

Subject: Stage 2 Light Rail Transit Project

File Number: ACS2023-TSD-RCP-0014

Report to Light Rail Sub-Committee on 29 September 2023

Submitted on September 20, 2023 by Renée Amilcar, General Manager, Transit Services Department

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Ward: Citywide

Objet : Phase 2 du projet de train léger sur rail

Numéro de dossier : ACS2023-TSD-RCP-0014

Rapport présenté au Sous-comité du train léger

Rapport soumis le 29 septembre 2023

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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That the Light Rail Sub-Committee receive this report for information.

RECOMMANDATION(S) DU RAPPORT

Que le Sous-comité du train léger prenne connaissance du présent rapport à titre d'information.

EXECUTIVE SUMMARY

This report provides an update on the Trillium Line Extension Project and the Confederation Line East and West project.

On the Trillium Line, final construction activity, testing and commissioning are well underway. In respect of signal and train control testing, the contractor has been able to achieve five (5) trains operating on the line and is incrementally working towards a target of nine (9) trains in service to match normal services. Secondary issues including building occupancy status, energization of two remaining stations, and readiness of the maintainer's performance reporting system continue to be incomplete elements that are required for service. Tracking of critical project elements is done through the City's Rail Activation Management Program (RAMP) and a brief summary of that program is provided below. Additionally, an update on the status of the open recommendations from the Trillium Line Peer Review is attached.

Progress on the Confederation Line East and Confederation Line West is continuing with significant roadworks and detours ongoing.

For Confederation Line East, construction of stations, guideway, and overhead catenary systems are ongoing across the network with track construction near completion. Installation of traction power substations is in progress and there is still a target of later this year for the first train movement. Road and highway lane closures continue to be necessary to enable various works and closures on Jeanne d'Arc Boulevard are required to enable rehabilitation of the bridge and reconfiguration to add new active transportation features.

For Confederation Line West, construction of stations, guideway and the cut and cover tunnel continue. Significant progress has been made on the cut and cover tunnel and excellent progress has been made on the Corkstown Light Maintenance and Servicing Facility (LMSF). A series of detours, highway lane closures, the Pinecrest westbound off-ramp closure continue to be necessary to enable various construction activities. Rail installation has begun and there are current plans to run a test vehicle at the Corkstown LMSF in 2024.

RÉSUMÉ

Le présent rapport fait le point sur le projet de prolongement de la Ligne Trillium et sur celui du prolongement de la Ligne de la Confédération vers l'est et l'ouest.

Sur la Ligne Trillium, les travaux de construction finaux, les mises à l'essai et la mise en service avancent bien. En ce qui concerne la mise à l'essai des systèmes de signalisation et de contrôle des trains, l'entrepreneur a été à même de mettre cinq (5) trains en circulation sur la ligne et de travailler progressivement en vue d'atteindre l'objectif de neuf (9) trains en service pour correspondre au service normal. Des questions secondaires, comme l'état d'occupation des bâtiments, la mise sous tension des deux dernières stations et la préparation du système de rapports sur le rendement du responsable de l'entretien sont encore des éléments nécessaires pour le service qui sont incomplets. Le suivi des éléments critiques du projet est fait par l'entremise du Programme de gestion de la mise en œuvre du train (PGMOT) de la Ville. Un résumé de ce programme figure ci-dessous. En outre, une mise à jour sur l'état des recommandations en suspens de l'examen par les pairs de la Ligne Trillium est jointe.

Les progrès sur la Ligne de la Confédération vers l'est et la Ligne de la Confédération vers l'ouest se poursuivent et comprennent des déviations et des travaux routiers importants en cours.

Pour la Ligne de la Confédération vers l'est, la construction des stations, de la voie de guidage et des systèmes de suspension caténaire est en cours sur l'ensemble du réseau et les travaux des voies sont presque terminés. L'installation des sous-stations de traction progresse et une date plus tard cette année est encore prévue pour le premier déplacement d'un train. Des fermetures de routes et de voies d'autoroutes sont encore nécessaires pour permettre la réalisation de différents travaux, et des fermetures sur le boulevard Jeanne-d'Arc sont indispensables pour assurer la réfection du pont et la reconfiguration afin d'ajouter de nouvelles caractéristiques de transport actif.

Pour la Ligne de la Confédération vers l'ouest, la construction des stations, de la voie de guidage et du tunnel en tranchée couverte continue. Des progrès importants ont été réalisés sur le tunnel en tranchée couverte et de grandes avancées ont été effectuées sur l'installation d'entretien léger et de remisage Corkstown (IELR). Une série de déviations, des fermetures de voies de l'autoroute, la fermeture de la bretelle de sortie en direction ouest vers le chemin Pinecrest sont toujours nécessaires pour permettre la réalisation de différents travaux de construction. L'installation des rails a commencé et des plans prévoient actuellement la mise à l'essai d'un véhicule dans l'IELR Corkstown en 2024.

BACKGROUND

On March 6, 2019, Council approved the Contract Award of Ottawa's Stage 2 Light Rail Transit Projects and Related Matters report ([ACS2019-TSD-OTP-0001](#)).

TransitNEXT was awarded the contract to design, build, finance, and maintain the Trillium Line extension, including the Airport Link. The Trillium Line will operate from Bayview Station to Limebank Station (Line 2) and include the Airport Link (Line 4).

East/West Connectors (EWC) was awarded the contract to design, build, and finance the Confederation Line extensions. The project will extend Line 1 from Blair Station to Trim Station in the east and from Tunney's Pasture Station to Moodie Station (Line 1), and to Baseline Station (Line 3).

As part of the 2022-2026 Council Governance Review report, Council approved the following Motion 2022 - 03/06, moved by Councillor Desroches and seconded by Mayor Sutcliffe:

THEREFORE BE IT RESOLVED that City Council establish a Light Rail Sub-Committee of Council to provide oversight over non-operational matters related to the Confederation Line 1 and the construction of Confederation Stage 2 and Trillium Lines.

Based on this motion, Transit Services provides the Stage 2 Light Rail Transit Project presentation to Light Rail Sub-Committee (LRSC). The following report provides an update on the status of the Trillium Line project followed by an overview of the Stage 2 O-Train East-West construction updates that are provided to Council.

DISCUSSION

This report, and the presentation prepared for the September 29th Light Rail Sub-Committee (LRSC) meeting, delivers an update on the Trillium Line Extension Project and the progress of the O-Train Confederation East and West extensions.

The City of Ottawa has taken significant steps to apply lessons learned from the Stage 1 project and ensure their integration into the planning, procurement, and delivery of the Stage 2 project. Moreover, many of the recommendations stemming from the Ottawa Light Rail Transit (OLRT) Public Inquiry have been embedded in the Stage 2 program and are being implemented as part of the works.

The City of Ottawa continues to prioritize the implementation of lessons learned as the Stage 2 project progresses. City staff consistently apply the knowledge gained from

previous experiences to improve the OLRT1 operations and the development of the Stage 2 project.

As the City progresses with the Stage 2 project, the team remains committed to integrating any further lessons learned into the planning, procurement and delivery process.

Trillium Line Extension Construction

On the Trillium Line (Line 2), final construction activity, as well as testing and commissioning, is well underway. In respect of signal and train control testing, the contractor has been able to achieve five (5) trains operating on the line and is incrementally working towards a target of nine (9) trains in service to match normal service.

The construction of all 13 Trillium Line stations will continue in Q3 2023, including elevator installation, platform work, utilities work, aluminum composite materials (ACM) panels, shelter installation, painting, glazing installation, communications cable pulling, mechanical, electrical, and plumbing work. Soft and hard landscaping works for all the stations are ongoing. Works progressed at the new Albion Yard Facility (MSF), including mechanical, HVAC and electrical deficiencies closeout.

Secondary issues, including building occupancy status, energization of two remaining stations, and readiness of the maintainer's performance reporting system continue to be incomplete elements that are required for service. Staff continue to monitor progress at stations, noting that all stations still require occupancy permits and TSSA approvals for elevators. Building Code Services (BCS) occupancy permit inspections and deficiency closeouts for all stations and MSF are ongoing with full BCS occupancies targeted for end of Q3 2023.

Civil works at Leirim Station and Bowesville Park and Ride will continue in Q3 2023. Deferral of some elements of the park and ride areas is expected to 2024; however, fully functional bus loops and a base amount of parking will be required.

Hunt Club Bridge works, including the pedestrian bridge, is nearing completion and all the remaining works are expected to be completed by end of Q3 2023. Work is progressing at the University Road pedestrian bridge with installation of steel decking, rebar, and deck concrete pour in progress. The bridge approach work is in progress, as well. All work at these two locations is expected to be completed by Q4 2023.

Stage 2 Rail Activation Management Program (RAMP) Scorecard Analysis

The Rail Activation Management Program (RAMP) structure and reporting mechanisms are pivotal in the Stage 2 project delivery. RAMP currently oversees the meeting

structure and reporting processes, ensuring comprehensive tracking and support for all activities and milestones leading up to the public launch of Lines 2 and 4. Further information can be found in the report presented to Light Rail Sub-Committee on June 19, 2023 – Rail Operational Readiness – Trillium Line ([ACS2023-TSD-RCP-0012](#)).

Regularly scheduled RAMP meetings assemble key stakeholders, including RAMP leads, consultants, Stage 2 contractors, subject-matter experts (SMEs), and support staff. These meetings serve as a platform to exchange updates, coordinate upcoming activities, identify emerging issues, and assign responsibilities for resolution.

The foundation of the RAMP reporting lies in the identification of critical activities essential for a successful public launch. These activities, encompassing services with potential high-impact disruptions, form the basis of the RAMP Scorecard.

The Stage 2 Trillium Line RAMP Scorecard includes the following information:

I. Vehicles and Fixed Components:

- Guideway structures, civil and guideway works, track works, and OC spaces fit out are on track. Some areas of schedule deviation regarding vehicles and station readiness include:
- Locomotive Voice and Video Recorder (LVVR): Compliance with a new Transport Canada regulation requires the installation of voice and camera recorders in the operator's cab. The vehicles have been pre-wired to accept the plug and play units however the delivery from the supplier is still outstanding. Delivery is expected in October.
- Stations Energization: South Keys and Dow's Lake stations continue to require energization. Temporary generators are being mobilized to help mitigate the required two months of testing of electrical systems.

II. Systems, Testing and Communication Systems

Key elements, including updates to the Transit Operations Control Centre, new emergency radio systems, and new cellular coverage in the tunnels, are proceeding as planned and are on schedule. Schedule deviations with signal and train control, and some communication systems, are progressing at a slower pace than initially anticipated.

III. Operations and Maintenance Readiness

Overall, progress is satisfactory across multiple areas, including regulatory approvals, operating plans and procedures, safety and security certification, emergency

preparedness, pre-launch coordination, live testing, Trial Run planning, and bus service readiness. Some areas of schedule deviation include:

- Regulatory Approvals: Building Code Services Occupancy Permits and Technical Standards and Safety Authority (TSSA) Approvals for elevators are experiencing schedule deviation attributed to the wider system functionality and station readiness delays.
- Training Program, Staffing & Recruitment, and Maintenance Readiness: These areas are experiencing ongoing challenges due to the slower than anticipated testing and commissioning progress for the signaling and train control system. Impacts on the training program are being assessed and the teams are working closely together to find ways to maximize training hours through the testing period.
- Maintenance Management Performance Reporting System (MMPRS): In order to support reporting of train and service availability, the maintainer is required to provide a performance reporting system. This system is still incomplete with a delivery date planned for October/November.

IV. Customer-Facing Projects

The Art Program, as well as the bus service and multimodal integration, are on schedule. There are some schedule deviations in the payphone (available for emergency and distress calls) installation and the readiness of some customer facing systems. These deviations are linked to the previously mentioned challenges.

V. External Communications and Events

This area focuses on the customer readiness campaign and Stage 2 customer information. It is progressing exceptionally well and remains on track for the anticipated launch. Further information can be found in the report presented to Transit Commission on June 29, 2023 - Customer Marketing and Readiness Campaign for Stage 2 O-Train Extensions ([ACS2023-TSD-SCER-0007](#)).

VI. Dashboard

A summary RAMP Scorecard, complemented by a comprehensive Dashboard featuring a Heat Map and Go/No-Go List, offers a condensed overview of critical activities. The Heat Map provides a visual representation of the status of the five major areas mentioned above, ranging from "On Schedule" to "Minor Deviation" and "Major Deviation," facilitating quick assessments of progress.

Trillium Line Peer Review Action Tracker

On May 26, 2023, the Trillium Stage 2 – Independent Peer Review findings and the corresponding action plan were presented. To track the updates, an Action Tracker Table, which includes details on recommendations, the initial action plan, and action updates, is attached to this report in the report appendix for reference.

There was notable progress achieved in various critical areas, including the successful completion of acoustic testing for interior and exterior train noise as well as Guaranteed Emergency Brake Rate (GEBR) tests. Additionally, significant strides have been made in developing a robust maintenance mobilization plan.

Remaining works entail reviewing tunnel ventilation documentation and the concurrent development of maintenance management and performance reporting software. Simultaneously, the testing and commissioning of the signal and train control system are underway. This process represents a crucial step towards validating the operational plans for lines 2 and 4, ensuring their robustness and validity.

Project Schedule and Delivery Risks

The start of systemwide testing (Bayview Station through to Limebank Station, and South Keys Station through to Airport Station) began in summer 2023. Testing of the communications system, as well as signal and train control system, has progressed, although not at the pace that was originally scheduled. Following the successful completion of the dynamic commissioning of the signal and train control system, training for the diesel rail operators will significantly increase due to the availability of trains. Once the completion of training and various other system readiness prerequisites occurs, Trial Running will commence. The City will then review and assess an opening date along with the required regulatory approvals. The final date selected will be heavily influenced by the safety, reliability, and general performance of the system.

As noted previously, the City teams continue to monitor the series of project delivery risk factors that could further delay project works:

a. Safety and Security Management

A significant safety incident during the remaining construction period, due to the complexity of the operation increasing during testing and commissioning of trains, would result in a significant delay. The rollout of TransitNEXT's Construction Safety Management Plan (CSMP) accompanied with City presence on-site will be used to help prevent the occurrence of a major safety incident during the final stages of project completion.

Furthermore, systemwide testing is used as a final demonstration that the design, construction, and commissioning have been successful; however, this process has the potential to identify a critical safety issue in which case additional project time would be required to resolve the issue. To help mitigate this risk and assess the possibility as early as possible in the project, there has been a progressive ramp-up of testing activities from an individual component level to system integration testing level along with interface control documents to identify and manage the system interfaces.

b. Systemwide Testing / Performance

To follow up on safety issues to emerge during testing, the process may identify additional technical, reliability, and/or performance issues that requires additional time to resolve. Specifically, the process could identify issues with reliability of a specific vehicle system or infrastructure element.

c. Training Completion

Training of Diesel Rail Operators and Diesel Rail Controllers is a critical final step in bringing the system into service. Delays to infrastructure readiness will delay training and will create a requirement for additional time to prepare for launch. Transit Services has been working diligently on this matter and has been leveraging tools to mitigate this risk including with the use of simulators and participation by staff in the testing process. Timely completion of infrastructure and testing will be the primary driver for mitigation delays to training activities.

d. Regulatory Requirements

Critical to the opening of Trillium Line (Line 2) and Airport Link (Line 4) are the rail regulatory approvals from Transport Canada. There are key risks emerging related to compliance with new regulations and some emerging requirements which are being triggered by issues on Stage 1.

Updated regulations require the installation of Locomotive Voice and Video Recorders (LVVR) on the new and existing vehicles which have not yet been delivered due to manufacturing delays. As noted above, delivery is expected in October.

A new requirement for wayside bearing detection emerged for the project. The original Trillium Line was never equipped with this technology and there is currently significant market pressure for these units given recent freight incidents. An implementation plan and interim agreement on mitigations will be.

An updated interpretation of operating rules for operators requires more extensive and active monitoring of vehicles in service. The City is still assessing this requirement and

the potential implications of this change as it was not required during the original Trillium Line service nor contemplated as part of procurement.

The City is working closely with Transport Canada and various equipment manufacturers to assess timelines for implementation of these solutions and to assess alternative solutions and mitigation measures.

e. Construction Completion

Importantly, the City continues to track progress of the works against the overall project schedule. Notwithstanding completion of final commissioning, training, and achievement of regulatory approvals, final completion of construction is required to enable these follow-on activities. Key remaining works include the following:

Station completions, including commissioning of electrical, mechanical, and communication systems in order to achieve occupancy.

Major civil works, including Bowesville Park and Ride, Leitrim Park and Ride, Limebank Station bus platforms and road network, Hunt Club Bridge (including a short section of trackwork), and Rideau River Pedestrian Bridge.

Signal system testing and commissioning.

As part of building on the collaborative and consensus-based approach to project delivery, the City is working with TransitNEXT to identify potential items that are not required for Substantial Completion. Items such as final landscaping, final electrical and mechanical works for the pedestrian bridge linked to future 900 Albert Street, and some roadway works, could potentially be deferred while still allowing lines 2 and 4 to open.

f. The Ottawa Hospital

The proposed New Campus Development (NCD) sites for the Ottawa Hospital are separated by City-owned railway property. The hospital parking garage is proposed to be constructed over part of Line 2. The City and TransitNEXT are coordinating with the Ottawa Hospital design and construction team to ensure any risks the hospital works have induced are appropriately mitigated, avoided, or transferred. More specifically, coordination to prevent any impacts to the construction or operations of Line 2 are underway.

The City continues to monitor the progress of the works for a fall handover but are equally cognizant of the moving timelines for critical activities that have been required to advance and stabilize the works. A simplified summary document of the handover process is also attached as Document 3 for consideration. A review of timelines will be discussed during the September 29, 2023, Light Rail Sub-Committee meeting.

Confederation Line East Extension

For Confederation Line East, construction of stations, guideway, and overhead catenary systems are ongoing across the network with track construction near completion. Installation of traction power substations is in progress and there is still a target of later this year for the first train movement.

Road and highway lane closures continue to be necessary to enable various works and closures on Jeanne d'Arc Boulevard are required to enable rehabilitation of the bridge and reconfiguration to add new active transportation features.

Work on the Place d'Orléans and Trim pedestrian bridges continues. The roofing installation of the Trim pedestrian bridge is complete. The curtain wall work continues at Place d'Orléans and the roofing installation for the pedestrian bridge at Trim Station is complete.

Finishing/Envelope works at Montréal and Jeanne d'Arc stations continues while the third elevator installation has begun. Electrical and mechanical rough-in, finishes and glazing work is ongoing at Place d'Orléans Station. Electrical and mechanical work continues, and the stair pour in the new Bus Rapid Transit (BRT) building is complete with additional concrete work underway.

Mechanical and electrical installation continues at Trim Station with ongoing work of the exterior cladding of the East Building along with installation of the snowmelt system at the platform level. Installation of interior fire spray and ceiling insulation in the South Building is also ongoing and the roofing installation of the pedestrian bridge complete.

Construction of the noise walls on the south side of OR174 is expected to begin shortly and the installation of noise wall panels at Jeanne d'Arc, Convent Glen and Place d'Orléans stations continues. Looking ahead to the 2024 and 2025 construction seasons there is a plan to repave the OR174 and implement the final highway lane and shoulder configuration. More information will be available through communication channels as this work is planned.

Confederation Line West Extension

For Confederation Line West, construction of stations, guideway and the cut and cover tunnel continue. Significant progress has been made on the cut and cover tunnel and excellent progress has been made on the Corkstown Light Maintenance and Servicing Facility (LMSF). A series of detours, highway lane closures, the Pinecrest Road westbound off-ramp closure continue to be necessary to enable various construction activities. Rail installation has begun and there are current plans to run a test vehicle at the Corkstown LMSF in 2024.

Work is continuing throughout the extension, including drywalling and installation of the ceiling panels at Lincoln Fields and Moodie stations and glazing at Queensview Station. Installation of pre-cast stairs on the west and east sides of the station is complete at Pinecrest Station.

Excavation, rock-breaking and grinding work in the existing transitway trench between Kichì Sibì and Tunney's Pasture stations was completed, while drainage work and rehabilitation of the walls, including scaling and installation of anchors, shotcrete, and drapery continues in the trench.

Excavation, rock-breaking and grinding is ongoing from Kichì Sibì Station to east of Rochester Field, while wall and roof concrete pours continue for the cut and cover tunnel along Kichi Sibi. Work is ongoing at Kichì Sibì Station through to Tunney's Pasture Station, including, guideway, structural rehabilitation on bridges and underground waterproofing.

Progress continues at the Moodie interchange, Moodie Station and the Light Maintenance and Storage Facility (LMSF). Installation of track and switch plates continues at the LMSF and installation of electrical light foundation and communications-based train control (CBTC) duct banks is ongoing.

FINANCIAL IMPLICATIONS

The delays will have implications on the project's budget. Staff will report to Committee and Council on any adjustments to the contingency budget as and when required.

LEGAL IMPLICATIONS

There are no legal impediments to receiving this report for information.

COMMENTS BY THE WARD COUNCILLOR(S)

This is a city-wide report.

ACCESSIBILITY IMPACTS

All components of the Stage 2 LRT project adhere to the *Accessibility for Ontarians with Disabilities Act (AODA)*.

Any policy or procedural development, as well as customer communications and public engagement identified in the report's recommendations will include the application of the City's Equity and Inclusion Lens. Staff will continue to engage persons with disabilities and accessibility stakeholders to ensure that their perspectives are considered and incorporated, and to promote inclusion.

Staff will also ensure that any applicable accessibility legislation, standards and guidelines are adhered to during the execution of the projects and initiatives identified in this report.

ASSET MANAGEMENT IMPLICATIONS

The City of Ottawa' Comprehensive Asset Management program uses widely accepted asset management practices and long-range financial planning, in compliance with provincial asset management regulations, to manage the City's infrastructure portfolio worth over \$70 billion to provide for the safe delivery of reliable and affordable services to the community.

Asset management is an internationally recognized and implemented practice that supports informed, transparent decision making, giving Council a framework to provide direction on the appropriate balance of service delivery, cost, and risk, through a process of optimizing the lifecycle management of the City's assets which support the services it delivers.

The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. The report identifies potential improvements to the Business Case and Project Management Policy and Project Management Framework. These are guiding documents to the Comprehensive Asset Management program, and as such, any changes to these core documents will be reviewed and reflected in the program.

CLIMATE IMPLICATIONS

Ottawa's Climate Change Master Plan established greenhouse gas (GHG) reduction targets of 100 per cent by 2050 for the city as a whole and 100 per cent by 2040 for the municipal corporation. The transportation sector contributes 44 per cent of Ottawa's overall GHG emissions, so achieving these targets will require significant shifts in vehicle technology and travel behaviour, as outlined in the City's Energy Evolution Strategy.

The O-Train Line 2 and Line 4 extensions expand on the Stage 1 Confederation Line system to provide sustainable transit and a transition to cleaner vehicle technologies.

As outlined in the Transportation Master Plan Update ([ACS2023-PRE-TP-0001](#)), the shift to walking, cycling and transit use is critical to reducing GHG emissions and is already at the heart of the City's transportation planning.

The technology incorporated as part of this project will reduce GHG emissions by providing high-efficiency vehicles, which will also reduce fuel consumption, and reduce the number of vehicles on roads by.

ECONOMIC IMPLICATIONS

The Trillium Line extension project, including the Airport Link (O-Train Line 2 and 4), will provide a significant benefit to Ottawa's economy and support economic diversification, economic growth, business attraction and talent attraction. The project has delivered a number of construction jobs and provides opportunity for new business investment. The project will create a new transit option for residents, students and tourists.

RISK MANAGEMENT IMPLICATIONS

Risks directly associated with the Stage 2 O-Train extensions to the south are outlined in the Trillium Line Extension Project report ([ACS2023-TSD-RC-0009](#)), which was presented to LRSC on May 26, 2023. In addition, TSD staff have reviewed and responded to the November 2022 Ottawa Light Rail Transit Public Inquiry Report.

Some of the recommendations from the Public Inquiry do relate to the Trillium Line Project. Based on previous lessons learned reviews, third-party reviews, external oversight and consultation with international light rail professionals, improvements have been made to the Stage 2 LRT model – from design to procurement to construction to contract management.

RURAL IMPLICATIONS

The City's transportation network, including light rail transit, is designed to provide options for all residents. Once completed, Stage 2 LRT will span from Trim Rd. to Moodie Dr. and south all the way to Riverside South. Rural residents will have access to Park and Ride lots at various stations which will allow them to easily use public transit.

For Line 2 specifically, there will be Park and Ride lots at Bowesville Station, Leitrim Station, and Greenboro Station.

TERM OF COUNCIL PRIORITIES

The 2023-2026 Term of Council Priorities include:

- A city that is more connected with reliable, safe and accessible mobility options.
- A city that it is green and resilient.

SUPPORTING DOCUMENTATION

Document 1: Trillium Line Extension Scorecard

Document 2: Peer Review Action Plan

Document 3: Trillium Line Handover Process

DISPOSITION

Transit Services will provide regular updates on Trillium Line testing and trial running. A Quarterly Stage 2 Update will be provided to Light Rail Sub-Committee in Q4 2023.