Design-Build-Finance (DBF) contract. The three proponents bidding on this project are Confederation Line Transit Group, East-West Connectors, and CL2 Partners.
- Trillium Line extension, which is a Design-Build-Finance-Maintain (DBFM) system procurement that includes maintenance responsibilities for the existing civil infrastructure and rolling stock to 2048. The three proponents bidding on this project are Trillium Link, TransitNext, and Trillium Extension Alliance.

In order to take a more detailed look at some project elements to adequately design and price their bid submissions, proponents for both the Confederation and Trillium Line procurements have requested a schedule adjustment. These requests are common in procurement processes of this size.

In response to this request, and to help ensure adequate time for proponents to refine their bids, the procurement timeline has been updated for both the Trillium and Confederation Line procurements such that a contract award report is expected to come before Committee and Council in Q4 2018.

This updated schedule will not affect the current implementation schedule, which will still see construction commencing in 2019, as has been previously shared with Council.

This additional time is prudent and provides several benefits to the City, as it will:

- Allow proponents to further refine their proposals and provide more cost-effective pricing that will better ensure good value for the City by managing within the project's affordability cap;

- Provide proponents with the flexibility to identify design, environmental and costing elements for the 2.5 kilometre Moodie extension and Light Maintenance Storage Facility;
- Allow more recently identified bundled project elements to be successfully integrated into the overall procurement, including elements of the Highway 417 widening (Maitland to Highway 416) to support improved transit, pedestrian and cycling connections; and,
- Provide additional time to refine agreements to reduce risks to the City, with respect to ensuring the expanded Confederation Line system operates seamlessly and transferring responsibility for the newly built extensions from the successful proponent to RTG as maintainer, and the vehicle procurement and delivery process for Trillium Line.

Per the project oversight structure, and for the reasons outlined above, the Stage 2 LRT Executive Steering Committee has adjusted the procurement timeline and is anticipating bringing the Stage 2 procurement recommendations to Council in Q4 2018.

### **Update on Environmental Assessments**

The City is making progress on formal approvals required through the Provincial and Federal environmental approvals processes.

Since Council's last update, the Ministry of the Environment and Climate Change (MOECC) has given approval to the City of Ottawa to proceed with the following Stage 2 project elements:

- Bayshore to Moodie Bus Rapid Transit (BRT) Conversion to Light Rail Transit (LRT) Environmental Assessment (EA)
- Baseline/Woodroffe Stormwater Management Pond Municipal Class Environmental Assessment and Functional Design

Staff are also close to concluding the Federal EA process for both the Confederation and Trillium Line extension projects.

Should you have any questions, please do not hesitate to contact me at extension 12408.

*Original signed by  
Chris Swail, Director, O-Train Planning*

c.c. Senior Leadership Team  
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