

Message

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Sent: 9/11/2018 8:01:30 AM
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Subject: FW: Media monitoring: September 11, 2018
Attachments: Media Monitoring_September 11, 2018.docx

From: Brisebois, André

Sent: Tuesday, September 11, 2018 6:04 AM

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Subject: Media monitoring: September 11, 2018

Ottawa

John Manconi will be on CBC Ottawa Morning Radio at approximately 7:15 a.m.

Reevely: Public-private partnership means Ottawa's LRT delays happen in a black box

David Reevely

Updated: September 10, 2018

Any time now. Darren Brown / Ottawa Citizen

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The unique deal Ottawa struck to get its light-rail system built is keeping us from finding out exactly why we're getting the thing so late.

The deal with the Rideau Transit Group, a consortium of tunnelling, building, track and train companies, was supposed to be a good deal because RTG had the know-how and flexibility to adapt if things went wrong, and powerful financial incentives to stick to schedules.

The deal also threw a big thick blanket of obscurity over what RTG is up to. The company has almost never said anything publicly about anything since the day in 2013 when the city picked it to design, build, finance and maintain the light-rail line through downtown. Indeed, it's contractually forbidden to. The city government does the talking.

This was minimally acceptable as long as everything was on time and on budget. Now that the LRT is late, it's a problem.

The only person councillors get to confront about the delay is John Manconi, the city's general manager of transportation. He delivered the news to city council's finance committee Monday morning that the extension RTG got from June to November still won't be enough to produce a functioning light-rail system. He's not sure when it'll be ready. This winter, he hopes.

"I can't guarantee you a date, because it's their date to manage," Manconi told the committee. "What I can tell you is we're going to hold their feet to the fire."

He won't accept the unfinished system RTG tried to say would be good enough, Manconi reported — with two trains missing crucial computer modules, with the northern entrance to the Rideau station still closed, with a bunch of operational tests unfinished. The city could have had that on Nov. 30, he said, but he's refused.

"I think they're not used to a client that's as insistent as I am in regard to we're not going to flinch and deviate," the transit boss said.

Manconi said he got a letter from RTG last week, laying out those conditions he couldn't accept. We asked to see a copy. Sure, he said. At the end of Monday, city spokeswoman Carly Wolff said the city's lawyers were trying to decide whether the city's allowed to show it to anyone. That's this project in a nutshell.

Councillors had nobody to vent their frustrations to except Manconi, who's as aggrieved as they are.

Well, nearly. He said RTG is overall pretty great, so nobody should be fretting about the second part of the deal with the consortium, which has it maintaining the rail system until 2048. That's a job worth as much as the construction phase.

"We have a 30-year relationship with this organization," Manconi said. "I can guarantee that the relationships are professional, courteous."

The manager who deals with the consortium most directly, rail implementation chief Steve Cripps, has a "phenomenal" relationship with RTG's people, Manconi added, and "I'm not worried about the relationship eroding."

They said downtown Ottawa would be clear of construction for Canada Day in 2017; it wasn't close. They said they'd be ready for last June; they weren't. Now they're going to miss their second deadline. We can worry about it or not worry about it, but this relationship is eroding.

The city ultimately relies on RTG to tell it what's going on. Which is how, in a formal update in mid-August, the city's rail office told councillors that "RTG remains committed to the Nov. 2, 2018 (completion) date and continues to indicate their confidence in achieving it."

In retrospect, there was an important omission there: a staff opinion on whether RTG's confidence was warranted. But memorandums on Ottawa's most important civic project aren't supposed to be logic puzzles for councillors to decode. If Manconi and Cripps and Co. knew things were going sideways, they should have said so. More likely, they didn't know because the project is set up so that they wouldn't know.

Almost five years ago, city council's finance committee dealt with the farcical attempt to build a new footbridge over the Airport Parkway at South Keys. It was a \$6.5-million project, a trifle compared with the LRT, but what it had in common with the rail project is that it was badly behind schedule and that fact hadn't filtered up to the top of the city bureaucracy, to politicians, or to the public. Unless you looked at it and saw a construction site where a bridge was supposed to be.

The general manager in charge of construction, and his boss, and her boss, all had to present themselves in a public committee hearing and answer numerous questions on the theme of "How could you screw this up so badly?"

That general manager who was most directly responsible, Wayne Newell, kept his job until the next city hall management shuffle. He's gone now. The other two have retired. We're in bed with RTG for decades.

The city has more arguing with RTG coming up over who's responsible for paying for delays — for things such as ongoing bus detours and keeping bus drivers on staff instead of laying them off as planned. Manconi says the city will deduct those costs from upcoming payments that RTG will be due, but the consortium won't necessarily accept that without a fight.

In Toronto, a light-rail project on Eglinton Avenue nearly saw the construction consortium and the government agency overseeing it go to court over delays and who has to pay for what, on a project that's not even supposed to be finished until 2021, a year after it was previously supposed to be done. The consortium there, called Crosslinx, has some of the same companies in it as Rideau Transit Group. Some of the same people who worked on Ottawa's rail system, including Cripps' predecessor, John Jensen, and consultant Brian Guest, worked on it for the government side.

They settled last week. For an undisclosed amount. Nobody gets to see inside the box.

<https://ottawacitizen.com/news/local-news/reevely-public-private-partnership-means-ottawas-lrt-delays-happen-in-a-black-box>

The big questions regarding Ottawa's delayed LRT

Jon Willing

Updated: September 10, 2018

Another delay in the launch of the \$2.1-billion LRT system will surely draw questions from taxpayers and commuters. The city says the largest infrastructure project in the city's history won't be ready by the end of November, as promised.

So when *will* the LRT system finally open to customers?

The city doesn't know yet. It estimates sometime in the first quarter of 2019 if it receives the LRT system on Nov. 30, which is the new handover date proposed by the Rideau Transit Group. The city needs several weeks to test the system after receiving it.

What are the statuses of the 13 stations under construction?

The city reports that the western stations — Tunney's Pasture, Bayview and Pimisi — are making good progress, with train testing happening as construction finishes. The seven eastern stations between uOttawa and Blair are undergoing final finishes. The bulk of the outstanding work is in the 2.5-kilometre tunnel, especially at Rideau Station. RTG has added extra resources to Lyon and Parliament stations as they near completion in those two areas.

How is the train testing coming along?

People have seen train testing in the western and eastern stretches of the LRT line. Testing of two-car trains has started in the east. The city needs two-car train testing across the entire 12.5-kilometre line, but that has not happened yet.

Could the city simply open part of the LRT line earlier than 2019?

This is a no-go for the city, which wants a fully functioning LRT system on Day 1 of operations. RTG suggested this was one way to meet the Nov. 2 handover, but the city rejected it.

Now that there's another delay, what happens to the bus drivers scheduled to be laid off later this year?

More than 300 OC Transpo workers who received layoff notices for Dec. 1 will be asked to keep working until the LRT line is open. Transpo's most recently hired drivers signed on with the understanding they could be laid off with the start of LRT. The union is grieving the move in an effort to save the jobs.

What happens to the start of the Stage 2 expansion?

Transportation GM John Manconi said nothing changes with the Stage 2 project, which will extend rail service to Moodie Drive, Algonquin College, Trim Road, Riverside South and the Ottawa airport. The city has been expecting to announce contract winners by the end of 2018. Construction has been expected to start sometime in 2019.

What about the transit fare increases scheduled for the start of 2019?

Mayor Jim Watson and Coun. Stephen Blais, the transit commission chairman, expressed support for delaying a planned fare increase in 2019 until LRT launches. The city's long-range transit financial plan calls for fare increases of 2.5 per cent annually. Freezing fares for a short period would have revenue impacts to Transpo. Staff are investigating. The mayor said he would want to bill RTG for any extra costs.

Why didn't the city know earlier that another delay was going to happen? Aren't staff assessing construction as things are built?

They are, but the progress updates come directly from RTG. All signs from RTG in early August indicated the consortium would meet the Nov. 2 handover deadline. When the city's independent assessors took a look at the project around mid-August, they found a different story. It seems RTG and the city's assessors had different opinions on the state of construction.

Will there be any more bus route changes before the start of LRT?

Transpo doesn't plan to make any more route changes before the LRT system opens. The transit department implemented changes earlier this month in preparation for the LRT-backed transit network. Coun. Catherine McKenney asked Transpo to consider rolling back the changes, some of which have been controversial (she specifically cited Route 11). "That's a complicated question with a lot of inputs we have to analyze," Manconi said.

<https://ottawacitizen.com/news/local-news/the-big-questions-regarding-ottawas-delayed-lrt>

VIDEO: LRT delayed until 2019

CTV NEWS

<https://ottawa.ctvnews.ca/video?clipId=1485399>

VIDEO: Bus riders angered by LRT route changes

CTV NEWS

<https://ottawa.ctvnews.ca/video?clipId=1485404>

VIDEO: LRT delayed until 2019

CTV NEWS

<https://ottawa.ctvnews.ca/video?clipId=1484969>

LRT won't be ready to roll until 2019

Group building Confederation Line misses deadline for 2nd time this year

Joanne Chianello · CBC News · Posted: Sep 10, 2018 10:13 AM ET | Last Updated: 2 hours ago

VIDEO: <http://www.cbc.ca/player/play/1316785219906/>

'A lot of people have been waiting'

00:00 00:39

Public transit riders in Ottawa react to the news that LRT won't be ready for passengers until 2019, despite promises by Rideau Transit Group the system would be up and running by this year. 0:39

You may be "Ready for Rail," but the city isn't.

For the second time this year, the consortium building Ottawa's \$2.1-billion LRT system will miss its deadline to hand over the Confederation Line, putting lie to the city's ubiquitous marketing slogan.

That means instead of riding the rails by the end of this year, transit users won't board the new light rail trains until sometime in the first few months of 2019, OC Transpo boss John Manconi told city councillors Monday morning.

The revelation appeared to take some councillors aback.

"I think this is very disappointing news," said Coun. Stephen Blais, the transit commission chair who's rarely at a loss for words. "I think a lot of people I know ... anyway, I'm pretty angry right now, actually."

Currently, there is no new deadline for the handover.

Fewer trains, trial runs

Rideau Transit Group (RTG) was originally supposed to deliver the LRT system to the city last May, but in February the city announced the date would be pushed back six months to Nov. 2.

A memo from the city's O-Train team to councillors as recently as Aug. 13 raised no red flags about the deadline.

But just four days later, Manconi admitted the team, which includes a panel of independent transit experts, met with RTG because "we saw some things we did not like."

Last Tuesday, RTG said it could keep the Nov. 2 deadline, but only if it was allowed to "carve out" some requirements in the contract. According to Manconi, RTG proposed:

- Not conducting 12 consecutive days of trial runs on the entire rail line.
- Not opening the north-side entrance to the Rideau Station.
- Running only 32 trains instead of all 34, because two still aren't equipped with computer modules needed to run properly

Manconi told councillors he refused RTG's overture.

Then around 6 p.m. Friday, he received a call from RTG with a revamped schedule to deliver LRT by Nov. 30, but Manconi was skeptical the consortium can meet even that deadline.

RTG did not immediately respond for a request for comment.

Fare freeze? Route reversal?

Because of the delay, Blais suggested freezing transit fares. OC Transpo fares were set to rise about 2.5 per cent in January, but councillors — and Mayor Jim Watson — appeared open to the idea of delaying that hike until LRT is running.

- OC Transpo's fall changes steer passengers to LRT

Other councillors called for the bus route changes that were made last weekend to be restored. Many routes were shortened or reconfigured to connect with Transitway stations in anticipation of the LRT launch.

But now that light rail won't be running until the winter months, Couns. Catherine McKenney, Bob Monette and Allan Hubley argued that at least some of those bus routes be brought back.

Manconi promised only to look at the possibility, but noted route changes take months to plan and are complex.

City looks to RTG to pick up costs

Freezing fares and reinstating bus routes are only a few of the costs the city could incur because of this delay.

OC Transpo sent 345 bus drivers layoff notices last month, but it will now need to keep drivers on longer than expected. Continuing to operate the bus system instead of the more efficient LRT will also cost the city more than expected, as will necessary road detours.

Mayor Jim Watson said the city expects RTG to pick up the tab for the city's extra costs caused by the delay. But who's responsible for what under the contract is open to interpretation. For example, RTG does not believe it's responsible for the Rideau sinkhole, or the city's related costs.

Coun. Diane Deans, who said she was "disappointed" but "not surprised" by the delay, asked the treasurer's office to prepare a detailed analysis of what the setback will cost the city.

\$1M penalty

When RTG missed its original May deadline, it escaped paying a \$1-million penalty stipulated in the contract.

- Why did the city let the LRT consortium off the hook for \$1M?

But this time around, the consortium will be expected to pay.

If RTG misses the next deadline — which has not yet been set — it will be penalized another \$1 million.

City officials, including the mayor, insisted the delay will have no impact on the \$3-billion Phase 2 of LRT, the contract for which is to be signed by the end of 2018.

Mayoral candidate Clive Doucet said if elected, he would wait until light rail was operating for a couple of months before signing the contract for the next phase.

<https://www.cbc.ca/news/canada/ottawa/lrt-delivery-late-november-2-1.4817010>

Update: LRT likely not ready until 2019, city says it will penalize builder \$1M

JON WILLING

Updated: September 10, 2018

OC Transpo Tunney's Pasture LRT station in Ottawa, September 10, 2018. JEAN LEVAC / POSTMEDIA NEWS

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The city revealed Monday its LRT system will not be ready until 2019, marking the second delay in the construction of the \$2.1-billion project.

The builder will face a \$1-million penalty for failing to meet the deadline, said John Manconi, the city's transportation general manager.

Manconi broke the news to frustrated councillors at the finance and economic development committee on Monday that the Rideau Transit Group likely won't deliver the LRT system on Nov. 2, which means light rail won't be running by the end of November, or even by the end of the year.

Manconi said RTG tried to convince the city to accept a partially completed transit system on Nov. 2.

"I think they want me to flinch and I'm not flinching," Manconi said. "I'm not biting."

According to Manconi, RTG wanted to alter the project agreement to allow a partial completion of Rideau Station, a smaller fleet of LRT vehicles and a shortened testing period leading up to the November handover.

The city scoffed at the notion of accepting a partially completed transit system on behalf of taxpayers and OC Transpo customers, Manconi said.

RTG now proposes to achieve "revenue service availability" — or a handover — on Nov. 30, but the new date would mean all of the testing wouldn't be done until early 2019. While the city expects the LRT system to be ready sometime between January and March 2019, there is no specific launch date.

Councillors on the finance committee said they were disheartened.

Coun. Stephen Blais, chair of the transit commission, tried to find the words to express his frustration.

"I'm pretty angry right now," Blais said, before suggesting that Transpo consider holding off on planned fare increases in 2019 until the LRT line is running. Transpo will look into it.

Some councillors, like Coun. Diane Deans, said they saw another delay coming. Deans said she's been "doubtful" with constituents about the Nov. 2 handover.

LRT Confederation line construction on Queen Street in Ottawa Monday Sept 10, 2018. TONY

CALDWELL / OTTWP

The city paid for 34 Alstom LRT vehicles. It needs 30 of them to run peak-hour service, with the other four available as spares. Manconi said RTG offered to make 32 available for Nov. 2, since the construction consortium somehow lost track of two onboard control computers.

RTG also wanted to roll back the trial runs of the trains. The agreement requires RTG to do 12 consecutive days of complete-schedule runs with the full train configurations, but RTG proposed using single trains rather than two-car trains.

A final RTG suggestion involved partially opening Rideau Station, keeping the entrance on the north side of Rideau Street inaccessible. There's still significant construction required at the station.

The city refused all of those proposals.

"We have a great design. We have a great system. Our stations are some of the best in the industry. They have to open the way they were designed," Manconi said.

Manconi was on his way home from work Friday around 6 p.m. when he received a phone call from RTG proposing a new handover schedule.

This newspaper asked RTG for comment, but had not heard back as of late Monday afternoon.

This will be the second delay for the completion of the LRT project. The first handover deadline was May 24.

Transpo had told more than 300 staff they would be laid off Dec. 1 with the start of LRT. Now the workers will be asked to stick around for a bit longer.

Clint Crabtree, president of Amalgamated Transit Union Local 279, said for workers who have received layoff notices, it means they get to keep on working and supporting their families.

"I think that they would prefer to stay in the first place," Crabtree said.

The union filed a grievance against Transpo in July in an effort to save the jobs.

The delay also means this council won't be riding the rails together. The municipal election is Oct. 22 and the next term begins Dec. 1. At least four councillors aren't returning.

Mayor Jim Watson, who's running for re-election, said his priority is launching a fully completed and safe transit system.

"My call is that first and foremost we have to accept a system that is 100 per cent safe and 100 per cent tested. We're not going to compromise on safety for a predetermined date in the calendar," Watson said.

"Public safety, testing of the trains, testing of all the systems, has to be paramount and that's why I've indicated we're not going to go and run a system that's not 100 per cent safe and secure for our public."

The city notified council on Aug. 13 that RTG was confident in the Nov. 2 handover.

LRT Confederation line sign on Queen Street in Ottawa Monday Sept 10, 2018. TONY CALDWELL / OTTWP

An independent assessment commissioned by the city on Aug. 17 raised red flags about the progress of construction.

Watson said he called a meeting on Aug. 29 with RTG bosses because he wasn't satisfied with the progress of construction and the city's independent assessment of the work wasn't matching RTG's timelines. RTG came back with the proposal to deliver a partial transit line on Nov. 2, something the mayor said is unacceptable.

On Friday, the city received word from RTG that it will achieve revenue service availability on Nov. 30.

"While we have faith in RTG and the partnership, we also have given protection to taxpayers to make sure all of the risk is with RTG and not with the taxpayers of Ottawa," Watson said.

Using the provisions of the contract, the city says it will penalize RTG \$1 million for the delay. If RTG fails to meet the next handover date, it will cost the consortium an additional \$1 million. The penalty didn't apply to the first delay because, under the agreement, RTG could notify the city about pushing forward the handover date without being penalized.

The city will add any of its own cost overruns for extended bus operations to the bill, but who will pay those expenses is subject to negotiations with RTG under the provisions of the contract.

It will cost more for Transpo to continue bus detours. The transit department estimated the cost of the first delay at \$10.8 million for the bus detours, but found savings in the LRT contract to offset the overruns. Transpo will look at what the next delay will mean for the department's financial plan.

RTG hasn't received a construction payment from the city since March because the remainder of the payments are tied to project milestones. There are two payments remaining totalling \$262 million, Manconi said.

<https://ottawacitizen.com/news/local-news/im-pretty-angry-right-now-lrt-likely-wont-be-ready-in-2018>

Launch of Ottawa's LRT delayed until 2019

By [Beatrice Britneff](#) Local Online Journalist (Ottawa) Global News

The launch date of Ottawa's Confederation light rail transit (LRT) line has been delayed for a second time. The city said Monday it doesn't expect the train system to be up and running until 2019.

City of Ottawa

The [city of Ottawa](#) doesn't expect the Confederation light rail transit (LRT) line to launch until sometime in 2019.

This latest setback comes on top of a six-month contract extension that had already delayed the expected opening of the new electrified, public train system into late 2018.

The city's finance and economic development committee heard Monday that the consortium building the 13-stop, east-west [LRT line](#), the Rideau Transit Group (RTG), told the city within the last three weeks it could not meet all of its contractual obligations – including all the necessary safety testing – by the agreed-upon Nov. 2 deadline, which the city already allowed to be pushed from the original May 24 target date.

READ MORE: LRT delay costs offset by savings, city confirms; OC Transpo predicts fewer layoffs after LRT opens

John Manconi, the city's manager of transportation services, told councillors RTG asked the city to eliminate some of the requirements for the trains' trial runs and proposed modifying the size of the LRT fleet and only partially opening certain lines or stations, like the problem-plagued, underground Rideau station in downtown Ottawa.

But Manconi said the city has rejected all of those requests from RTG, arguing these concessions would jeopardize the operation of the \$2.1-billion system — a risk the city is "not prepared to take," he insisted.

"The city has been firm in its position in that we will hold RTG accountable to its contractual obligations," Manconi said. "The options put forward by RTG transfers the risks to the city on many fronts including operationally, reputationally, and could potentially lead to additional costs."

"At the end of the day, you're building a light rail system for the customers and they need to get what they were promised."

READ MORE: Watson, Harder asking council for funds to launch Barrhaven LRT study

Manconi told councillors this latest update from RTG only came after the city had a third party conduct an independent assessment of RTG's progress ahead of the Nov. 2 deadline. (This date was never meant to be a launch date, but rather the day that RTG would hand over the keys to the LRT system.)

The audit was completed on Aug. 17, about four days after the city released a Confederation Line memo stating RTG felt confident it was on track to meet the target Nov. 2 date.

The independent assessment did not find evidence to support that claim, Manconi told councillors, and so the city "called out" the consortium. Ottawa Mayor [Jim Watson](#) told reporters after Monday's committee that he called a meeting with the heads of the organizations involved on Aug. 29.

"I wanted to go through a deep dive because I was obviously seeing the condition of stations ... and I was not satisfied that they were going to meet that (Nov. 2) date," said Watson, who chairs the finance and economic development committee.

Manconi said the city subsequently learned from RTG that parts had gone missing, including "hard" components of the train. While those parts were ultimately remanufactured or rerouted by suppliers, Manconi said, what's still missing are two "critical" computer modules that need to be installed in the last two of the 34 LRT trains.

In his presentation on Monday morning, Manconi called the computer system the "brain" that controls the whole LRT network. The LRT schedules are pre-loaded to the system, he explained, which then tells the trains where they should be on the track at what time and keeps them safely spaced apart.

"They are trying to either get those parts manufactured or find them," Manconi said of the two missing parts. "I'm a little dumbfounded as to how we can't get an extra two computer modules."

READ MORE: City of Ottawa saves 50 trees in west-end park from death-by-LRT

After denying RTG's request to adjust its contract, Manconi said the consortium called him late on Friday, Sept. 7, and said it would aim to complete all of its contract requirements by Nov. 30. Based on this proposed date, Manconi said he

estimates all the track, vehicle and computer system testing that remains to be done couldn't be completed in full "until the new year."

"My hope is we're going to launch this train in (the first quarter) of 2019 ... but that may change," he said. "RTG may miraculously show up with parts and things may shift."

Manconi told reporters he and city manager Steve Kanellakos have yet to settle on a new, formal completion date but said that discussion will happen soon. Manconi insisted they will "hold their feet to the fire."

"I think they want me to flinch and I'm not flinching. I'm not biting," he said, in response to a question from Cumberland Coun. Stephen Blais.

Global News has contacted RTG for comment but has not yet heard back.

Councillors, mayor disappointed, frustrated with second delay

Most of the councillors sitting on the committee expressed deep disappointment and frustration with news of the delay, particularly Blais, who chairs the city's transit commission.

"I'm pretty angry, actually, right now," said the two-term councillor, who is running for re-election this fall.

Watson, who is running to secure a third term as mayor, told reporters after the meeting he shares councillors' disappointment. He said he "regrets" the system won't be open for Ottawa residents by the end of the year as planned, but emphasized the city refuses to take any shortcuts because of the nature and scope of Ottawa's conversion to LRT.

"My call is that first and foremost, we have to accept a system that is 100 per cent safe and 100 per cent tested," the mayor said. "We're not going to compromise on safety for a predetermined date in the calendar."

READ MORE: Seth Rogen offers to be voice of Ottawa LRT, but local actor already got the job

If it doesn't make the Nov. 2 deadline, RTG will be fined \$1 million and the city will continue to withhold its monthly service payments and all remaining "milestone payments" to the consortium, Manconi confirmed when councillors asked about possible penalties for the delay.

Should the city and RTG agree on a different, third deadline, RTG would be fined another \$1 million if it were to miss that date as well. The city did not fine RTG \$1 million for missing the original May 24 deadline.

'Significant' amount work left to do in Rideau station

While Manconi reported that many above-ground stations are nearing the finish line, councillors learned that a "significant amount" of construction, mechanical and electrical work remains to be done at the underground Rideau station downtown, whose development was slowed by a massive sinkhole in 2016.

"Rideau continues to be the station that we're carefully monitoring," Manconi said.

A recent photo of the underground Rideau LRT station. The city's transportation manager, John Manconi, told councillors on Monday that a "significant amount" of construction, mechanical and electrical work remains to be done at the downtown station.

City of Ottawa

A picture of Rideau station included in Manconi's presentation shows a significant amount of temporary scaffolding still in place, which Manconi said "gives an indication of ... the scope and scale of what's left to do."

The seven stations east of Rideau station, from uOttawa to Blair, are nearly completed, Manconi said, and the city is looking at recruiting cleaners to "get everything polished up."

In response to a question from Blais, the transportation manager said there's nothing about this latest Confederation Line delay that he believes will impact the construction of the Stage 2 LRT.

Impact on bus routes, fares and drivers

Manconi also told councillors that OC Transpo doesn't plan to make any further changes to Ottawa's bus routes and schedules until the LRT system is live. The fall 2018 schedule went into effect on Sept. 2, implementing changes to more than two dozen routes in anticipation of the launch of LRT.

But some bus riders have since complained that some of those changes, including those to the number 11 bus, have left certain routes inaccessible.

In response to a request from Somerset Coun. Catherine McKenney, Manconi said he will first determine a new LRT deadline with RTG and, based on that, look into whether the city can "walk back" some route changes that are posing problems, if necessary.

Manconi told reporters OC Transpo customers remain a "number one priority" and he sympathizes with any frustration caused by the LRT upheaval.

"I understand their pain, I understand what it takes to have a route change imposed (on) you if you're depending on that for your commute every day," he said.

READ MORE: OC Transpo to hand out 345 pink slips by Aug. 3

Manconi also said news of the delay affects the city's plans for laying off bus drivers that will no longer be needed after the Confederation Line opens.

Manconi said the city will be asking drivers who received pink slips to "stick around longer" and will work through this with the union.

Mayor Watson and councillors on Monday also argued in favour of not making any changes to transit fares until the LRT is open.

<https://globalnews.ca/news/4437615/ottawa-lrt-delay/>

Ottawa's light rail transit delayed once again

Analysis by the City of Ottawa shows the Confederation Line will not be passenger-ready until the new year.

about 6 hours ago by: OttawaMatters Staff

Originally slated to be built in time to take residents and visitors to Canada 150 events, Ottawa's LRT system will now not be operational until 2019.

The announcement was made at Monday morning's City of Ottawa Finance and Economic Development Committee meeting.

Listen to General Manager of Transportation at the City of Ottawa John Manconi on Ottawa Today with Mark Sutcliffe:

On September 7, the Rideau Transit Group said the deadline would need to be moved to November 30 but they would also need the city to 'carve' out some of the requirement put in place in their agreement.

These concessions included a smaller fleet, only 32 of 34 trains would be ready in time as they are missing important computer components.

The RTG also requested that the Rideau transit station only be partially opened, as more work is required, including construction and mechanical work.

They also wanted to reduce the original 12 consecutive days of testing period required before opening the Confederation Line up for the public.

The city examined these requests and following their own analysis, determined that this would be unacceptable and that the rail line would not be ready until some time in early 2019.

Jenn Pritchard@JennnnPritchard

Counc. Blais says this is very disappointing.

9:58 AM - Sep 10, 2018

Million dollar damage fee will be applied to RTG payment if handover doesn't happen by Nov 2

Jenn Pritchard@JennnnPritchard

Million dollar damage fee will be applied to RTG payment if handover doesn't happen by Nov 2

9:56 AM - Sep 10, 2018

Jenn Pritchard@JennnnPritchard

Manconi: I cant give you an exact date. But we will be holding their (RTG) feet to the fire. But we do want it done by Q1 of 2019

10:20 AM - Sep 10, 2018

When Mayor Jim Watson was asked if he still believed that RTG was a trustworthy partner, he explained that, while the setback was disappointing, he felt confident they would get the job done.

"I think when the system does open, there will be a sense of pride, but obviously today is a setback. We have faith in RTG and the partnership."

Watson said he's not happy that the project will be delayed by several months.

"But at the end of the day, it's more important to me personally that we have a safe and secure system number one and secondly that the whole system is operational on day one and not parts of it," he added.

Watson and General Manager of Transportation John Manconi agreed that their number one priority is the transit user.

To help deal with Monday's announcement, Manconi explained that they will be examining all the route changes made on Labour Day, that were to reflect the incoming light rail system, to see if they can get those routes back to their original state.

"I understand their pain," he said. "I understand what it takes to have a route change imposed on you if you're depending on that for your commute every day. We do it with sensitivity, we do it with values and principals that minimize the impact."

Manconi stated that he is looking forward to feedback, from the councillors and commuters.

"Our commuters have gone through a lot in the last four years, a lot of detours," he said.

When it comes to the drivers that were recently given pink slips, Manconi added that he will be working with OC Tranpo's union to see if they can get the drivers on until the end of the year and possibly see them go month-to-month, as the final work is done on the Confederation Line.

<https://www.ottawamatters.com/local-news/ottawas-light-rail-transit-delayed-once-again-1042152>

LRT DELAYED UNTIL 2019

TED RAYMOND

10:27 AM

The City's \$2 billion Confederation Line Light Rail Transit project will not be ready for passengers in 2018.

The Finance and Economic Development Committee (FEDCO) has heard that Rideau Transit Group (RTG) will not meet its November 2 handover deadline.

Transportation manager John Manconi told FEDCO he received a call from RTG Friday night with the update that RTG will not be ready hand over the system to the City of Ottawa by November 2.

"On the way home last Friday, I got a call from RTG and they notified us that they've submitted a schedule—not a change in RSA notice but a schedule—that they now plan to achieve revenue service availability by November 30th," Manconi said. "Preliminary analysis—and we have to do a deep dive on that—of that information, provided by them late Friday, shows that all vehicles and testing commissioning would not be completed until the new year. That's our preliminary assessment of it."

Manconi says if the November 2 deadline is not met, RTG will be penalized \$1 million on the City's next payment to the consortium. There are two payments left, Manconi says, totaling \$262 million. The million dollar penalty would come out of one of those payments.

Manconi says he expects the Confederation Line will not be ready for passengers until the first quarter of 2019.

"Based on the assessment by the City, its expert advisors, and the information RTG just recently provided to us, the City is of the view that the LRT system will not enter revenue service in 2018," he said. "The last independent assessment we conducted indicated Q1 2019 and that's before we received the information late Friday."

In other words, it could be any time between January 1 and March 31, 2019. Manconi told reporters after the FEDCO meeting he is not going to pin down a date.

"We're going to meet with [RTG] and ask to walk through the letter that we received on Friday, which is a schedule update," he said. "We're going to ask them if they're giving us a new RSA date because that's not what they're giving us, they're just giving us an updated schedule, and we're going to dive into the details of whatever date their picking. We're going to, with our independent assessment team, look at the evidence to understand that we can move there. It's difficult enough to shift one date, we don't want to be shifting another date, and that's the part they need to understand."

Mayor Jim Watson says the news is regretful, but he'd rather RTG get it right, than launch an unfinished system on time.

"We regret that we're not opening the system but safety and security have to be paramount," Watson said. "We're not going to open a system that does not have all of the proper checks and balances to make sure that, when people get on that train, it's reliable, it's safe, and it's secure. Secondly, we're not going to open a system where only have, for instance, one half of the Rideau Station outlets open. We want to make sure that, when people get on the train, it's an enjoyable experience."

Both Manconi and Watson say they do not expect the delay in Phase 1 to affect construction of Phase 2 of LRT, which is expected to begin in 2019 and be completed by 2023.

Bus route changes to remain, some drivers to keep jobs longer

With this latest delay comes a domino effect on the city's transit system. Several route changes made on Labour Day weekend were based around a fall launch for LRT. Those buses will now not connect with the train as scheduled.

Manconi says the changes that have already been made will stay in place, but future changes will wait until after the trains are officially running.

"The current plan is to hold it the way it is right now," he said. "We don't want to be flip-flopping back and forth. The point of any future changes is, that's when all of the future transfers get infused and, obviously, they can't be implemented until when we go to launch."

The drivers who were expecting to be laid off upon the LRT's launch may not lose their jobs right away.

"For those unfortunate employees who got a layoff notice, that date is going to change into the new year," Manconi said. "We may go month-to-month or something like that. We'll work with the union to sort that out."

Manconi says a number of buses were expected to be disposed of once the train launched.

"We were anticipating to get through the end of the year and then we dispose of the fleet. We'll have to do some things with that but I think it's all manageable. Again, those are all costs that we're going to track and we'll add it to the bottom line."

<http://www.iheartradio.ca/580-cfra/news/1.7751532>

CTV Quick Poll - Sept. 10, 2018

Do you think there will be more delays in Ottawa's LRT project?

Yes	1343	(93 %)
No	102	(7 %)

Total number of votes: **1445**

<https://ottawa.ctvnews.ca/community/polls>

VIDEO: CTV News at 5

Featuring John Manconi

0:00-5:40

<https://ottawa.ctvnews.ca/video?binId=1.3523119>

VIDEO: CTV News at 6

Featuring John Manconi, reaction from customers, bus operators, Clint Crabtree, and Councillors.

0:00-11:40

<https://ottawa.ctvnews.ca/video?binId=1.1164587>

Ottawa LRT: Another missed deadline — and many questions hang in the air

by Devyn Barrie · September 10, 2018

In news that should surprise nobody who had been paying attention, the City of Ottawa revealed Monday that the Confederation Line won't be ready in 2018 at all. Instead, it should be operational in Q1 2019.

John Manconi, OC Transpo general manager, told councillors at Ottawa's finance and economic development committee that the firm building the line, Rideau Transit Group, is unlikely to deliver the line by Nov. 2. RTG will be penalized \$1 million for failing to do so.

Instead, RTG is optimistic it will be able to hand over the system by Nov. 30. While it is a difference of just a few weeks, this means the city will not be able to finish necessary testing of it until after the new year — meaning transit users will not be riding the trains until sometime between January and March 2019.

The reaction was volcanic.

"I'm pretty angry right now," Coun. Stephen Blais, transit commission chair, was quoted by the *Ottawa Citizen* as saying. But, as the *Citizen* reported, the shock was not shared all around.

"Some councillors, like Coun. Diane Deans, said they saw another delay coming. Deans said she's been "doubtful" with constituents about the Nov. 2 handover," the *Citizen* story said.

The *Bulldog*, a city hall blog run by former *Citizen* journalist Ken Gray, ran the headline: "This Is Bad, Really Bad." Gray noted "it was becoming obvious just by walking past stations that the November deadline would not be met." A photo released by the city of Rideau Station, appearing far from completion, seemed to back that statement up.

Inside Rideau Station, released by the City of Ottawa Sept. 10, 2018.

(As Spencer Callaghan tweeted, who didn't see this coming?)

Kitchissippi Coun. Jeff Leiper tweeted: "Jaw dropping news."

And finally, the pun we've all been needing.

The news left some questions in the air — not least of which is "when will city taxpayers will get the transit system they're paying more than \$2 billion for?"

Councillors are FEDCO offered some more Qs up — what will become of OC Transpo drivers who have already been notified their jobs are being eliminated? (The answer is that their layoff date will be pushed back until after the new year.) Coun. Catherine McKenney wanted to know if some of OC Transpo's bus route changes, which were enacted to prepare for LRT, could be reconsidered in light of the delay. Coun. Diane Deans raised the question of how this will impact the upcoming review of the city transportation master plan.

These and other good questions will hopefully see some answers soon.

<https://ottawastart.com/ottawa-lrt-another-missed-deadline-and-many-questions-hang-in-the-air/>

La mise en service du train léger est retardée

SYLVIE BRANCH

Le droit

Les Ottavians qui souhaitent rouler à bord du train léger sur rail (TLR) devront faire preuve de patience deux fois plutôt qu'une. La mise en service a été remise en début d'année 2019.

Le directeur général d'OC Transpo, John Manconi, a annoncé aux membres du Comité des finances et du développement économique lundi que le consortium Groupe de transport Rideau (RTG) n'était pas en mesure de céder les clefs de la Ligne de la Confédération en date du 2 novembre, soit six mois plus tard que le prévoyait l'échéancier initial.

Les travaux dans les 13 stations du corridor de 12,5 km progressent, mais la station Rideau accuse du retard. La formation d'un trou béant en juin 2016, où le tunnel a été creusé, a occasionné le retard sur la Ligne de la Confédération.

RTG a tenté de convaincre les employés municipaux de modifier certains éléments de l'entente pour que la mise en service, du projet de 2,13 milliards \$, suive le calendrier. Parmi les concessions, le consortium évoquait la possibilité d'opérer avec une plus petite flotte de wagons, de lancer le service avec l'ouverture partielle de la station Rideau, et d'écourter la période d'essai. Des demandes refusées par la Ville.

Les responsables du train léger ont refusé de modifier le cahier de charges, par exemple en écourtant la période d'essai, pour respecter l'échéancier. Sur cette photo, on aperçoit la station Pré Tunney.

Courtoisie

Finalement, les représentants de RTG ont contacté M. Manconi vendredi dernier pour demander de repousser l'échéancier au 30 novembre. Ce scénario implique que la période de mise à l'essai ne serait pas complétée avant 2019.

« Nous n'allons pas accepter des compromis sur la sécurité pour respecter une date prédéterminée sur un calendrier. »

— Le maire Watson

« On a eu une réunion à la fin août pour discuter des problèmes et des défis. J'ai posé la question à savoir si nous sommes prêts à 100 % pour que tout le système soit fonctionnel en novembre. La réponse est claire, ce n'est pas possible de respecter l'échéancier. C'est la raison pour laquelle j'ai dit à MM. Manconi et Kanellakos (le DG d'OC Transpo et le directeur municipal) que ce n'est pas une bonne idée d'accepter un système qui n'est pas complètement prêt », soutient le maire Jim Watson.

Déception des élus

Plusieurs élus autour de la table n'ont pas caché leur mécontentement. « C'est vraiment décevant. Je suis en colère en ce moment », s'est empressé de dire le conseiller Stephen Blais.

Toutefois, le maire rappelle que la sécurité des usagers est primordiale dans un projet d'une telle envergure. « Pour moi, la priorité numéro un c'est la sécurité des passagers, affirme le maire Watson. Nous n'allons pas accepter des compromis sur la sécurité pour respecter une date prédéterminée sur un calendrier. »

Le Groupe de transport Rideau devra composer avec une pénalité d'un million de dollars pour ne pas respecter l'échéancier. Les dépassements de coûts associés au délai seront ajoutés à la facture, telle que l'argent nécessaire pour prolonger le service d'autobus.

Le consortium RTG n'a pas reçu de paiement de l'administration municipale depuis mars dernier. Il en reste deux à effectuer qui totalisent près de 262 millions \$.

Des discussions auront lieu au cours des prochains jours afin de déterminer une nouvelle date de mise en service

« Au bout de la ligne, la ville se dotera d'un système de classe mondiale. L'ouverture du train léger aura un impact sur plusieurs facettes, soit au niveau économique, mais aussi en matière d'aménagement du territoire et dans une perspective sociale », soutient John Manconi.

Le délai annoncé lundi n'a pas d'impact sur la Phase 2 du train léger, assure M. Manconi.

<https://www.ledroit.com/actualites/ottawa/la-mise-en-service-du-train-leger-encore-retardee-8eb28c90700cd969170624c019be7299>

TRANSLATION

Revenue-service of the light train is delayed

SYLVIE BRANCH

Le Droit

Ottawans wishing to ride the Light Rail Transit (LRT) will have to be patient twice rather than one. Commissioning was postponed at the beginning of 2019.

OC Transpo Executive Director John Manconi told members of the Finance and Economic Development Committee on Monday that the Rideau Transportation Group (RTG) consortium was not able to hand over the keys of the Confederation Line as of November 2, six months later than the original schedule.

Work in the 13 stations of the 12.5 km corridor is progressing, but Rideau Station is behind schedule. The formation of a gaping hole in June 2016, when the tunnel was dug, caused a delay on the Confederation Line.

RTG tried to convince municipal employees to modify certain elements of the agreement so that the commissioning of the \$ 2.13 billion project is on schedule. Among the concessions, the consortium mentioned the possibility of operating with a smaller fleet of cars, launching the service with the partial opening of the Rideau station, and shortening the trial period. Requests refused by the City.

The LRT refused to change the specifications, for example by shortening the trial period to meet the schedule. In this photo, we can see Tunney's Pasture.

Courtesy

Finally, RTG representatives contacted Mr. Manconi last Friday to ask to postpone the deadline to November 30th. This scenario implies that the testing period would not be completed until 2019.

"We will not compromise on security to meet a predetermined date on a schedule. "

- Mayor Watson

"We had a meeting in late August to discuss issues and challenges. I asked whether we are 100% ready for the whole system to be functional in November. The answer is clear, it is not possible to respect the schedule. That's why I told MM. Manconi and Kanellakos (OC Transpo CEO and City Manager) that it's not a good idea to accept a system that is not completely ready, "said Mayor Jim Watson.

Deception of the elected

Several elected officials around the table did not hide their dissatisfaction. "It's really disappointing. I am angry right now, "Councilor Stephen Blais was quick to say.

However, the mayor recalls that the safety of users is paramount in a project of this magnitude. "For me, the number one priority is passenger safety," said Mayor Watson. We will not accept compromises on security to meet a predetermined date on a schedule. "

Rideau Transportation Group will face a \$ 1 million penalty for not meeting the deadline. The cost overruns associated with the time will be added to the bill, such as the money needed to extend the bus service.

The RTG consortium has not received any payment from the municipal administration since last March. There are still two to be completed totaling nearly \$ 262 million.

Discussions will take place over the next few days to determine a new commissioning date

"At the end of the line, the city will have a world-class system. The opening of the light rail will have an impact on several facets, at the economic level, but also in terms of spatial planning and in a social perspective, "says John Manconi.

The delay announced on Monday has no impact on Phase 2 of the light rail, assures Mr. Manconi.

Train léger: des impacts sur les employés et les usagers

Sylvie Branch

Le Droit

À peine un mois après avoir remis des avis de congédiement à quelque 345 employés d'OC Transpo, la Ville devra entamer des démarches pour les garder à l'emploi. Les autobus circuleront plus longtemps que prévu dans les rues de la capitale à cause des délais dans la mise en service du train léger.

« Nous allons demander aux employés touchés par les mises à pied de rester plus longtemps. Nous allons discuter avec le syndicat qui fait preuve de beaucoup de soutien. C'est un gros problème pour eux et c'est pourquoi nous devons savoir quand le train sera prêt », explique John Manconi, directeur général d'OC Transpo.

Les employés qui ont reçu l'avis de mise à pied, cet été, devaient rester en fonction jusqu'au 1er décembre. La mise en service du train léger entraînera une réduction de 500 000 heures par année pour le service d'autobus.

« Nous allons leur donner un avis pour les informer qu'on a besoin d'eux encore pour quelques mois. Si des employés décident de ne pas rester, on pourra recruter d'autres conducteurs pour notre réserve », mentionne M. Manconi.

Les usagers du transport en commun ont dû conjuguer avec des modifications de circuit depuis le 2 septembre dernier afin d'ajuster le service à l'arrivée du train léger, qui était prévue pour la fin du mois de novembre.

Des conseillers ont demandé au DG du transporteur public de minimiser l'impact sur les usagers au cours des prochains mois.

« Nos résidents sont touchés par tous ces changements. Certains doivent composer avec une longue marche et plusieurs personnes ne sont pas en mesure de se déplacer facilement. Je vous demande de revoir les trajets pour les usagers qui dépendent du transport en commun », soutient la conseillère du quartier Somerset, Catherine McKenney.

M. Manconi affirme que son équipe se penchera sur cette question laborieuse pour voir ce qui peut être fait. Une opération de la sorte prend du temps à mettre en place, assure-t-il.

« Les usagers sont notre priorité numéro un. Ils ont vécu plusieurs changements au cours des quatre dernières années », concède M. Manconi.

Le maire Jim Watson a soulevé l'option de geler les tarifs, jusqu'à l'entrée en service du train, afin de réduire l'impact sur les usagers.

De son côté, la Société de transport de l'Outaouais ne prévoyait pas apporter de modifications à ses lignes qui transitent par Ottawa avant le printemps.

<https://www.ledroit.com/actualites/ottawa/train-en-retard-cc6dd592221f6325a231e541a588ab8d/train-leger-des-impacts-sur-les-employes-et-les-usagers-4fffe4af2334d725ca70d0ddda5d18e>

TRANSLATION

Light rail: impacts on employees and users

Sylvie Branch

Le Droit

Barely a month after issuing notices of dismissal to some 345 OC Transpo employees, the City will have to take steps to keep them employed. Buses will run longer than planned in the streets of the capital because of delays in the commissioning of the light rail.

"We will ask employees affected by the layoffs to stay longer. We will talk to the union, which has a lot of support. It's a big problem for them and that's why we need to know when the train will be ready," says John Manconi, OC Transpo's Executive Director.

Employees who received the layoff notice this summer were to remain on duty until December 1. The implementation of the light rail will result in a reduction of 500,000 hours per year for bus service.

"We will give them an opinion to inform them that we need them for a few more months. If employees decide not to stay, we can recruit other drivers for our reserve," says Manconi.

Transit users have had to deal with circuit modifications since September 2 to adjust the service to the arrival of the light rail system, which was scheduled for the end of November.

Advisors have asked the DC of the public carrier to minimize the impact on users in the coming months.

"Our residents are affected by all these changes. Some people have to deal with a long walk and many people are not able to move easily. I ask you to review trips for transit-dependent users," says Somerset Ward Councilor Catherine McKenney.

Manconi says his team will look into this laborious issue to see what can be done. An operation of this kind takes time to set up, he says.

"Users are our number one priority. They have experienced several changes over the past four years," says Manconi.

Mayor Jim Watson raised the option of freezing tariffs until the train comes into service to reduce the impact on users. For its part, the Outaouais Transportation Corporation did not plan to make any changes to its lines that pass through Ottawa before spring.

Watson devrait être en furie

ÉDITORIAL / À Ottawa, le train léger n'arrivera pas en novembre. Prévu pour une entrée en service le 2 novembre, son démarrage a été remis... « au premier trimestre de 2019 ».

Il s'agit du second retard en six mois.

Le train léger devait démarrer en mai 2018. Le consortium Groupe de transport Rideau est plutôt sorti, le 6 février, pour remettre sa mise en service le 2 novembre. Là, le 10 septembre, nous apprenons que les premiers passagers n'embarqueront que quelque part lors des trois premiers mois de 2019. Il y a de quoi être en furie !

Le premier retard pouvait se comprendre. L'échéancier avait été annoncé en 2013, il y a cinq ans : on peut comprendre qu'il peut y avoir des accrocs dans un processus si long qui peuvent interférer avec un calendrier. À preuve, le trou majeur survenu devant le Centre Rideau, il y a deux ans. C'est venu gruger tout le coussin que le Groupe de transport Rideau (RTG) avait, et plus encore.

Mais un second retard ? Sept mois après le premier ? Quel type d'organisation est ce Groupe de transport Rideau ?

Officiellement, ce n'est que vendredi dernier que John Manconi, le patron d'OC Transpo, aurait pris connaissance du retard anticipé. Dans un document, RTG demandait des allègements à certaines conditions qui lui permettrait de démarrer le 30 novembre au lieu du 2 novembre. Des choses comme l'ouverture partielle de la station Rideau, par exemple, de manière à ce que les équipes de finition puissent se concentrer sur certains éléments cruciaux de l'ouverture, quitte à en délaissier d'autres.

La réponse de M. Manconi a été nette : « La Ville n'est pas tenue de suspendre les exigences de la mise en service commercial et a indiqué à maintes reprises à RTG qu'il doit respecter toutes les clauses du contrat. »

Que risque le Groupe de transport Rideau ? À peu près rien. Une amende de 1 million \$ pour ne pas avoir respecté l'échéance de ce chantier de 2,13 milliards \$. Pas 1 million \$ par jour, 1 million \$ tout court ! Aussi bien dire que ce sont des pinottes.

Pour ce 1 million \$ que percevra la Ville d'Ottawa, elle devra revoir son calendrier de mise en vigueur, remettre de quelques mois les avis de mise à pied de quelque 350 chauffeurs devenus excédentaires, remettre des autobus en place, etc. C'est elle qui aura l'air folle, pas RTG.

Ultimement, c'est le maire Jim Watson qui doit en payer la note. Il n'avait pas l'air très fâché, hier. Contrarié, mais pas fâché. Normalement, il aurait dû piquer une sainte colère il y a plusieurs mois, car ce n'est pas vendredi dernier que RTG s'est réveillé avec ce retard sur les bras. Parce que M. Watson sait aussi que tout retard risque d'envenimer ses chances d'être réélu. La campagne électorale bat son plein... mais dans l'anonymat le plus total. M. Watson est chanceux dans sa malchance. Ce n'est pas son principal adversaire, Clive Doucet, qui lui volera des votes là-dessus. Il est encore plus terne que Jim Watson. Bref, son élection est dans la poche. Mais s'il avait un candidat comme Maxime Pedneaud-Jobin, qui a volé la mairie de Marc Bureau en 2012 sur la mise en service du Rapibus, soyez assuré que M. Watson aurait sauté au plafond il y a des mois.

Mais nous sommes à Ottawa-la-terne. Jim Watson s'en va en réélection les bras ballants, les mains dans les poches, sifflant une ritournelle. Et la population d'Ottawa ? Elle « comprend » et se dit que son train léger sera très beau, quand il fonctionnera. Entre temps, elle attend. Patiemment.

<https://www.ledroit.com/opinions/pierre-jury/watson-devrait-etre-en-furie-a17bdc7f3bc0976d2f64d380834b7323>

TRANSLATION

Watson should be furious

EDITORIAL / In Ottawa, light rail will not arrive in November. Scheduled for entry into service on November 2, its start was delivered ... "in the first quarter of 2019".

This is the second delay in six months.

The light rail system was scheduled to start in May 2018. The Rideau Transit Group consortium was released on February 6 to return to service on November 2. There, on September 10, we learn that the first passengers will only embark somewhere in the first three months of 2019. There is something to be furious!

The first delay could be understood. The timeline was announced in 2013, five years ago: one can understand that there can be snags in such a long process that can interfere with a schedule. For example, the major hole in front of the Rideau Center two years ago. It came with all the cushion that the Rideau Transportation Group (RTG) had, and more.

But a second delay? Seven months after the first? What kind of organization is this Rideau Transportation Group?

Officially, it was only last Friday that John Manconi, OC Transpo's boss, was aware of the anticipated delay. In a document, RTG was asking for relief under certain conditions that would allow it to start on November 30 instead of November 2. Things like the partial opening of the Rideau Station, for example, so that the finishing teams can focus on some crucial elements of the opening, leaving others behind.

Mr. Manconi's response was clear: "The City is not required to suspend commercial commissioning requirements and has repeatedly indicated to RTG that it must comply with all the terms of the contract."

What is the risk of the Rideau Transportation Group? Almost nothing. A fine of \$ 1 million for failing to meet the deadline of this project of \$ 2.13 billion. Not \$ 1 million a day, \$ 1 million at all! As well to say that they are peanuts.

For this \$ 1 million that the City of Ottawa will receive, it will have to review its implementation schedule, postpone notice of the layoff of some 350 surplus drivers by a few months, reinstate buses, and so on. She will look crazy, not RTG.

Ultimately, Mayor Jim Watson must pay the bill. He did not look very angry yesterday. Upset, but not angry. Normally, he should have had a holy anger months ago, because it was not last Friday that RTG woke up with this delay on his hands. Because Mr. Watson also knows that any delay risks to aggravate his chances of being re-elected. The electoral campaign is in full swing ... but in total anonymity. Mr. Watson is lucky in his bad luck. It is not his main opponent, Clive Doucet, who will steal his votes on it. He is even duller than Jim Watson. In short, his election is in his pocket. But if he had a candidate like Maxime Pedneaud-Jobin, who stole the office of Marc Bureau in 2012 on the commissioning of the Rapibus, rest assured that Mr. Watson jumped to the ceiling months ago.

But we are in Ottawa-la-dane. Jim Watson goes re-election with arms dangling, hands in his pockets, whistling a jingle. And the people of Ottawa? She "understands" and tells herself that her light train will be very beautiful, when it will work. Meanwhile, she is waiting. Patiently.

Un autre retard pour le train léger

Mathieu Daoust - 10 septembre 2018

Les citoyens de la région d'Ottawa devront attendre à l'an prochain avant de pouvoir utiliser la ligne de la Confédération de l'O-Train.

TVA GATINEAU

Share to FacebookFacebookShare to MessengerMessengerShare to TwitterTwitterShare to PinterestPinterestShare to Google+Google+Share to EmailEmail

Patience pour les gens de la région de la capitale...

Ils devront attendre à l'an prochain avant de pouvoir utiliser la ligne de la Confédération de l'O-Train.

OC Transpo a confirmé ce matin que le consortium en charge du projet ne pourra pas donner les clefs du train léger sur rails à la Ville, comme prévu, le 2 novembre prochain.

Mathieu Daoust a plus de détails.

VIDEO

<https://tvaqatineau.ca/bloque/article/un-autre-retard-pour-le-train-l%C3%A9ger-mathieu-daoust-10-septembre-2018>

TRANSLATION

Another delay for light rail

Mathieu Daoust - September 10, 2018

Citizens in the Ottawa area will have to wait until next year before they can use the O-Train Confederation Line.

TVA GATINEAU

Share to FacebookFacebookShare to MessengerMessengerShare to TwitterTwitterShare to PinterestPinterestShare to Google+Google + Share to EmailEmail

Patience for the people of the capital region ...

They will have to wait until next year before they can use the line of the Confederation of the O-Train.

OC Transpo confirmed this morning that the consortium in charge of the project will not be able to give the keys of the light rail train to the City, as planned, on November 2nd.

Mathieu Daoust has more details.

VIDEO

Gibbons: What happens when Ottawa's LRT isn't perfect?

RICK GIBBONS

Updated: September 10, 2018

London Free Press

One of Ottawa's new LRT cars. BRUCE DEACHMAN / BRUCE DEACHMAN

We're now a little more than two months away from the biggest leap forward in local commuter transit since God built the Queensway, assuming, of course, the much-anticipated Phase One LRT actually enters the station by its revised delivery date of late November.

Right now, in this election season, nobody is saying otherwise.

When it does arrive, organizers will have to lay on extra trains for the ribbon cutting to fit all the local politicians from all levels of government who will be anxious to elbow their way into the picture frame, having paid their dues with heavy contributions toward the final \$2.1-billion tab.

As for the rest, LRT will be the most popular ride on the capital fairgrounds for the next few months as anxious commuters take their expensive new wheels for a test drive.

But what if it's a bust, at least initially? What if the LRT system incurs interruptions? Too many delays?

What if impatient Ottawans discover they can't rely on it to meet early work deadlines or afternoon commutes?

I suspect commuters would have had much greater patience for initial problems with the LRT system had it launched by its original summer deadline when many folks were on vacation or could resort to bikes, etc., if things didn't work. But end of November means cold winter waits and short tempers.

Whether it's software glitches or mechanical issues, a hugely sophisticated system such as LRT will have its share of bugs out of the gate. And minor disruptions will be the norm (See: O Train). We just don't know how LRT planners have prepared for it. Maybe they haven't.

Heck, what happens if there is a heavy snowfall (guaranteed) and the wheels spin on icy tracks? Trust me, having lived in England for several years, I can remember more than a few occasions where inclement weather turned a one-hour commute into a teeth-grinding, bladder-busting marathon.

Maybe that's what we're in for. If so, we should start talking about it.

The point is, LRT isn't infallible. But it also isn't like the 86 Bus. It's too big to fail. The point is, it's not like buses don't break down. But the entire fleet doesn't break down at once. And that's what it's going to feel like if there's a full outage of LRT.

Surely, all of this has been built into some kind of emergency back-up strategy to minimize the impact of mass commuter gridlock in the event of an LRT disruption. If there is a strategy, we need to know what it is.

When the O Train fails, OC Transpo lays on extra buses. Doesn't sound like adding buses will be an option since the city recently announced pink slips for many OC Transpo drivers and the retirement of many buses, which are considered surplus in the LRT era. Those will create savings that are critical to the success of the LRT business case.

So, what is the plan anyway?

Can someone please lay out a strategy to keep the commuter wheels turning on the days when LRT wheels aren't?

It's possible we'll just have to resort to an every-person-for-himself-herself strategy, which, in a commuting sense, means clogging up already jammed roads with personal cars. Or maybe it means we are about to enter the era of mega-snow days where everybody just stays home when LRT can't leave the station.

And what about that giant 35-metre escalator at the Rideau station? What if it craps out?

If memory serves, escalators in London's Tube breakdown regularly. Ottawa's Rideau escalator will be among the longest in use in any transit station anywhere, rising nearly 16 metres. The only alternative is to huff and puff your way up a 181-step stairway to Heaven. Will seniors and people with special needs be forced to dwell in the bowels of the station until technicians get the escalator back on track?

Has anybody thought about this stuff? Or will we wait until the first snafu before we learn how this city intends to keep things moving or, conversely, how there isn't any back up plan at all.

See, I worry about these things. So should you.

<https://lfpres.com/opinion/columnists/gibbons-what-happens-when-ottawas-lrt-isnt-perfect/wcm/994c7f82-1d50-47cd-9686-425840d35a04>

LRT Mess: Watson, Blais Must Go

September 11, 2018 Ken Gray

If Mayor Jim Watson screwed up one thing in his two-term administration ... that thing being light rail ... then his administration is a failure.

With late times expanding on the project, an extra \$24 million in costs for the city, two sinkholes, a gas leak that required a swath of downtown evacuated and a giant crane that collapsed, it's official ... LRT is a failure. And we're paying for a Mercedes or BMW train but getting Model T service.

Worse than that is Phase 2 will be tunnelled under the Macdonald Parkway along a route where no one lives, the line is too short, it doesn't reach Barrhaven or Kanata in the near future despite what Mayor Jim Watson and councillors Harder, Qadri and Hubley would have you believe, it creates extra transfers and it costs about twice as much as it should.

Once again, safe to say, LRT is a failure and this failure came on Watson's watch. He is the man responsible.

Perhaps if he turned off his four-year revolving election campaign and gave more attention to administration than bake sales, Watson could inspire administrators to do a good job. But Watson is ignoring the core of being mayor and the result is that the largest municipal project in Ottawa history is in shambles. You can't have a part-time administrator and a full-time schmoozer. The result is an absolute fiasco of a light-rail project.

Watson might be a charmer and a campaigner but he's no mayor. Transit chairman Stephen Blais has also let this get away from him on his watch.

Voters ... you have the power to elect a good mayor and transit committee chairman on Oct. 22.

It's time for change.

Do you want a smiler or someone who can get you good value for your tax money.

Smilers are a dime a dozen.

One more thing. All this bad news means former Ottawa councillor Clive Doucet just took a giant step forward in his campaign for mayor.

Watson ridiculed Doucet's light-rail plan recently. So how is your plan working out, Your Worship?

When will you bring light rail to Ottawa?

<http://bulldogottawa.com/lrt-mess-watson-blais-must-go/>

LRT: This Is Bad, Really Bad

September 10, 2018 Ken Gray

Why did Mayor Jim Watson release information that Ottawa's light-rail system will be massively late?

Because it is bad ... really bad. Watson was afraid the story was about to leak and so it was better to orchestrate the news than just have it out of his control.

Political logic would have it that the news would be released on Oct. 23, a day after the municipal election. But it was becoming obvious just by walking past stations that the November deadline would not be met.

Why is it late? From the access to information files obtained by Ken Rubin recently, it became obvious the project has concrete problems. That mixes were off and conditions were not correct for pouring. How far this concrete problem extends is subject to speculation but if it is bad, don't expect the largest municipal project in Ottawa history to be finished by the expected first quarter of 2019. This whole project is a mess.

Also OC Transpo chief John Manconi publicly expressed concern recently about getting the computer system for the line up and running on time.

What other construction woes are in the pipeline? Hard to say. But remember this is the team that was able to create two mammoth and dangerous sinkholes during construction plus tunnel flooding, a collapsed giant crane and a large gas leak. With those occurrences, one trembles at what else might be wrong.

Ottawa is paying twice the amount for the first two phases of LRT it should be and this is the kind of results that are unfolding.

Terrible.

If people didn't think the project was a boondoggle before, they certainly should understand that now.

<http://bulldogottawa.com/lrt-this-is-bad-really-bad/>

City Gets \$1M For \$28M Costs

September 10, 2018 Ken Gray

The City of Ottawa is painting as a victory because the municipality will receive \$1 million from Rideau Transit Group for the construction consortium missing its November deadline.

This is not a victory. It's not even close.

Last May, the finance committee set aside \$14 million to cover extra city costs resulting from the delay in completion of LRT from May to November. Now an end date is sheer speculation (and the city knows it) but if the delay extends to March 2019, taxpayers are likely on the hook for about \$28 million.

So much for Mayor Jim Watson's projected (and dubious) claim that the city operating budget this year would have a \$14 million surplus. That was optimistic then. Now it's a pipe dream.

So don't buy the city spin that it is getting \$1 million from RTG as a fine for lateness. It will get a million but the costs are much higher than that. The real costs to the city are astronomical.

And don't forget Watson's mantra: "On-time and on-budget" ... until it isn't.

<http://bulldogottawa.com/city-gets-1m-for-28m-costs/>

Blais Knew Second LRT Delay Was Coming

September 10, 2018 Ken Gray

The delay of the opening of Ottawa's \$2.1-billion light-rail system from Nov. 1 to sometime in the first quarter of 2019 has made transit committee chairman Stephen Blais "angry".

It's hard to imagine how Blais could be angry. The chairman has known about this setback for months.

Apparently staff was telling anyone who would listen around city hall that the project would be further delayed.

So much so that your agent was in the process of writing a post on the expected delay as news of it broke this morning.

So Blais should not be surprised or angry. He had to know the news was coming.

<http://bulldogottawa.com/blais-knew-second-lrt-delay-was-coming/>

OTHER CITIES

Ontario

Finding help and hope on the TTC platforms

By Judith TimsonLife Columnist

Mon., Sept. 10, 2018

On Monday, World Suicide Prevention Day, Brad Ross, the TTC's director of communications tweeted the following:

Last year, 19 people died by suicide on the TTC and another 26 attempted to end their life. To date in 2018, 31 people have either died by suicide or attempted to die by suicide on the TTC. There is help and hope.

Ross linked to a program called Crisis Link, a poster/payphone program on every subway platform. It encourages anyone contemplating suicide to use the payphone at the Designated Waiting Area on each platform. "The direct-dial button connects callers with a trained counsellor at the Distress Centres of Toronto."

The phone call, according to the information, is "free and confidential." Counsellors "assess the risk to the individual who is considering suicide." Distress Centres staff will contact the TTC's Transit Control Centre to "implement the appropriate measures to ensure the individual remains safe."

Ross's tweet made me wonder how many of us have been affected by the dramas behind these statistics. And how we don't really have a way to publicly discuss them.

Read more:

[Experts weigh in on the difficulties of preventing suicide](#)

[Opinion | Suicide notes give voices from the grave a chance to be heard](#)

[Doctors' Notes: 49 per cent of Canadians reported having experienced mental health issues, survey shows](#)

On a late fall day three years ago, I entered my local subway station on my way to see my doctor. For weeks I had been in a fog after falling and hitting my head, and I needed treatment for concussion.

I couldn't cope with much. But I decided to brave an off-peak hours subway ride — a simple five stops from my downtown home to my doctor's office.

After going through the turnstile, I saw a young woman intently watching passers by. She was wearing boots, pants, a jacket, an open necked shirt and her short hair was spiky.

Downstairs on the platform, I sat down on a bench.

Three minutes to train time.

The young woman with the spiky hair suddenly appeared on my left, standing close. She leaned down and placed her hand on my leg.

"I think you should take your hand away," I said. "Am I scaring you?" she asked. "No," I said "but you need to take your hand away."

"Do you think I'm going to hurt you?" she asked. She could have easily hurt me. Yet I really didn't think she would

Two minutes to train time.

Beside me was another woman seated on the bench.

The young woman moved around and touched her too. This woman remained as calm as I was. Her response was the same: "You shouldn't be doing this." There were two of us now, being touched by a stranger.

One minute to train time.

I say something impulsively to the spiky-haired girl: "I'm not hurt, but I think you might be. Do you want us to find some help for you?"

"No" she said, "I think I am just going to jump."

The train was already in the station.

The other woman and I got up together and grabbed the one with the spiky hair. For a second she remained with us on the platform. Then she headed toward a door on the train. The other woman spoke quickly to me: "I'm a crisis counsellor" she says. "Let me get this."

Oh good, I thought with relief. She followed the girl onto the train, and I deliberately boarded at another door. The train started to move.

An older couple on the train materialized in front of me. "Didn't you see what just happened?" the woman demanded. "That girl left the train and is back on the platform. You've got to go back. You were the one dealing with her."

I realized that if I got out at the very next stop I would miss my appointment. But what was my choice?

At the next stop, I rushed up the escalator and hurried to the booth to tell the ticket taker there was a problem. Just ahead of me at the booth I saw my former benchmate —the crisis counsellor who had followed the troubled girl.

"I told them," she said. "They're going to stop the trains." We could already hear the announcement starting.

The two of us walked out of the station together and lingered briefly in the daylight. "So you're a crisis counsellor" I said. "On leave at the moment," she responded. I realized for the first time she was pregnant. "Oh my god, when are you due?" Today, she told me. "So you must be on your way to the doctor too."

No, she replied, she was so antsy she was going to a movie.

"Good luck," I said.

As I crossed the street, I saw a uniformed officer with a notebook open. I followed to tell him what had happened.

"We're looking for her now," he said. I gave him a description. Then I walked slowly home.

Two days later I called the police. They were not able to tell me anything in detail, the officer said, not even whether they had found her. But he could reassure me there was no further "accident."

I ask him if the other woman and I did the right thing by jumping up to grab the troubled girl. The gist of his reply was that "we're taught to take care of ourselves first, and she might have been strong enough to pull you with her."

Later I would tell this extraordinary story to friends and family and even to dinner parties. Some reactions jarred me: "Maybe that's all she does. Goes up to people, scares them and then goes on to the next station."

There is a media rule about not publishing subway incidents for fear of copy cats. But it's odd to me that such a haunting human drama can just disappear from public discussion. Stories like this give human meaning to statistics, and maybe helpful information.

At my station, I still look for the young woman with the spiky hair. I often wonder if she is still with us, and whether she has found both "help and hope."

<https://www.thestar.com/life/opinion/2018/09/10/help-and-hope-on-the-ttc-platforms.html>

Metrolinx investigates video of person riding on top of Go Train

Shelby Knox

5:23 AM

A video of a person who appears to be clinging to the top of a Go Train is drawing sharp condemnation from Metrolinx officials.

In the video the person seems to be struggling to keep their balance as the train barrels along the route at a high rate of speed.

Metrolinx Media Relations official Nitish Bissonauth has posted the video on Twitter, calling it 'dangerous', 'stupid', and 'not to mention illegal.'

Go Transit Safety Officers are investigating.

<http://www.iheartradio.ca/610cktb/news/metrolinx-investigates-video-of-person-riding-on-top-of-go-train-1.7801194>

Quebec

Atlantic

Manitoba & Saskatchewan

Alberta

New statistics on LRT safety released after months-long crime spree

Police received 2,227 calls about 'crime or disorder' on the LRT between January 2015 and June 2018

CBC News · Posted: Sep 10, 2018 5:30 AM MT | Last Updated: September 10

Edmonton police receive nearly two calls per day related to incidents of violence or disorder on the LRT system, according to statistics contained in a city report.

Police received 2,227 calls classified as "crime or disorder" between January 2015 and June 2018, says the report, which is going to city council's community and public services committee on Wednesday.

That averages out to 1.8 calls per day, or about three calls for every 100,000 trips on the LRT.

The incidents ranged from minor to serious and included assault, disputes, disturbances, harassment, mental health complaints, mischief, robbery, as well as trespassing and liquor offences.

Slightly more than half — 52 per cent — of all incidents happened between the hours of 6 p.m. and 2 a.m.

- **460 charges laid against dozens of teens in Edmonton LRT crime spree**
- **How Edmonton's city staff and police fight crime on the LRT**

The report doesn't indicate whether the number of incidents has risen or fallen since 2015.

The new statistics provide a broader view of transit safety issues after police charged dozens of teens in relation to a months-long LRT crime spree earlier this year.

In March, more than 460 charges were laid against 34 teens for crimes committed between January 2017 and March 2018 on the LRT system. The list of charges included robbery, weapons offences and aggravated assault.

In one incident, a woman was kicked down the stairs at Belvedere Station. The assault was captured on video and later made public by police on YouTube.

VIDEO

Surveillance video shows LRT attacks

00:00 00:39

Surveillance video shows two attacks at LRT stations in Edmonton, part of a year-long crime by dozens of teens. 0:39

The report highlights ongoing efforts between transit and police officers to patrol the LRT system in recent years.

Police received 114 reports of violent crimes at transit centres and LRT platforms in 2016, dropping by more than half compared to the previous year, the report says. The city credits the change to a pilot program that partnered transit officers with police.

A team of nine full-time beat cops was assigned to the LRT in response to the pilot.

The city also arranged for 14 of Edmonton's 65 transit officers to get security clearance with the police, providing more opportunities to attend intelligence meetings and share information.

The report also recommends the city upgrade Stadium and Coliseum stations to fit design plans aimed at reducing crime. The plans emphasize open sight lines and clearly differentiating between public and private spaces, such as fare zones.

Edmonton's LRT system provides about 24.6 million rides per year.

<https://www.cbc.ca/news/canada/edmonton/lrt-safety-stats-edmonton-1.4815814>

British Columbia

Former minister responsible for TransLink still supports LRT — but says it's not the best option for high volumes of people

By [Janet Brown](#) Senior Reporter CKNW

The former minister responsible for TransLink is weighing in on the growing controversy in Surrey over Light Rail Transit vs. SkyTrain.

Peter Fassbender, who is also running for mayor in the City of Langley, is no stranger to the LRT planned for Surrey.

READ MORE: [Surrey mayoral candidate says majority of residents oppose LRT](#)

He said that he advocated for it because of the vision by the city to "build community," not move high volumes of people.

Related

- **[B.C. government calls for bids for Surrey LRT](#)**
- **[Surrey LRT to be up and running by 2024, cost set at \\$1.65 billion](#)**

"I believe that that was, and is, the right decision and I know there are challenges, but I think the 'L line' can be light rail and will work very efficiently," Fassbender said.

However, he also said it's a different discussion when it comes to moving people along the Fraser Highway into Langley and even further east.

READ MORE: [Federal government confirms investment in Surrey LRT and Broadway subway line](#)

"If we look 30 years down the road, and the volume, and what may happen at Abbotsford airport — a system that ties into the existing rapid transit system, namely SkyTrain, probably is the most efficient system for the long term," he said.

Fassbender said that a business case would have to be looked at for extending rapid transit, not just for the sake of what it costs to build it, but the efficiency of moving people.

<https://globalnews.ca/news/4437263/former-minister-responsible-for-translink-still-supports-lrt-but-says-its-not-the-best-option-for-high-volume-of-people/>

U.S.A.

Other

TWITTER

Jayme @Jayme56943489 7 minil y a 7 minutes

En réponse à @cloutiertaxman1 @OC Transpo

This is nothing compared to the delay in Toronto.

NowWhatOtt @NowWhatOtt 2 minil y a 2 minutes

With no #LRT until 2019 and a reduced **OC Transpo** schedule, it doesn't sou8nd like #ottcity is prioritizing the safety of women who use #publictransit. #nowwhatott #ottvote #ottnews

Eric S. Smith @smiteri 29 sil y a 29 secondes

Boy, there really needs to be better oversight and transparency with these highly visible projects. It happened with Presto, too: bad news only ever comes just before the deadline. **OC Transpo** planned to lay off hundreds of bus drivers based on the LRT delivery date!

Jeff Leiper @JLeiper

I've come to FEDCO to hear more about the LRT delay. Quick chat with @cmckenney - we want the changes at east end of route 11 reversed until there's some certainty on a start date.

--

Annie Boucher @aboucherfuse 5 minil y a 5 minutes

Annie Boucher a retweeté Jeff Leiper

Same with West end please @Go Taylor #bayward

--

Mark TaylorCompte certifié @Go Taylor

En réponse à @aboucherfuse

I made that point at committee as well Annie. I've heard from our residents this is an issue and for the last several weeks have been sharing feedback with OC Transpo and asked they review the change. That was before today's LRT revelation - even more important now.

Ottawa Transit Riders' Group @OttTransitRider 29 minil y a 29 minutes

En réponse à @iameating @MoggyBee et 5 autres

There are three transit forums coming up in neighbourhoods around the city in the next month; if you're interested in details, please email ottawatransitriders@gmail.com. The forums are primarily aimed at specific areas for now but ppl from this group will be there to talk, too.

Moggy Bee @MoggyBee 48 minil y a 48 minutes

Ok, I was trying to stay off twitter because I'm swamped and was too distracted last week but I'm going to burst... WTF, **#octranspo**?! You changed all the routes, screwed everything up, and now it'll be into 2019 before we have LRT?! Routes literally go to NON-EXISTENT STATIONS!

CHENEY @cheneyandersonn 8 sept.

this lil 14 y/o dummy thought it was okay to harass and beat a young girl bc "it's trans"...? (yes he said ITS). SHES A WOMAN, SHES A HUMAN. these kids are embarrassing & nasty my god

--

Thread with video (violent scene!): <https://twitter.com/cheneyandersonn/status/1038454216598138881>

--

Tiyana @tiyana_maharaj 2 hil y a 2 heures

so @OttawaPolice @OC_Transpo y'all gonna do something

--

Ottawa PoliceCompte certifié @OttawaPolice

En réponse à @tiyana_maharaj @OC_Transpo

We are aware of the incident and responded on the night it happened to investigate and offer assistance to the victim. The matter is still currently under investigation.

Bryan Murray @Bryan_C_Murray 7 minil y a 7 minutes

En réponse à @JonathanWilling

So @JimWatsonOttawa and @OC_Transpo knew it wouldn't be completed in time but went ahead with the ill conceived Sept 2 route changes after all how incompetent is that ?

Verified account @JimWatsonOttawa 11h11 hours ago

Replying to @grimsbeard

The responsibility rests with the company who sets the date and must pay the penalty when they do not meet it That's why we have a fixed price contract

Jon Willing Verified account @JonathanWilling 7h7 hours ago

Jon Willing Retweeted Jon Willing

The one thing I've always wondered, as David notes here, is if the reports from the trenches about how things are really going make it up to the corner offices of city hall.

David Reevely Verified account @davidreevely 12h12 hours ago

At today's LRT meeting, transportation boss John Manconi said he has a letter from the RTG consortium with a revised schedule proposing a handover for Nov. 30, but with conditions he won't accept. Can we get a copy of that letter? we asked. Sure, he said. Now:

--

David Reevely Verified account @davidreevely 12h12 hours ago

The city's lawyers are trying to decide whether the letter can be released. So the people who are paying the \$2.1-billion bill for this thing can see it.

--

David Reevely Verified account @davidreevely 12h12 hours ago

<Cocks head> Yes, yes, that's definitely the sound of @jchianello screaming.

Jon Willing Verified account @JonathanWilling 17h17 hours ago

Timeline, as far as I can tell: Aug. 13: RTG confident Nov. 2 is a-ok. Aug. 17: City assessors take a boo. Realize Nov. 2 is unlikely. Aug. 29: Mayor calls RTG to a meeting to find out what's going on. Sept. 7: Manconi receives RTG call at 6pm about new completion schedule.

Labour Council (Ott) @Ottawalabour 17h17 hours ago

Wow! So nothing like ensuring fewer workers are down in the tunnel as opposed to "...get the f_ck out of the way"! #justsayin' #ottawalrt

Copie of OLRTC memo: <https://twitter.com/Ottawalabour/status/1039198694199963649>

Mandy Sydney @MandySydney 2h2 hours ago

Replying to @OttTransitRider @OC Transpo and

Oh ffs... this is the worst kind of consumer advocacy group. All you know how to do is bitch and moan. 86 Elmvale terminates at Southvale, no complaints... 95 Cambrian terminates at Minto Rec Center, no complaints... 12 Rideau terminates at Metcalfe, and Vanier throws a shit fit!

Miranda Gray @mirgray 6h6 hours ago

Replying to @OC Transpo @MoggyBee and

It's very confusing when 100s of other routes have clearer route names. All the other spine routes have end point names. Baseline, Trim, South Keys, Airport...

--

Moggy Bee 🐝 @MoggyBee 6h6 hours ago

Replying to @mirgray @OC Transpo and

I tried to point this out the other day but I don't think they understand why it's confusing...sometimes a bus has its final destination as a name BUT other times it could end four blocks AFTER the name on the front. Whoever thought this up clearly doesn't take the bus.

--

Ottawa Transit Riders' Group @OttTransitRider 7h7 hours ago

Replying to @OC Transpo @MoggyBee and

So, is this decision being reversed yet, **@OC Transpo**? Unless it's going to be "DESTINATION via STATION," it makes no sense to your passengers. You know, the people who use your service. The people you should have consulted with before making this decision.

Aayeshah @AayeshahAhmad 7h7 hours ago

@OC Transpo Nothing better than the extended route 19 to St Laurent. Its so much more convenient for everyone in the residential areas, thank you from us all!

Laura Dudas @laura_dudas 17h17 hours ago

The news that **#OttLRT** is delayed again is incredibly disappointing. While the new timeline gets sorted out, the cuts to bus service put in place in preparation for the rail launch, including cuts to Route 28, need to be reversed. **#InnesWard @OC Transpo #Ottawa**

--

Sophia Jacob 📱🔧🔨🔩🔪🔧 @sophiajevents

Replying to **@laura_dudas @OC Transpo**

Agreed. These changes have impacted the community greatly. Hopefully they will make the necessary revisions in wake of this recent news. Thank you **@laura_dudas** for voicing your concerns. You'll be a strong voice at city council if elected! **#ottvote #ottcity #OttLRT**

Glen Gower ca @glengower 10h10 hours ago

What's OC Transpo doing to minimize the impact of the LRT delay on bus riders? OC frequently blame late buses/cancellation on LRT construction - what's being done to improve the situation now, especially heading into winter months?

--

Glen Gower ca @glengower 10h10 hours ago

What is the cost to taxpayers from the delay? What financial penalties will be levied against the contractor? Was the original LRT contract properly structured to protect taxpayers from risk and missed deadlines?

--

Glen Gower ca @glengower 10h10 hours ago

Who knew about the delay at City Hall, and when? Speculation has been rampant for a while that there was significant risk that LRT would not be ready in 2018. Did residents receive timely and accurate information from their representatives at City Hall?

--

Glen Gower ca @glengower 10h10 hours ago

Why did OC roll out its fall route changes -- designed with LRT in mind -- when they must have known the trains wouldn't be running in November?

--

Glen Gower ca @glengower 10h10 hours ago

How will the delay impact the timeline for future phases of rapid transit, including Phase 2 to Moodie and future phases to Kanata and Stittsville?

--

Glen Gower ca @glengower 10h10 hours ago

With layoff notices already issued to drivers, will **OC Transpo** have enough staff to meet the current level of service? (Do they currently have enough staff?)

--

Glen Gower **ca** **@glengower** 10h10 hours ago

There's a 2.5% fare increase planned for January 1 to coincide with LRT service, along with a 2.5% increase to the tax levy . Will fares be frozen until LRT is up and running?

--

Glen Gower **ca** **@glengower** 10h10 hours ago

This is the biggest infrastructure project in the City's history, and yet when one councillor called for more stringent oversight and auditing, she was rebuffed.

--

Glen Gower **ca** **@glengower** 10h10 hours ago

I think the public understands that any complex infrastructure project may be subject to delays. The scale of this LRT project would be massive for any city. The public also rightly expects timely, transparent and accurate communication from councillors and City Hall.

--

Rich Thorpe **@exit716** 10h10 hours ago

Replying to **@glengower**

I heard on CTV News tonight that **OC Transpo** will likely hold off on a fare increase until the LRT is running. How gracious of them.

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