

[REF Confidential]

MEMO / NOTE DE SERVICE



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From / Expéditeur	John Jensen Director, Rail Implementation	
Subject / Objet	Update on Ottawa's Light Rail Transit (OLRT) Project	Date: March 1, 2011[FILLIN "Enter current date, ie: 02 January 2001" \o * MERGEFORMAT]

The purpose of this memo is to provide you with an update on Ottawa's Light Rail Transit (OLRT) project that was presented at today's Finance and Economic Development Committee (FEDCO) meeting.

This memo includes updates on: the status of the Federal and Provincial Environmental Assessments (EA), property acquisition, preliminary engineering, procurement and contracting, urban design strategy and station design.

Federal and Provincial Environmental Assessment (EA) & Funding

On January 13, 2010 Council approved the functional design for the OLRT project, which formed the basis for the EA study that was subsequently submitted to the Federal and Provincial governments for approval.

The EA study is the culmination of several approved planning initiatives, including the Transportation Master Plan (TMP), the Rail System Selection Report, the OLRT Alignment Study and the OLRT Functional Design. Each of these documents included significant public consultation and received final approval from Council. The content of these studies, combined with the environmental impacts of the project, were presented in the Environmental Project Report and posted for public review and comment in June 2010.

On August 17, 2010 the Province of Ontario approved the EA for the OLRT project; staff continue to work with their Federal counterparts and anticipate Federal EA approval in Q4 2011.

Property Acquisition

The OLRT alignment requires the acquisition of several parcels of land and subterranean rights. At their January 13, 2010 meeting, Council directed staff to commence the property acquisition process and both the 2010 and 2011 budgets have included capital finance authority to begin acquiring these lands.

Negotiations are underway to secure the required lands and staff will be presenting a report to FEDCO and Council in April to provide recommendations for streamlining the property acquisition process. Staff anticipate securing all required property by early 2013 to allow construction to commence on schedule.

Preliminary Engineering

As has been previously communicated, preliminary engineering on the OLRT project commenced in September 2010 and is expected to be complete in Q1 2012. The purpose of preliminary engineering is to advance the Council approved functional design of the ORLT project to a level suitable for procurement. This design advancement will result in design modifications that are intended to contain costs; ensure technical feasibility (geotechnical work); and ensure integration with alternative transportation modes and adjacent businesses.

Some of the modifications being explored include: shortening the tunnel length and constructing Campus station at surface grade, simplifying and phasing the construction of Bayview station and shortening station platform lengths.

To ensure the project remains within the \$2.1B (2009 dollars) functional design cost estimate, Rail Implementation Office (RIO) staff have directed the preliminary engineering team to design to budget. This means that the PE design must result in a cost estimate that is within this budget. The preliminary engineering team will conduct a formal value engineering process to identify additional opportunities to contain costs while maintaining system functionality.

RIO staff will present the advanced OLRT design and updated cost estimate to FEDCO and Council for approval in July 2011.

Procurement and Contracting

At their January 13, 2010 meeting, Council directed staff to advance the procurement process and present a report that analyzes various procurement and delivery methods for the OLRT project.

Staff are finalizing a report that will present the results of that analysis and provide recommendations on the procurement model for the ORLT project. Considerations in developing these recommendations are: industry best practices, risk transfer, and cost control.

The Procurement and Contracting strategy report will be considered by FEDCO and Council in May 2011.

Urban Design Strategy & Station Design

As per Council's direction at their January 13, 2010 meeting, RIO staff are developing an urban design strategy that will integrate into the broader Downtown Ottawa Mobility Overlay (DOMO). This strategy will look at ways to maximise transportation and community integration with the planned LRT stations.

The PE team is advancing the design of the OLRT project stations. This process involves consultation with various stakeholders including: the National Capital Commission on behalf of all Federal Government departments, the Urban Design Review Panel (UDRP), relevant City advisory committees, members of the public (open house planned in June, 2011) and the Algonquins of Ontario (AOO). Staff will also be

undertaking consultation on line and station naming and have advanced on theming the major downtown stations.

The content of the first phase of the consultation involves the design concepts for the Rideau, Hurdman and Bayview LRT stations that are contained in the attached presentation. The outcomes from that consultation will inform the updated designs that will be presented to FEDCO and Council in July 2011.

Today's OLRT update presentation (which has been placed in your Council shared drive), includes further details on the legislative critical path, a project schedule and some notable dates.

If you have any questions please do not hesitate to contact me at extension 12674.

Thank you,

John Jensen
Director, Rail Implementation