



Ottawa LRT Stage-2 Trillium Line Extension

Technical Evaluation Consensus Presentation

October 3, 2018



A. Technical Evaluation Team

Technical Evaluation Team:

- Peter Schwartzentruher, Lead Evaluator – CTP2
- Colleen Connelly, City of Ottawa
- Jack D’Andrea, CTP2
- Russ Hoas, City of Ottawa
- Michael Morgan, City of Ottawa

Support Team:

- Consensus Facilitator: Emily Marshall-Daigneault, City of Ottawa
- Consensus Note Taker: Raquel Gold, Boxfish Infrastructure Group
- Fairness Commissioner: Oliver Grant, P3 Advisors
- Evaluation Coordinator: Mike Harvey, Deloitte

Schedule:

- Technical Evaluation: August 20 – September 25, 2018
- Consensus Dates: September 26 – October 1, 2018



B. Trillium Proponent Consortiums



TransitNEXT	Trillium Extension Alliance	Trillium Link
<p>SNC-Lavalin Capital Inc. SNC-Lavalin Capital SNC-Lavalin Constructors (Pacific) Inc. SNC-Lavalin Inc. SNC-Lavalin Operations & Maintenance Inc.</p>	<p>Plenary Group (Canada) Ltd. Colas Projects S.A.S. Colas Rail S.A.S. Colas Canada Inc. Bouygues Energies & Services Canada Limited ("BYES") Tomlinson Group Plan Group Inc. WSP Bird Design-Build Construction Inc. Mass Electric Construction Canada Co. Mass Electric Construction Co.</p>	<p>Acciona Concesiones S.L. Acciona Infrastructure Canada, Inc. Fengate Capital Management Ltd. Construcciones y Auxiliares de Ferrocarriles S.A. (CAF) CIMA Canada Inc. Momentum Planning and Communications Ltd. Thomas Cavanagh Construction Ltd. COBALT Architects Inc. GRC Architects Inc.</p>

C. Process

The Technical Evaluation Review is a two stage process:

1. Individual review/scoring of each category by each member of the Technical Evaluation Team
2. Consensus:
 - Consensus was reached for both the score, and positive and negative attributes
 - To receive a passing score, a Technical Score threshold of **70%** for each of the criteria is required



C. Process (cont.)



Technical Evaluation Categories (RFP)

A minimum score of at least seventy percent (70%) of available points must be achieved by a Proponent for each of the following categories:

Evaluation Categories	Maximum Potential Point
B1.0 General Technical Submission	105
B2.0 Design Submission	165
B3.0 Construction Submission	105
B4.0 Maintenance and Rehabilitation Submission	125
Total Maximum Points available:	500

C. Process (cont.)



Sub Categories (RFP)

Evaluation Categories	Maximum Points	Page Count	Minimum Score
B. TECHNICAL SUBMISSION	500		--
1.0 GENERAL TECHNICAL SUBMISSION	105	140	70%
1.1 Project Management Plan	15	30	N/A
1.2 Integrated Management System	20	30	N/A
1.3 Environmental Management Plan	15	20	N/A
1.4 Construction Communications and Stakeholder Engagement	5	10	N/A
1.5 Works Schedule PBS-1	30	10	70%
1.6 Risk Management Plan	5	10	N/A
1.7 Systems Integration Management Plan (SIMP)	15	30	N/A
1.8 Early Works Agreement (optional)	Not Scored	No Limit	N/A
2.0 DESIGN SUBMISSION	165	250	70%
2.1 Civil and Guideway Design Submission	25	50	N/A
2.2 Utilities, Geotechnical, Drainage and Stormwater Management, Urban Design, Landscape Architecture	25	45	N/A
2.3 Systems Design Submission	25	40	N/A
2.4 Stations Design Submission	30	40	N/A
2.5 New Walkley Yard Design Submission	20	30	N/A
2.6 New Vehicle Fleet Design Submission	20	30	N/A
2.7 Airport Link	0	N/A	N/A
2.8 System Safety and Security Construction	10	15	N/A

Evaluation Categories	Maximum Points	Page Count	Minimum Score
2.9 Dows Lake Tunnel Design Submission	10	10	
3.0 CONSTRUCTION SUBMISSION	105	130	70%
3.1 Emergency Response Plan	10	20	N/A
3.2 Traffic and Transit Management Plan and Construction Access Management Plan	25	40	N/A
3.3 Construction Management Plan	40	40	N/A
3.4 Testing and Commissioning Plan	25	25	N/A
3.5 Health and Safety Certification	NOT SCORED	No Limit	N/A
3.6 Mobility Matters Lanes	5	5	N/A
4.0 MAINTENANCE AND REHABILITATION SUBMISSION	125	90	70%
4.1 Maintenance and Rehabilitation Approach to Part 1 of Schedule 15-3 of the Project Agreement;	40	30	N/A
4.2 Maintenance and Rehabilitation: Approach to Appendix A of Schedule 15-3 of the Project Agreement;	40	30	N/A
4.3 Maintenance and Rehabilitation: Approach to Appendix B of Schedule 15-3 of the Project Agreement; and	35	25	N/A
4.4 Maintenance and Rehabilitation: Approach to Appendix C of Schedule 15-3 of the Project Agreement and Schedule 23 of the Project Agreement.	10	5	N/A

C. Process (cont.)



Grade-to-Score matrix (Evaluation Framework)

Grade	Description	Score Range		
		Low	Mid	High
Very Poor	The response fails to address the submission requirements.	0	17	34
Poor	Demonstrates limited understanding of the Project needs and/or limited ability to satisfy those needs. Little or no detail is provided.	35	52	69
Marginal	Demonstrates an adequate level of understanding of the Project needs and/or a minimally adequate level of understanding that may allow the delivery of the Project.	70	75	79
Good	In addition to Pass criteria, demonstrates a level of understanding of the Project needs that should result in the successful delivery and/or an ability to successfully deliver those needs.	80	85	89
Very Good	In addition to Good criteria, demonstrates a further level of understanding of the Project needs that fully satisfies the expected requirements for the Project and demonstrates the ability to successfully delivery the Project.	90	95	100

D. Evaluation Findings

Ranking and Technical scores

Proponent	Ranking	Technical score (%)
Trillium Link (TLink)	1	84.94%
Trillium Extension Alliance (TEA)	2	84.03%
TransitNEXT (TNext)	--	63.61%



D. Evaluation Findings (cont.)



Ranking and Technical scores

Requirement	TLink	TEA	TNext
1.0 General Technical Requirements	84.00%	83.00%	68.00%
2.0 Design Submission	89.00%	81.00%	61.00%
3.0 Construction Submission	81.24%	89.05%	68.52%
4.0 Maintenance and Rehabilitation	83.52%	84.60%	59.64%
Total	84.94%	84.03%	63.61%

D. Evaluation Findings (cont.)

Evaluation details per Proponent

TLink

(Acciona, CAF, Fengate)



D. Evaluation Findings (cont.)

Evaluation details per Proponent | TLink (Acciona, CAF, Fengate)

1.0 General Technical Submission



Strengths	Weaknesses
<p>Well-structured organization, demonstrating very good understanding of project requirements.</p> <p>Organization chart is very comprehensive and covers entire length of the project.</p> <p>Some key individuals exceed the RFP requirements (Project Co Director and M&R Director).</p> <p>Provided a fulsome PBS schedule, with very good level of project-specific detail.</p> <p>Time-chainage diagram is well structured, clear and comprehensive</p> <p>Good level of detail in the information describing the system integration strategy, and demonstrating good understanding of the requirements.</p>	--

Section score: 84.00%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TLink (Acciona, CAF, Fengate)

2.0 Design Submission



Strengths	Weaknesses
<p>Meets the PSOS requirements for the track design, addressing pinch points in the network model.</p> <p>Design provides a CBTC signalling system.</p> <p>Passenger flow diagrams, provided for each station, allow a good understanding of access and circulation, including principle paths, reduced access paths and emergency egress.</p> <p>Station design demonstrates a balanced approach to vertical circulation, including the use of elevators.</p> <p>Demonstrated track redundancy from the yard to the mainline, and a very good track layout in the yard.</p> <p>Provided several examples of on-going existing vehicle fleet integration projects with exceptionally detailed description of modifications to integrate the on-board equipment.</p> <p>The Dow's Lake Tunnel design provided an overall condition assessment clearly identifying all the required repairs.</p>	<p>Leitrim overpass is not compliant (4% grade for rail over road) and could affect the design of Leitrim Station.</p>

Section score: 89.00%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TLink (Acciona, CAF, Fengate)



3.0 Construction Submission

Strengths	Weaknesses
<p>Identified all construction areas affecting/impacting traffic, including specific construction access points.</p> <p>Minimizes on-road haul routes by utilizing the alignment.</p> <p>Good understanding of the scope of work, temporary arrangements, and construction phasing.</p> <p>Modelling considers speed reductions in the passing points and recognizes the need to adjust dwell times to optimize passing movements.</p>	<p>Does not provide detail on how the lane closures will be monitored nor refers to the required TTMP sub-plans.</p>

Section score: 81.24%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TLink (Acciona, CAF, Fengate)

4.0 Maintenance & Rehabilitation



Strengths	Weaknesses
<p>The M&R Director has direct DMU experience, and one of the team members (CAF) is a signalling supplier.</p> <p>Rolling Stock manager is engaged at construction phase and oversees vehicle delivery.</p> <p>Project-specific maintenance related safety management provides good examples and good itemization of requirements.</p> <p>Good approach to mitigating payment deductions and managing KPI expectations.</p> <p>Detailed listing of training requirements, proposing the implementation of a Competence Management System tied to system performance.</p> <p>Good listing of categories for decision making amongst Preventative, Corrective and Predictive Maintenance, including deterioration rate, serviceability, RAMs, and risk based consequences of failure.</p>	<p>Generic recognition of Transport Canada regulatory reporting requirements.</p>

Section score: 83.52%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TLink (Acciona, CAF, Fengate)



FNP discussion items			
TL-FNP1	2.0 Design	2.1 Civil and Guideway Design	Leitrim overpass is not compliant (4% grade for rail over road) and could affect the design of Leitrim Station.

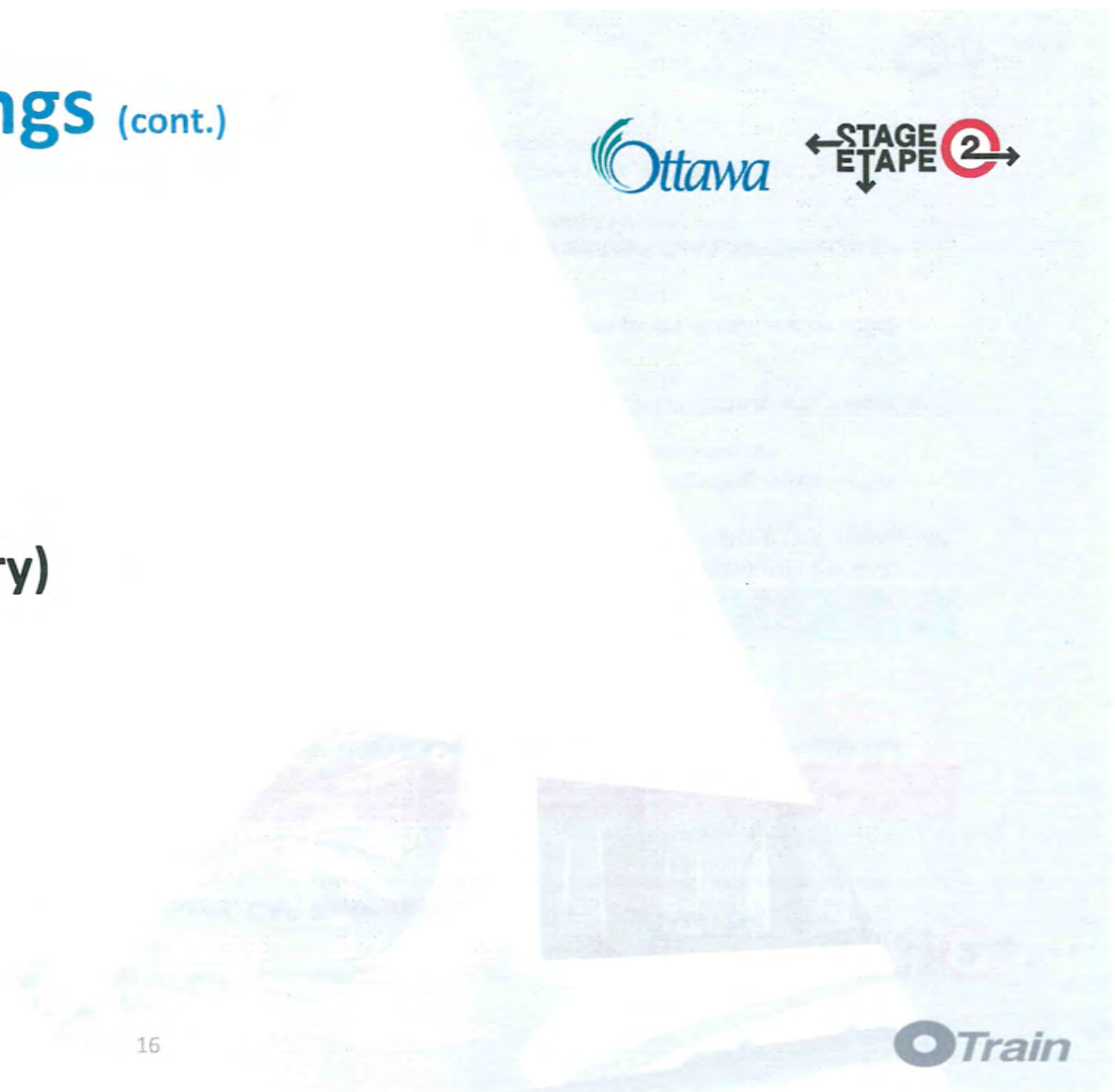
Exceedances			
TL-E1	2.0 Design	2.1 Civil and Guideway Design	Committed to replacing all the existing mainline wooden ties with concrete ties, which benefits the gauge (ride quality improvement) and life cycle issues on the existing line.
TL-E2		2.3 Systems Design Submission	Design is providing the most sophisticated signaling system in the market (CBTC), which exceeds the PSOS requirements.
TL-E3		2.4 Station Design Submission	Proposing widening the platforms for Carlton Station, which exceeds PSOS requirements.
TL-E4		2.4 Station Design Submission	Using fully enclosed Communications rooms at each station which exceeds PSOS requirements.
TL-E5		2.9 Dow's Lake Tunnel Design	Provided an overall condition assessment clearly identifying all the required repairs. [Potential Proposal Extract]
TL-E6		2.9 Dow's Lake Tunnel Design	New emergency egress staircase at the southern end of the tunnel which exceeds PSOS requirements.

D. Evaluation Findings (cont.)

Evaluation details per Proponent

TEA

(Colas, WSP, Tomlinson, Plenary)



D. Evaluation Findings (cont.)

Evaluation details per Proponent | TEA (Colas, WSP, Tomlinson, Plenary)



1.0 General Technical Submission

Strengths	Weaknesses
<p>Proposing a strong team of key individuals, with rail experience and previous experience in Stage 1 (WSP – lead designer for Stage 1, Tomlinson). Early engagement of the M&R team is clearly identified and structured.</p> <p>The schedule has a good critical path, reflects PA constraints, and addresses all the criterion that allow monitoring of the schedule. Schedule control techniques and tracking/reporting methods are very good.</p> <p>Preliminary risk assessment demonstrates a good understanding of the key project risks, includes good categorization of the risks, and draws on previous project experience.</p> <p>The SIMP addressed all aspects required under a high level description while providing an overall good level of detail, including a detailed listing of tests with City participation.</p>	--

Section score: 83.00%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TEA (Colas, WSP, Tomlinson, Plenary)



2.0 Design Submission

Strengths	Weaknesses
<p>Very good quality of the design package overall. Clear and detailed drawings that articulate premium project solutions.</p> <p>Rideau River Bridge is designed as a full replacement with a Level 1 aesthetic and the design addresses conflicts with the MUP.</p> <p>Lester Rail bridge is design for freight loading and gradient, and therefore eliminates the requirement for an at grade crossing</p> <p>Signalling design is robust and well described, providing a full detailed narrative on all the functionalities and features of the signalling system, and allows for a backup solution for freight rail.</p> <p>Very good yard layout and front entrance arrangement.</p> <p>Demonstrates very good understanding of the required vehicle fleet work and has very good project experience in similar scope of work (First Group has proven relevant past experience in overall integration of vehicle on-board systems).</p>	<p>Brookfield siding is non-conformant and may impact the design for the VIA grade separation (Ellwood), as well as operational impacts (results in a pinch point due to a shorter siding).</p> <p>Design of Uplands, Bowesville and Leitrim ramps is non-conformant with passenger flow requirements.</p> <p>The lack of weather protection across all stations is non-conformant with PSOS.</p>

Section score: 81.00%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TEA (Colas, WSP, Tomlinson, Plenary)



3.0 Construction Submission

Strengths	Weaknesses
<p>Very good response with detail regarding personnel and activities, and acknowledging project-specific high risk areas.</p> <p>Very good understanding of project scope; demonstrated ability and resources to deliver the project.</p> <p>Very good description of the strategies proposed for managing construction adjacent to active rail lines.</p> <p>Good staging solutions developed to avoid issues related to utility conflicts and traffic impact.</p> <p>Tomlinson’s ability to self-supply relevant materials such as concrete, asphalt and aggregate provides more confidence in the project delivery. The team retains a large existing reserve of labour and equipment.</p> <p>Good section by section delineation of City and Project Co responsibilities, and good understanding of the Trial Running activities.</p> <p>Detailed consideration of performance factors (passengers, operations, weather), and a good understanding of timing requirements.</p>	--

Section score: 89.05%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TEA (Colas, WSP, Tomlinson, Plenary)



4.0 Maintenance & Rehabilitation

Strengths	Weaknesses
<p>Strong key individuals proposed, with direct experience in similar projects. Several (6) senior level maintenance staff assigned to the project from the commencement date.</p> <p>Direct experience on rail wayside infrastructure and vehicle systems.</p> <p>Applies strategies and techniques of previous projects to project-specific situations and challenges, including work safety programs.</p> <p>Addresses the importance of transferring the existing system infrastructure after Financial Close. Clear strategy for taking over and maintaining the VIA diamond.</p> <p>Provides a list of Transport Canada regulatory filings, demonstrating an understanding of the standards that need to be met, and setting a baseline for how a specific part of the track should be kept in service.</p> <p>Plan to include Capital Rail's Inspection and Safety rules into the CMMS, as well as Stadler and LINT maintenance plans.</p>	--

Section score: 84.60%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TEA (Colas, WSP, Tomlinson, Plenary)



FNP discussion items			
TEA-FNP1	2.0 Design Submission	2.1 Civil and Guideway Design	Brookfield siding is non-conformant and may impact the design for the VIA grade separation (Ellwood), as well as operational impacts (results in a pinch point due to a shorter siding).
TEA-FNP2		2.4 Station Design Submission	Design of Uplands, Bowesville and Leitrim ramps is non-conformant with passenger flow requirements
TEA-FNP3		2.4 Station Design Submission	The lack of weather protection across all stations is non-conformant with PSOS

Exceedances			
TEA-E1	2.0 Design Submission	2.1 Civil and Guideway Design	Rideau River Bridge is designed as a full replacement with a Level 1 aesthetic and the design addresses conflicts with the MUP.
TEA-E2		2.1 Civil and Guideway Design	Lester Rail bridge is design for freight loading and gradient, and therefore eliminates the requirement for an at grade crossing.
TEA-E3		2.1 Civil and Guideway Design	Bowesville cross-over and Limebank storage track have been provided, although these are not required by PSOS

D. Evaluation Findings (cont.)

Evaluation details per Proponent

TNext

(SNC-Lavalin)



D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)

1.0 General Technical Submission



Strengths	Weaknesses
<p>Proposed Design Architect and Safety and Security Manager are strong key individuals with relevant experience.</p>	<p>The narrative is generic, not project-specific, and poorly written.</p> <p>The PMP statements in this section are not substantiated by other sections in the submission, e.g. reference to past projects with no details provided; the PMP emphasizes the end-user experience but it is not substantiated in the design (see stations and vehicle).</p> <p>Reference to continuity with Stage 1 Confederation Line is difficult to observe; only junior staff are being proposed for the Trillium Line and/or staff that joined the Confed Line Project very late in the term.</p> <p>In section 1.4 - Construction Communications and Stakeholder Engagement the Airport, NRC, CN and VIA are not mentioned in the list of stakeholders.</p> <p>Narrative of the PBS critical path is unstructured and poorly written. It highlights key issues but does not articulate the critical path to substantial completion.</p> <p>The risk management approach focuses mostly on risks that are the responsibility of the City and 3rd parties, rather than Project Co risks.</p> <p>Section 1.7 – Systems Integration Management Plan does not provide an adequate level of detail and includes a number of errors.</p> <p>Several key individuals do not have sufficient and/or relevant experience.</p>

Section score: 68.00%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)

2.0 Design Submission



Strengths	Weaknesses
--	<p>Minimal specific details provided in the narrative.</p> <p>No rehabilitation work is planned for the Rideau River Bridge spans, but no evidence is provided in the narrative to support this decision.</p> <p>Shortening of the Brookfield siding will result in a non-conformant passing siding and will affect the VIA grade separation.</p> <p>Little or no detail is provided for the S&TC system: did not provide a solution and details for the Signalling and Train Control system, which ultimately affects the vehicle integration, the project schedule and the overall success of the project.</p> <p>Station design includes access to Platforms through lengthy ramps (no stairs provided) which are non-conformant with PSOS with respect to CPTED requirements and passenger transfer effort.</p> <p>TNext states that the City has yet to obtain Alstom information which TNext requires in order to progress the design and integration of on-board equipment (Sections 2.6-7 and 2.6-13 of the submission). This information is not forthcoming and translates into a fatal flaw in TNext's approach to the Existing Vehicle Fleet design.</p> <p>Tent temporary structures are used in several instances in the yard but there is no discussion on the lifecycle and durability of those structures.</p>

Section score: 61.00%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)



3.0 Construction Submission

Strengths	Weaknesses
<p>Approach acknowledges the unique environment at the Airport and describes past experience working at the Airport.</p> <p>Good understanding of third parties involved in the project, e.g. Carleton, CN, VIA, NRC.</p>	<p>Narrative tends to be overall repetitive and generic, and lacks detail substantiating the statements made.</p> <p>Haul route map was of inappropriate scale, and limited detail, and there was no description provided as to how the haul operations will take place.</p> <p>Narrative indicates that “trial running is not a test” which does not meet the intent of the PA.</p> <p>In the network model, TNext indicate that delays due to dwell time variations and waiting at sidings for single track usage are not included in the calculations.</p> <p>Does not acknowledge the schedule constraints related to performing works on the existing line.</p> <p>The narrative provides no recognition of specific training requirements.</p> <p>The process to be followed leading to the request to the Independent Certifier for the issuance of the Substantial Completion Certificate is not explained in sufficient detail.</p> <p>Narrative does not illustrate the testing and commissioning interfaces and responsibility split as it relates to the Communication System and head-end management platform at the TOCC and BCC.</p>

Section score: 68.52%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)

4.0 Maintenance & Rehabilitation



Strengths	Weaknesses
--	<p>In many instances the narrative simply restates the PSOS requirements and no specific details are provided.</p> <p>Provides no description of the approach of the Maintenance Director to day-to-day maintenance of rail transit according to pre-established performance specifications.</p> <p>States the mobilization of the M&R team on May 2021, which raises the question on who will be maintaining the existing line from May 2020.</p> <p>There is no description on how the Maintenance and Rehabilitation Services are to be executed in a timely, diligent, safe, and professional manner.</p> <p>Plan for mobilization is highly generic with no reasonable level of detail provided.</p> <p>The plan for M&R mobilization is extremely generic; no plan is provided for maintenance prior to and during the shutdown (NRC spur, Ellwood diamond, and Walkley diamond).</p> <p>Includes a weak response on minimizing impacts on operations, and does not address mitigation of paymech deductions and KPIs.</p>

Section score: 59.64%

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)



FNP discussion items			
TN-FNP1	1.0 General Technical Submission	1.1 Project Management Plan	M&R Director has no previous experience working on a relevant maintenance site.
TN-FNP2		1.1 Project Management Plan	Design Manager doesn't appear to have the relevant experience; the resume does not demonstrate that his role in the described projects was similar in scope and complexity to the Trillium Line.
TN-FNP3		1.1 Project Management Plan	Systems Integration Manager has significant industry experience but none in the proposed role.
TN-FNP4		1.1 Project Management Plan	The Communications and Stakeholder Engagement Director has no project experience and only seven years overall experience.
TN-FNP5		1.1 Project Management Plan	Narrative appears to describe a misunderstanding of the project agreement provisions for handover of the existing assets and assumes that Project Co will have the ability to "capture concerns" raised after a walk through with the City (section 1.1-22 of the submission)
TN-FNP6		1.5 Works Schedule PBS-1	Proponent mentions that their ability to meet project timelines is contingent on the Early Works starting December 2018 (Section 1.5-3).
TN-FNP7		1.5 Works Schedule PBS-1	Narrative implies that Project Co will need the City to relax the requirements for fully coordinated design packages.
TN-FNP8		1.7 Systems Integration Management Plan (SIMP)	Introductory statement suggests that the SIMP attached (not actually provided) is an "example of a SIMP", rather than a project-specific SIMP.

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)



FNP discussion items (cont.)

TN-FNP9	2.0 Design	2.1 Civil and Guideway Design	Shortening of the Brookfield siding will result in a non-conformant passing siding and will affect the VIA grade separation. Further, the TNext network model indicates Brookfield siding as a pinch point (see section 3.4-17, which states that minor delays will be caused by single track usage “particularly at Brookfield”), which has unacceptable operational impacts.
TN-FNP10		2.1 Civil and Guideway Design	No rehabilitation work planned for the Rideau River Bridge spans, despite the minimum rehabilitation work described in various OSIM reports provided. Narrative states that the requirement for an E-80 live load will be addressed solely by applying a speed restriction. Bridge handrail upgrade is also not provided, which is a non-conformance with PSOS requirements.
TN-FNP11		2.1 Civil and Guideway Design	NRC 200m run-off is not provided, which is non-conformant with PSOS requirements and has operational impacts
TN-FNP12		2.1 Civil and Guideway Design	Earl Armstrong and Leitrim are not designed to E80 loading.
TN-FNP13		2.1 Civil and Guideway Design	Lester rail bridge is designed for freight gradient, and TNext has eliminated the at-grade freight crossing. However, the bridge is not designed for freight loading (non-conformance with PSOS), therefore rework is required to the structure design, or reinstatement of the design of the at-grade crossing.

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)



FNP discussion items (cont.)		
TN-FNP14	2.3 Systems Design Submission	Little or no detail is provided for the S&TC system: did not provide a solution and details for the Signalling and Train Control system, which ultimately affects the vehicle integration, the project schedule, and the overall success of the project. (TNext submission page 2.3-35)
TN-FNP15	2.4 Station Design Submission	Station design includes access to Stations through lengthy ramps (no stairs provided) which are non-conformant with PSOS in what concerns CPTED requirements and passenger transfer effort.
TN-FNP16	2.4 Station Design Submission	Uplands Station single platform configuration translates into customer service impacts and erodes operational flexibility, demonstrating limited understanding of project needs.
TN-FNP17	2.5 New Walkley Yard Design Submission	To achieve redundancy leaving the yard the design considers a turn out and connection trough the adjacent freight CN yard, which demonstrates lack of understanding of the regulatory environment and of the track conditions in the CN yard, potentially compromises the Stadler warrantee, would rely on a new commercial agreement with CN, and requires approval requirements from Transport Canada, which have not been discussed in the submission.
TN-FNP18	2.6 Vehicle Fleet Design Submission	TNext states that the City has yet to obtain Alstom information which TNext requires in order to progress the design and integration of on-board equipment (Sections 2.6-7 and 2.6-13 of the submission). This information is not forthcoming and translates into a fatal flaw in TNext's approach to the Existing Vehicle Fleet design.

D. Evaluation Findings (cont.)

Evaluation details per Proponent | TNext (SNC-Lavalin)



FNP discussion items (cont.)

TN-FNP19	3.0 Construction Submission	3.4 System Testing and Commissioning Plan	In the network model, TNext indicate that delays due to dwell time variations and waiting at sidings for single track usage are not included in the calculations. This demonstrates a clear misunderstanding of the requirement, which is to account for all system delays and use that information to inform the track alignment.
TN-FNP20		3.6 Mobility Matters Lanes	Did not provide hours or costs in the target letter, which demonstrates a lack of understanding of the importance of the Target Letter.

Exceedances

N/A			
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E. Conclusions



Proponent	Ranking	Technical score (%)
Trillium Link (TLink)	1	84.94%
Trillium Extension Alliance (TEA)	2	84.03%
TransitNEXT (TNext)	--	63.61%

E. Conclusions (cont.)



TLink - unanimous consensus that the proposal should be considered further in the Evaluation Process.

TEA - unanimous consensus that the proposal should be considered further in the Evaluation Process.

TNext - unanimous consensus that the proposal should not be considered further in the Evaluation Process:

The proposal failed all four (4) Technical Categories.

Project Schedule: The lack of a defined S&TCS solution, major missing scope issues, a stated hedge position on early works (starting in December), and a stated hedge position on the ability to submit fragmented design packages cast doubt on the validity of their Project Schedule.

Agreement on Scope: Resolving all of the major issues identified in the submission would be a lengthy and likely impractical process, resembling the open period DPM process and affecting almost all portions of the project (e.g. track, stations, signals, vehicles). The significant scope discrepancies should cast doubt on the validity of the overall proposal. The extent of rework will be significant.

Risk Profile: In multiple instances, TNext states a position which appears to require PA compromises or additional information from the City, such as increased scrutiny on condition of existing assets, additional information required on the existing Alstom fleet, and missing details on System Integration.

Questions



Trillium Link Summary

(Acciona, CAF, Fengate)



Strong technical submission throughout, with a very strong Design submission. Full CBTC Signalling & Train Control System, exceptional detail on upgrading the existing Alstom fleet, strongest Station Design, excellent Walkley Yard layout, strong M&R Team lead by CAF, and very good Key Individuals.

Trillium Extension Alliance Summary



(Colas, WSP, Tomlinson, Plenary)

Strong Technical submission throughout with a very strong Construction submission (Tomlinson, Colas). Demonstrated local knowledge and access to resources. Extensive existing infrastructure upgrades including full replacement of the Rideau River Bridge, extensive and detailed upgrades to Dow's Lake Tunnel. Strong M&R Team with First Group managing the integration of on-board vehicle systems.

TransitNEXT Summary

(SNC-Lavalin)



Poor technical submission throughout (civil, track, stations, systems and vehicles).

Use of sweeping motherhood statements that demonstrated a limited understanding of the project, were often contradicted and/or not backed up. Submission tended to be generic and chose to re-state PSOS requirements as opposed to providing details of proposed solutions.

Resumes of several Key Individuals were poor.

No definitive Signalling & Train Control solution presented. TNext stated that they were unable to present a design solution for modification of the existing Alstom Fleet without further City information (fatal flaw).