

**2. MOTION – TRILLIUM LINE – PEER REVIEW
MOTION – LIGNE TRILLIUM - EXAMEN PAR LES PAIRS**

COMMITTEE RECOMMENDATION

That Council direct the City Manager and Director of Rail Construction engage a peer review of the strategy for design, construction, commissioning, and maintenance of the Trillium Line by the TransitNEXT organization to identify potential challenges caused by design, construction, commissioning, training, and/or organizational design that could be remediated now before the rail line is completed.

RECOMMANDATION DU COMITÉ

Que le Conseil dirige le directeur municipal et le directeur du Programme de construction du train léger de lancer un examen par les pairs de la stratégie relative à la conception, à la construction, à la mise en service et à l'entretien de la Ligne Trillium de l'O-Train par le consortium TransitNEXT afin de relever les difficultés pouvant découler de sa conception, de sa construction, de sa mise en service, de la formation ou de l'aménagement organisationnel, difficultés auxquelles il serait possible de remédier avant la fin du projet.

DOCUMENTATION/DOCUMENTATION

1. Finance and Economic Development Committee report, dated 21 January, 2022, (ACS2022-OCC-FED-0001)

Rapport du Comité des finances et du développement économique, daté le 21 janvier 2022, (ACS2022-OCC-FED-0001)
2. Extract of draft Minutes, Finance and Economic Development Committee, 17 December 2021

Extrait de l'ébauche du procès-verbal, Comité des finances et du développement économique, le 17 décembre 2021

Subject: Motion – Trillium Line – Peer Review

File Number: ACS2022-OCC-FED-0001

Report to Council 26 January 2022

**Submitted on January 21, 2022 by Finance and Economic Development
Committee**

**Contact Person: Carole Legault, Committee Coordinator
613-580-2424 x28934, CaroleA.Legault@ottawa.ca**

Ward: Citywide

Objet : Motion – Ligne Trillium - Examen par les pairs

Dossier : ACS2022-OCC-FED-0001

Rapport au Conseil le 26 janvier 2022

**Soumis le 21 janvier 2022 par le Comité des finances et du développement
économique**

**Personne ressource : Carole Legault, Coordonnatrice du comité
613-580-2424 x28934, CaroleA.Legault@ottawa.ca**

Quartier : À l'échelle de la ville

REPORT RECOMMENDATION

That Council direct the City Manager and Director of Rail Construction engage a peer review of the strategy for design, construction, commissioning, and maintenance of the Trillium Line by the TransitNEXT organization to identify potential challenges caused by design, construction, commissioning, training, and/or organizational design that could be remediated now before the rail line is completed.

RECOMMANDATION DU RAPPORT

Que le Conseil dirige le directeur municipal et le directeur du Programme de construction du train léger de lancer un examen par les pairs de la stratégie relative à la conception, à la construction, à la mise en service et à l'entretien de la Ligne Trillium de l'O-Train par le consortium TransitNEXT afin de relever les difficultés pouvant découler de sa conception, de sa construction, de sa mise en service, de la formation ou de l'aménagement organisationnel, difficultés auxquelles il serait possible de remédier avant la fin du projet.

BACKGROUND

On October 13, 2021, the following Notice of Motion was introduced at the meeting of Ottawa City Council, for consideration at its meeting of October 27, 2021, where it was considered as Council Motion N° 62/18:

MOTION NO 62/18

Moved by Councillor C. A. Meehan

Seconded by Councillor D. Deans

WHEREAS Light Rail Transit Stage Two-the Trillium Line is an integral extension of Ottawa's Light Rail System that will provide service to Carleton University, the Ottawa International Airport and the growing suburbs in Ottawa's South end; and

WHEREAS SNC Lavalin is part of TransitNext, the consortium chosen to design and build the Trillium Line, and was also involved in the construction of the Confederation Line; and

WHEREAS two years after the Stage One - Confederation Line was launched, it has been plagued by technical and mechanical issues that have caused costly, ongoing service disruptions; and

WHEREAS the Confederation Line is currently out of service due to the latest derailment; and

WHEREAS Remediation and maintenance of the Confederation Line continues to be problematic; and

WHEREAS Questions have been raised about whether the quality of the railway design, construction, and installation is contributing to ongoing service problems on the Confederation Line; and

WHEREAS Trillium Line had a long history of reliable service since 2015 using the Alstom LINT vehicles and third-party maintenance services; and

WHEREAS Trillium Line employs significantly different technology and standards including diesel vehicles and simplified train control systems; and

WHEREAS Stage Two-The Trillium Line appears to be behind schedule with an unknown completion date; and

WHEREAS Concerns have been raised about whether challenges being faced on the Confederation Line are going to repeat themselves on the Trillium Line due to the involvement of SNC Lavalin on both projects;

THEREFORE BE IT RESOLVED that the City Manager and the Director of Rail Construction immediately initiate and provide as soon as available a detailed side-by-side comparison of the challenges faced on the Confederation Line with the technical design on the Trillium Line to provide additional background information on the Trillium Line design and construction; and,

BE IT FURTHER RESOLVED that the City Manager and Director of Rail Construction engage a peer review of the strategy for design, construction, commissioning, and maintenance of the Trillium Line by the TransitNEXT organization to identify potential challenges caused by design, construction, commissioning, training, and/or organizational design that could be remediated now before the rail line is completed;

BE IT FURTHER RESOLVED that City Manager and Director of Rail Construction provide an update on the construction timelines for the Trillium Line Stage 2 at the December Finance and Economic Development Committee Meeting.

On October 27, 2021, the above Motion was subsequently referred to the Finance and Economic Development Committee for its meeting of December 7, 2021 as follows:

MOTION NO 62/19

Moved by Councillor L. Dudas

Seconded by Councillor E. El-Chantiry

WHEREAS City staff were already planning on providing an update on the construction timelines for the Trillium Line Stage 2 at the December Finance and Economic Development Committee Meeting; and

WHEREAS questions related to differences in technology between the Confederation Line and the Trillium Line have been raised by Members of Council in many of the previous briefings on this topic; and

WHEREAS the approach to construction oversight of the Trillium Line includes a dedicated construction monitoring team co-located with the Contractor in the field which is substantially different than the Stage 1 approach to construction oversight; and,

WHEREAS understanding that staff supports the notion of a peer review or similar mechanism as part of its due diligence exercise to ensure that the Trillium Line does not experience the same issues as the Stage 1 Confederation Line, but needs some time to properly assess and craft the scope of work for a peer review to otherwise protect the City's interests; and

WHEREAS staff advise that referring this motion to the December meeting of the Finance and Economic Development Committee would not significantly impact the timing of the work being proposed, particularly given the existing quality assurance mechanisms already in place;

THEREFORE BE IT RESOLVED that City Council refer the Meehan/Deans motion to the December meeting of the Finance and Economic Development Committee and direct the Director, Rail Construction to provide a memorandum to Committee and Council in advance of that meeting that provides a detailed, side-by-side comparison of the challenges faced on the Confederation Line with the technical design on the Trillium Line to provide additional background information on the Trillium Line design and construction, an outline of the quality assurance mechanisms in place, as well as a high level analysis and

recommendation related to the engagement of a peer review as identified in the Meehan/Deans motion.

On December 7, 2021, the Finance and Economic Development Committee (FEDC) deferred consideration of Council Motion N° 62/18 to the Special FEDC meeting of December 17, 2021.

DISCUSSION

As noted in the FEDC Draft Minute extract listed as Document 1, Committee was advised that the first and third resolution of **Motion 62/18** could be RECEIVED by FEDC as they had been (or would soon be) actioned by staff. The Committee proceeded to RECEIVE the first and third resolution and CARRIED the second resolution in the **Meehan/Deans Motion 62/18**. The second resolution is now before Council for its consideration and action, as appropriate.

FINANCIAL IMPLICATIONS

The cost of the work will be funded from Capital Order # 907926, Stage 2 LRT.

LEGAL IMPLICATIONS

There are no legal impediments to City Council adopting the recommendations contained in this Report.

COMMENTS BY THE WARD COUNCILLOR(S)

This report is City-wide in nature.

ADVISORY COMMITTEE(S) COMMENTS

This report was drafted to transmit the Motion approved at Committee to Council for consideration at its meeting of January 26, 2022; no Advisory Committees were consulted in the preparation of this report.

CONSULTATION

This report was drafted to transmit the Motion approved at Committee to Council for consideration at its meeting of January 26, 2022. The Finance and Economic Development Committee meeting on December 17, 2021 was open to the public. No delegations registered to speak for this item.

ACCESSIBILITY IMPACTS

This report was drafted to transmit the Motion approved at Committee to Council for consideration at its meeting of January 26, 2022; no Accessibility Impacts have been identified. Staff will be available at Council if clarification is required.

RISK MANAGEMENT IMPLICATIONS

This report was drafted to transmit the Motion approved at Committee to Council for consideration at its meeting of January 26, 2022; no Risk Management Implications were identified in the preparation of this report.

RURAL IMPLICATIONS

This report was drafted to transmit the Motion approved at Committee to Council for consideration at its meeting of January 26, 2022; no Rural Implications were identified in the preparation of this report.

TERM OF COUNCIL PRIORITIES

This report was drafted to transmit the Motion approved at Committee to Council for consideration at its meeting of January 26, 2022; no specific Term of Council Strategic Priorities have been identified. Staff will be available at the Council meeting to respond to questions, as necessary.

DISPOSITION

Staff will implement Council's decision(s), as directed.