



LONDON

CITY OF OPPORTUNITY

Transportation Master Plan Implementation

The Transportation Master Plan (TMP) is based on expanding options for London commuters through enhanced mobility choices and public transit service improvements providing a better balance between all modes of transportation and supporting the cost effectiveness of transportation infrastructure.

Five “Smart Moves” or strategic initiatives were recommended as part of the 20-year “new mobility” TMP:

1. Rethinking Growth to Support the Transportation Master Plan
2. Taking Transit to the Next Level
3. Actively Managing Transportation Demand
4. Greater Investment in Cycling and Walking Infrastructure
5. More Strategic Program of Road Network Improvements



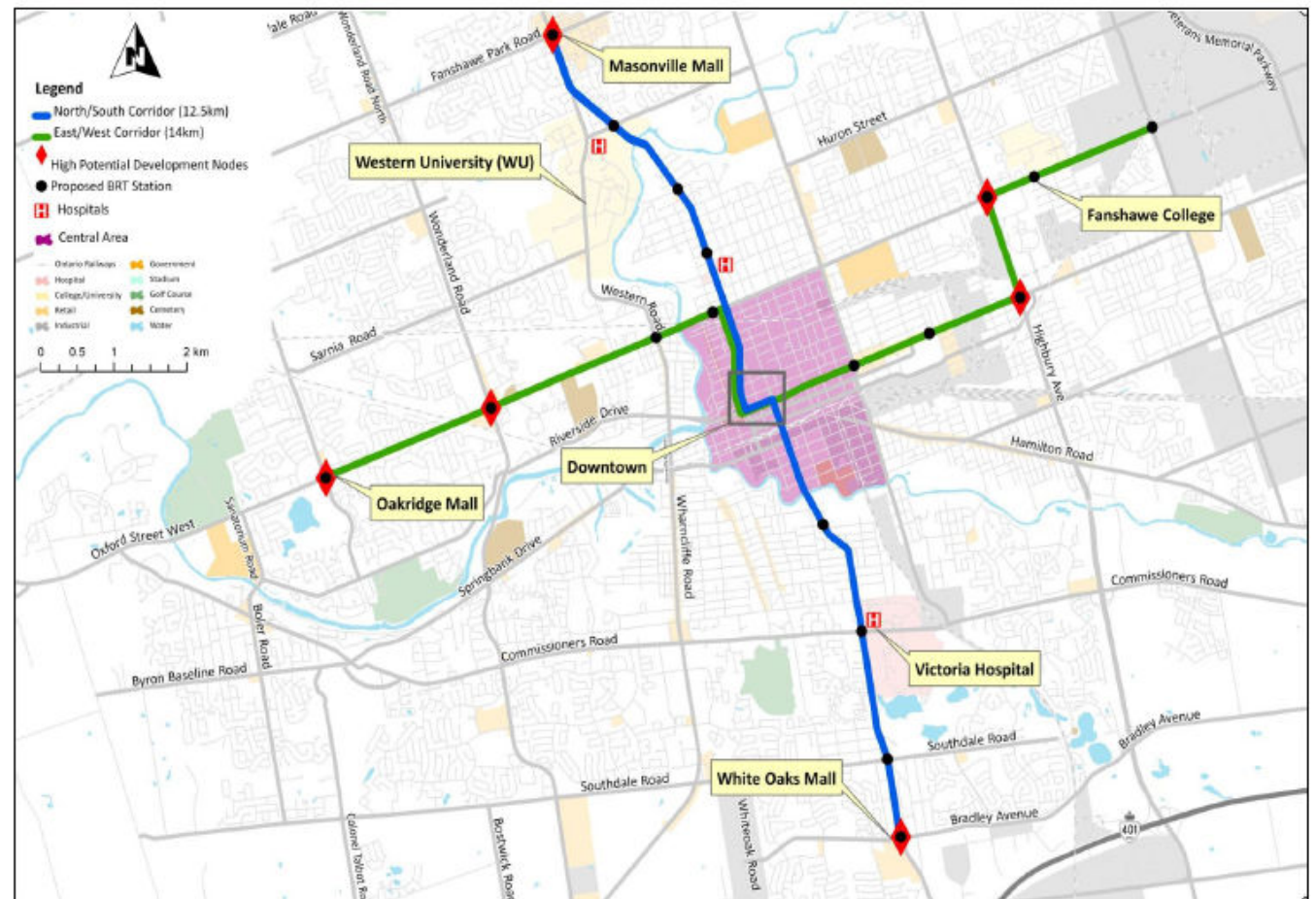


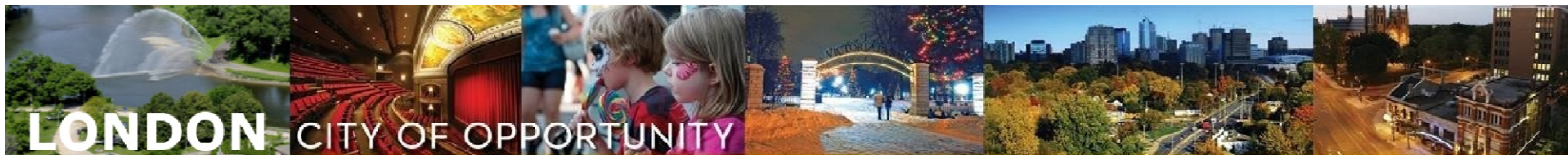
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Transportation Master Plan - Bus Rapid Transit Strategy



The BRT Strategy was developed as part of the TMP, providing the planning rationale for two BRT corridors: one north-south and one east-west.





Transportation Master Plan - Bus Rapid Transit Strategy

The London Transit Commission in conjunction with the City has completed the Business Case for the BRT for submission to the Provincial and Federal governments.

The Business Case highlights will be presented by the LTC.

The Way Ahead → BRT for London



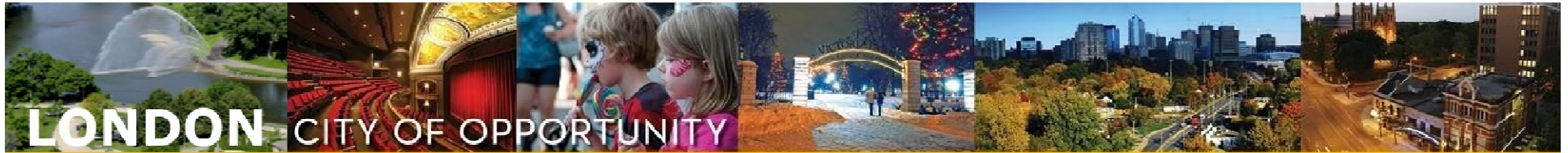
London Transit Commission

**The Way Ahead: London's Bus Rapid Transit
Strategy – Business Case**

Project Number:
60282727

Date:
July 2013





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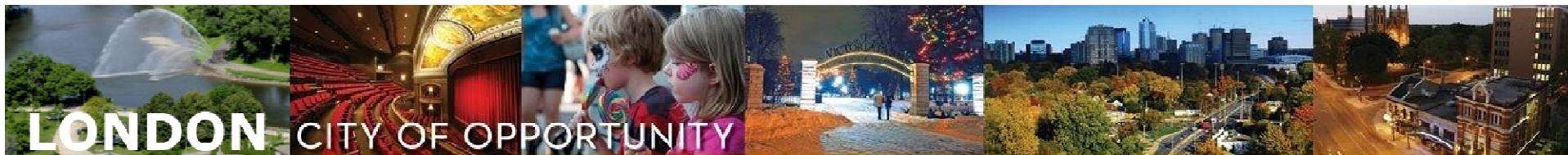
Transportation Master Plan - Bus Rapid Transit Strategy



The Business Case is not a Financial Plan.

It is a determination of the expected return on investment – an investment that represents the total cumulative net capital and operating investment requirements needed for a fully operational BRT service, including augmenting the supporting regular scheduled service.

An Implementation Plan and associated Financial Plan was developed by the City that takes into account constructability and financial constraints.



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Transportation Master Plan - Bus Rapid Transit Strategy

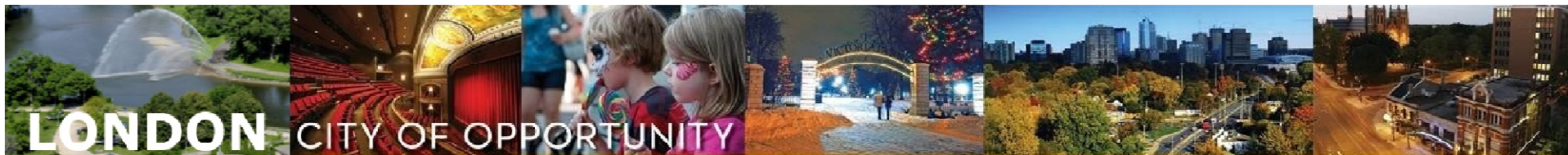
Implementation Plan

The next step in the process is to undertake an EA to:

- confirm the preferred form of rapid transit
- detail the corridor improvements
- evaluate impacts
- refine the implementation timing
- refine the overall costs



Facility	Year																
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
North Leg																	
Environmental Assessment																	
Land/Engineering/Utilities																	
Construction																	
South Leg																	
Environmental Assessment																	
Land/Engineering/Utilities																	
Construction																	
East Leg																	
Environmental Assessment																	
Land/Engineering/Utilities																	
Construction																	
West Leg																	
Environmental Assessment																	
Land/Engineering/Utilities																	
Construction																	
Downtown Facility																	
Environmental Assessment																	
Land/Engineering/Utilities																	
Construction																	

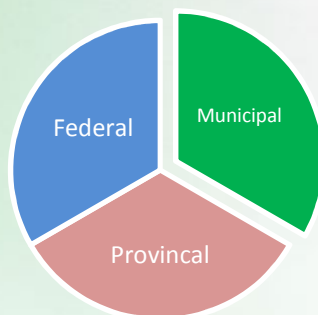


Transportation Master Plan - Bus Rapid Transit Strategy

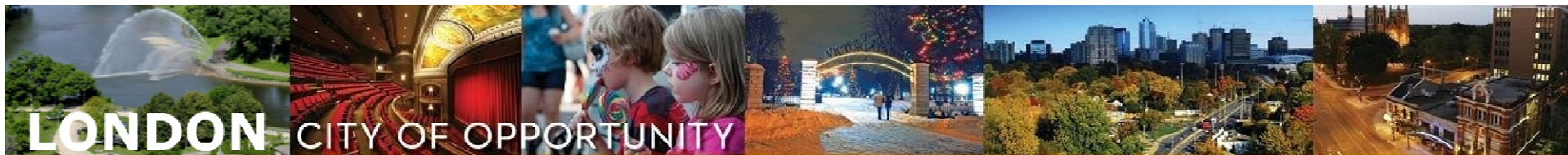
Financial Plan

Based on:

- constructability
- senior government funding
- development charge assumptions
- affordability for the municipal share



Component		Cost (\$M)	
Capital			
City	Road Construction	301.7	
London Transit Commission	Downtown Terminal	5	81.8
	Maintenance Facility	25	
	New BRT Buses	25.9	
	Feeder Service Buses	25.9	
Capital Total		383.4	
Operating			
City	Roads Project Delivery	4.9	
	Transportation Operations	1.5	
London Transit Commission	Transit Operations	95.6	
Operating Total		100.5	

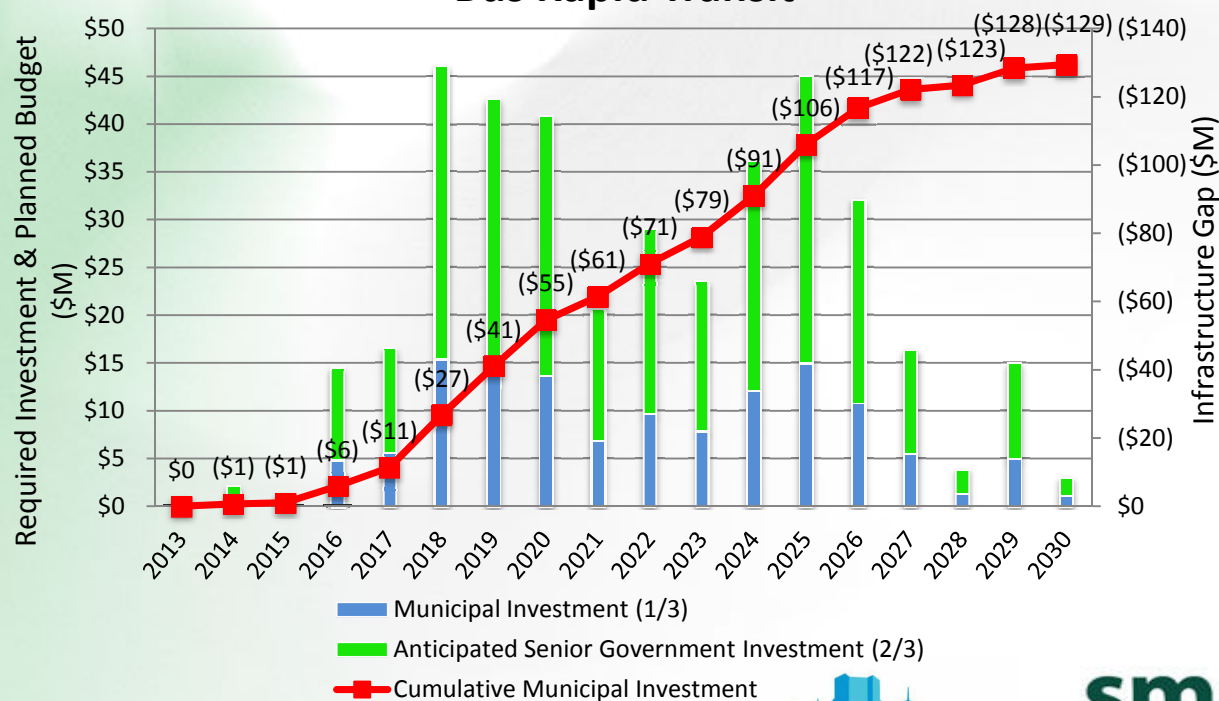


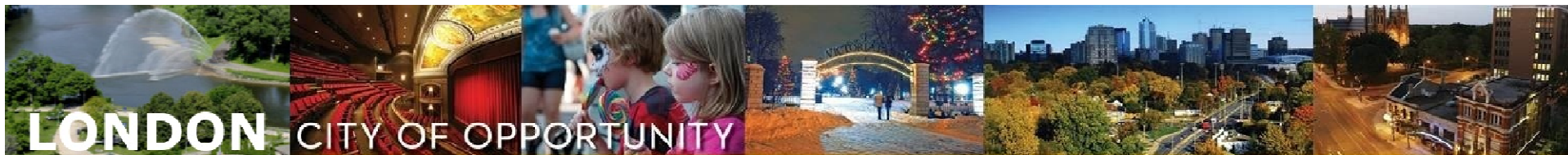
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Transportation Master Plan - Bus Rapid Transit Strategy



Bus Rapid Transit





Transportation Master Plan - Bus Rapid Transit Strategy



Key Recommendations:

- Receive the Bus Rapid Transit Strategy Business Case,
- Initiate an Environmental Assessment in 2014 for the Rapid Transit Corridors identified in the Transportation Master Plan,
- Receive Financial Plan for Constrained Implementation Plan, noting that the financial plan will be subject to revision as a result of the Environmental Assessment process, commitment of senior levels of government funding and the finalization of the 2014 Development Charge,
- Make representation to the Provincial and Federal governments with the objective of gaining approval and commitment for investment in London's Bus Rapid Transit Strategy.