

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Contract Award: Tender No. RFT-2023-264
East London Link Phase 3A West – Dundas Street

Date: January 30, 2024

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for the East London Link Phase 3A West project; it being noted that in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy, Request for Tender (RFT) contract awards greater than \$6,000,000 require approval of City Council:

- (a) the bid submitted by Bre-Ex Construction Inc. at its tendered price of \$9,277,302.47 excluding HST, for the East London Link Phase 3A West project, **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Inc. was the lowest of five (5) bids received and meets the City's specifications and requirements in all areas;
- (b) Dillon Consulting Limited **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$1,244,545.50, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (e) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project as it relates to interaction with Canadian National Railway (CNR);
- (f) the Civic Administration **BE AUTHORIZED** to approve Memorandums of Understanding between the Corporation of the City of London and public utilities and private service owners in relation to the cost-sharing of servicing works contained within the East London Link and Municipal Infrastructure Improvements Phase 3A project contract;
- (g) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT-2023-264); and
- (h) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor and continuation of consulting services for construction inspection and contract administration for the East London Link Phase 3A West project, which will reconstruct Dundas Street from Egerton Street to McCormick Boulevard. Figure 1 below depicts the East London Link corridor and the approximate limits of the Phase 3A West assignment.

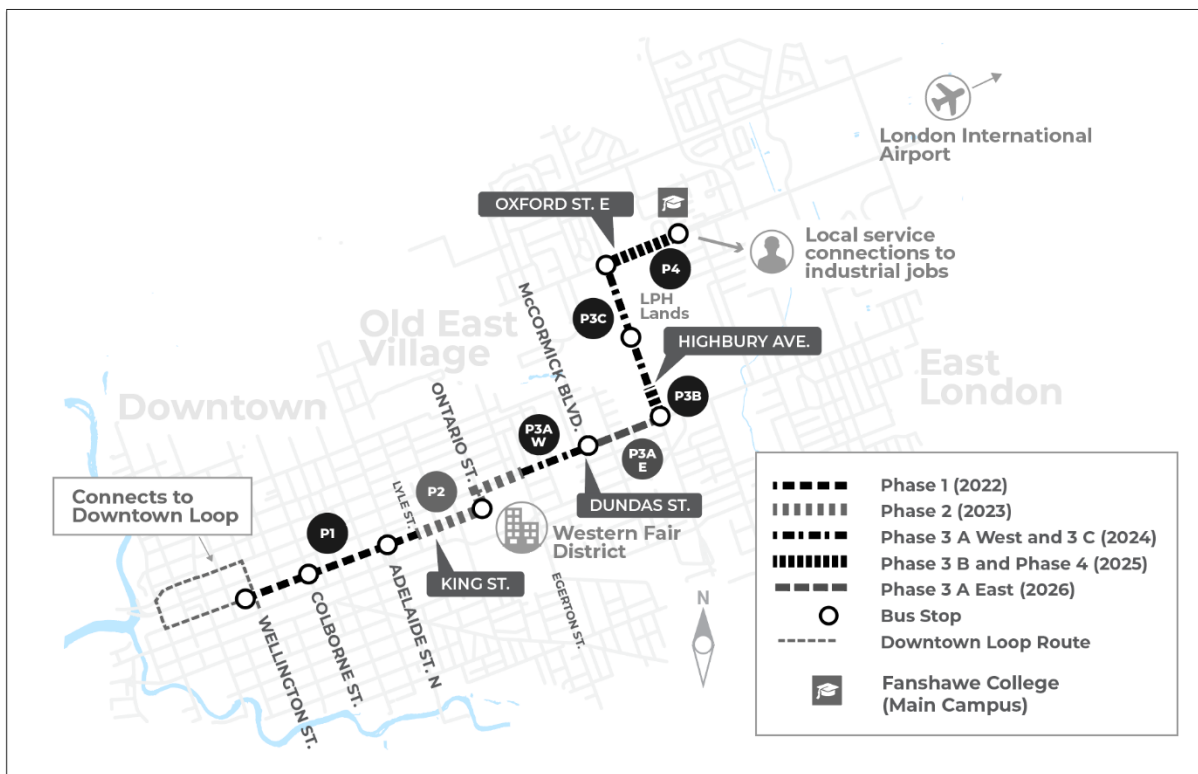


Figure 1: East London Link Project and the Phase 3A West Construction Limits (Dundas Street between Egerton Street and McCormick Boulevard)

Context

On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the Public Transit Infrastructure Stream (PTIS) program, including the East London Link.

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

The East London Link corridor covers approximately seven kilometers of roadway connecting to the Downtown Loop and through eastern London connecting to a proposed transit hub located on the Fanshawe College campus. The project will implement dedicated transit lanes with the goal of increasing transit frequency and reliability while improving capacity in general traffic lanes by removing buses from mixed traffic.

In addition to being a planned rapid transit corridor, the East London Link contains aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure and update private utility services to support infrastructure renewal, population growth, re-development and revitalization along rapid transit corridors. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcomes:

- Mobility and Transportation:
 - Londoners of all identities, abilities and means can move throughout the city safely and efficiently
- Climate Action and Sustainable Growth
 - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2019 – The History of London's Rapid Transit Initiative;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – February 1, 2022 – East London Link and Municipal Infrastructure Improvements Phase 1;
- Civic Works Committee – November 29, 2022 – Vendor of Record Contract Award, Rapid Transit Shelter Infrastructure; and
- Civic Works Committee – January 10, 2023 – East London Link and Municipal Infrastructure Improvements Phase 2.

2.0 Discussion and Considerations

2.1 East London Link Rapid Transit Corridor

The East London Link corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, and heavy industrial uses. The corridor is anchored by Downtown London at the western end and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg Lane, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College's main campus.

Local bus routes are currently focused on Dundas Street east of Wellington Street. Constructing the East London Link will repurpose and/or widen existing traffic lanes to introduce rapid transit operations, support existing local transit routes and improve capacity in general traffic lanes by moving buses out of mixed traffic.

While rebuilding the roads, the project will address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing approximately seven kilometers of roadway in the core and east London. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

Phase 1 of the East London Link started in 2022 by reconstructing King Street from Wellington Street to Lyle Street. In 2023, Phase 2 of the East London Link reconstructed King Street from Lyle Street to Ontario Street, Ontario Street from King Street to Dundas Street, and Dundas Street from Ontario Street to Egerton Street. East London Link Phase 2 reopened to traffic in December of 2023 with the exception of traffic signal work at the intersection of Ontario Street and King Street. There will be minor carryover works required in 2024.

Phase 3 of the East London Link encompasses Dundas Street from Egerton Street to Highbury Avenue North and Highbury Avenue North from Dundas Street to Oxford Street East. Given the scale and complexity of Phase 3 it has been broken up into four construction tenders:

- 3A West - Dundas Street from Egerton Street to McCormick Boulevard (2024)
- 3A East - McCormick Boulevard to Highbury Avenue North (2026)
- 3B Highbury Avenue North CPOCK Bridge (2024/2025)
- 3C Highbury Avenue North from Oxford Street East to the CPOCK Bridge (2024)

This contract award relates to Phase 3A West of the East London Link.

2.2 East London Link Phase 3A West Contract

This project involves reconstruction of Dundas Street from Egerton Street to McCormick Boulevard. The reconstruction will include the following improvements:

- Road reconstruction including new asphalt, boulevard enhancements, curb, gutter and sidewalks;
- Incorporating curbside bus-only lanes with transit priority signals to improve transit frequency and reliability;
- The addition of new rapid transit stops along Dundas Street at Kellogg Lane for eastbound and westbound, and Eleanor Street for westbound totalling to three stations;
- New street lights and traffic signal upgrades with transit signal priority;
- The addition of two new fully signalized intersections at Kellogg Lane and Eleanor Street;
- Installation of ductwork beneath the CNR tracks via directional drilling to support City and private utility infrastructure; and
- Hydro and other private utility improvements.

Sections of Dundas Street within the limits of Phase 3A West underwent underground infrastructure renewal works in 2018, reducing the scope of underground required for this contract. The reduced scope of underground work will aid in the contractor's ability to keep traffic flowing along Dundas Street with isolated closures where necessary.

2.3 East London Link Environmental Assessment Update

The rapid transit environmental assessment design concepts had proposed centre-running dedicated transit lanes for Ontario Street and Dundas Street. While centre-running bus lanes provide optimal rapid transit operations, applying this configuration to Dundas Street came with drawbacks such as limited left turn access to businesses and side streets, large stop spacing and considerable private property impacts.

The constrained Dundas Street segment of the east corridor presented further challenges through detailed design and an updated curbside dedicated lane design was reviewed that still provides bus-only lanes supporting higher order transit while enhancing access along the corridor and reducing property impacts. Curbside bus lanes also created the opportunity to include an additional stop servicing 100 Kellogg Lane, breaking up the longest stop spacing on the corridor of over 1.1kms. Following thorough analysis of design alternatives, the Dundas Street section of the corridor was revised to curbside bus lanes.

Curbside bus lanes are still transit-dedicated to support frequency and reliability similar to Downtown Loop and King Street. This design configuration continues to provide higher order transit operations, while balancing the interests of businesses, drivers and local transit users along Dundas Street.

Detailed design efforts also reviewed the proposed location for signalized intersections along Dundas Street. Considering current information regarding development plans in the area, it was concluded that the intersection of Dundas Street and Eleanor Street should be prioritized as a signalized intersection over McCormick Boulevard. The design for Dundas Street provides for fully signalized intersections at the newly aligned Ashland Avenue intersection to serve future redevelopment of the McCormick lands and at the Eleanor Street intersection to serve ongoing redevelopment of the 100 Kellogg Lane site. The McCormick Boulevard intersection will operate as a right-in/right-out side street connection.

In accordance with provincial legislation, the design revisions were not deemed significant in relation to matters of provincial importance. As such, a note-to-file was sufficient to satisfy provincial environmental assessment addendum requirements.

2.4 Construction Considerations

Mitigation of construction impacts is a priority for this project to minimize the impacts on local businesses and the public. Due to the large volume of work to be completed in a single construction season, multiple stages or substages may be constructed at the same time.

It will be the contractor's responsibility to manage business and local traffic through these areas as documented in the contractor's traffic management plan. The contract includes a pay item for the City, Contractor and the Contract Administrator to work collaboratively and review opportunities to streamline construction staging and overall project schedule in an effort to reduce resident, business, and social impacts.

The contractor will be permitted to work in multiple areas of Dundas Street at any time during construction. However, key restrictions and milestones have been identified in the contract special provisions, such as maintaining a minimum of two lanes of traffic during construction. The City will review and approve any periodic closures and the Contractor must maintain access throughout construction as per the standard contract documents.

It will be the contractor's responsibility to manage business access and traffic through these areas as documented in the contractor's traffic management plan. The City has committed to allowing flexibility in the staging of the work in the project so as to build efficiently and meet the completion date. To that end, the aforementioned staging

workshop will provide an opportunity for the Contractor, City, and Consultant teams to strategize with the goal of maximizing efficiency and minimizing disruption to the public.

2.5 Public Engagement and Consultation

The project team shared near-final designs and information on project status and next steps, through virtual and in-person public engagement opportunities and a two-week consultation period between October 9, 2023 to October 20, 2023. Two “Transit Tuesday” drop-in sessions were hosted on both Tuesday, October 10, 2023 and Tuesday, October 17, 2023 for residents, businesses and property owners to discuss the project in-person with the project team at the City of London Major Project’s office.

This engagement period was an opportunity for property owners, businesses and residents within the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project. The project team also consulted directly with individual property owners and businesses throughout 2023. Important design information was shared, including road widening impacts, the introduction of centre-medians and changes to turning movements along rapid transit corridors as well as an overview of the future pavement markings for rapid transit lanes.

The project team also hand-delivered notices to tenants, residents and businesses along the project area. This in-person outreach was another opportunity to discuss the project directly with businesses and residents, answer questions, and highlight changes the project could bring to their operations through introducing transit-only lanes and new medians.

The City will continue to issue timely communications and traffic detour information to minimize potential impact to residents and businesses during construction. Some key ways to support this include:

- Devoting a dedicated business relations coordinator to the project, to act as a liaison between the City and individual businesses;
- Maintaining access to buildings and driveways throughout construction or providing alternative arrangements where needed; and
- Ensuring Londoners know the area is open for business during construction through targeted, strategic marketing.

The proposed staging of construction will be communicated to property and business owners at a pre-construction webinar in the spring. The webinar will identify access needs and alternative entry and exit points, and outline potential impacts during construction, including, but not limited to traffic, waste collection, and noise and vibrations.

Construction Coordination

None of the projects around the city happen in isolation. Rather, the City’s various project teams work closely together to ensure that construction projects are coordinated, and overall traffic impacts are mitigated and managed. We take a holistic approach to everything from communications to traffic calming, wayfinding, and coordination of early works.

Throughout the busy construction season, representatives from divisions across the City, London Transit Commission and private utilities meet weekly to discuss any works or events requiring lane restrictions or a full closure to protect parallel corridors and detour routes.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the East London Link and Infrastructure Improvements Phase 3A West project were opened on January 10, 2024. Five (5) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	Bre-Ex Construction Inc.	\$9,277,302.47
2	L82 Construction Ltd	\$9,793,524.16
3	J-AAR Excavating Limited	\$9,975,947.73
4	CH Excavating (2013)	\$10,557,323.46
5	Cassidy Construction London Ltd.	\$10,716,109.68

All tenders have been checked by Dillon Consulting Limited, Construction and Infrastructure Services and Procurement and Supply. No mathematical errors were found, and the results of the tendering process indicate a competitive process. The submission from Bre-Ex Construction Inc. was determined to meet all specifications and requirements of RFT-2023-264 and was determined to be the lowest compliant bid submission. The tender was advertised early and for an extended period of time to account for the larger scope of work, with an advanced tender posting notice completed. The tender estimate just prior to tender opening was \$10.58M excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. All tenders include a contingency allowance of \$1,000,000.

The approved East London Link construction budget (RT1430-3A) has sufficient funds to award this contract. The construction project will be managed carefully to take advantage of cost efficiencies and potential surpluses from the contingency amounts included in the previously awarded construction phases of East London Link.

The construction industry in London and throughout Ontario has experienced unprecedented cost escalations and budget pressures across all projects. A business case has been included with the 2024-2027 Multi-Year Budget to request an additional budget. The Multi-Year Budget request reflects several factors that are impacting all construction projects, such as inflation, rising interest rates, supply chain issues, legislative changes, as well as a changing real estate market.

In an effort to offset these cost pressures, staff and the consultant design team continue to review value engineering design alternatives and seek budget efficiencies along all three of the Rapid Transit corridors. Each year, the rapid transit tenders have intentionally closed before year end, as timely contract awards yield significant efficiencies and cost savings by creating a more competitive bidding environment. London is also fortunate to have strong local construction and engineering industries that are committed to efficiently delivering these infrastructure projects from both a cost and schedule perspective.

While the City and design team has been successful in limiting the budget over-run where possible, the factors impacting the cost of the overall project have been further detailed in the 2024-2027 Multi-Year Budget case.

3.2 Consulting Services

Dillon Consulting Limited and AECOM Canada were awarded the detailed design of the East London Link and Infrastructure Improvements project by Council on August 25, 2020, as a partnership with Archibald, Gray, and McKay Engineering Ltd as a sub-consultant. The East London Link was broken up into four design phases to be led by the various teams. Dillon Consulting Ltd is the lead design consultant for Phase 3 – Dundas Street from Egerton to Highbury Avenue North, Highbury Avenue North from

Dundas Street to Oxford Street East. Due to the Consultant’s knowledge of the detailed design, a proposal for contract administration and construction observation was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for construction administration and construction observation of this project, including the time allocated to each project task, along with hourly rates provided by each of the Consultant’s staff members. The proposed contract administration consulting fees are slightly elevated as a percentage of construction compared with other rapid transit and infrastructure renewal program assignments, noting that this assignment incorporates specialty works such as trenchless utility installations under the CNR Railway and transit infrastructure elements including three curbside transit station platforms, related shelter and amenities, and that the phasing is proposed in a manner that will maintain two lanes open during construction, which extended the duration of construction activities for the entire 2024 construction season. It is also anticipated that greater consultant effort will be required to progress construction due to a number of site-specific issues, including property and parking access, multiple simultaneous construction work areas, extended working hours, private utility reconstruction, etc. Fees also include a provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

The City and the consultant will work closely with the contractor to find project efficiencies that reduce impacts and construction time where possible with the goal of reducing construction administration efforts. Any unused consulting fees will be reallocated to future Rapid Transit phases.

The continued use of Dillon Consulting Limited on this project for resident inspection and contract administration and construction observation is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, civic administration is recommending that Dillon Consulting Limited be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$1,244,545.50, excluding HST. These fees are associated with the construction contract administration and resident inspection services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services to \$12,946,131.30 excluding HST, as of January 2024.

3.3 Operating Budget Impacts

Phase 3A West of the project will revitalize Dundas Street within the proposed right-of-way resulting in the potential for marginal annual operating budget impacts to transportation, and parks operations. No sewer or water operational cost increases are expected. The following table summarizes anticipated additional increases from East London Link Phase 3A West:

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Transportation Operations	Additional 0.5km of lane summer and winter maintenance	\$5,000
Parks Operations	Additional planters and streetscape enhancements	\$6,500
Traffic Operations	New signal at Kellogg Lane and Eleanor Street	\$32,000
Station Operations	Maintenance of 3 new RT curbside stations	\$144,000

The new bus shelters and related amenities for the rapid transit program is following a separate procurement process outside of the General Contract (GC) tenders to select the preferred Vendor of Records. To date in the Rapid Transit program only the platform bases have been constructed as part of the GC tenders. This will be the first project where the coordination for implementation of above ground shelter and amenities is included directly in the GC tender. From an incremental budget impact perspective, the operational requirements related to the Rapid Transit station maintenance has been detailed in the 2024 Assessment Growth Rapid Transit Implementation Case.

Any property tax supported operational budget impacts will be addressed as part of the annual assessment growth process where appropriate.

Conclusion

Civic Administration has reviewed the tender bids and recommends Bre-Ex Construction Inc be awarded the construction contract for the East London Link Phase 3A West project at the submitted tender price of \$9,277,302.47.

Dillon Consulting Limited has demonstrated an understanding of the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of \$1,244,545.50, excluding HST.

Prepared by: Ardian Spahiu, P.Eng., Acting Division Manager,
Major Projects

Submitted by: Jennie Dann, P.Eng., Director, Construction &
Infrastructure Services

Recommended by: Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager,
Environment & Infrastructure

Appendix A – Sources of Financing report

Appendix "A"

#24013
January 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-264
East London Link Phase 3A West - Dundas Street
(Subledger RD220005)

Capital Project EW376523 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-3A - East London Link - Construction Rapid Transit
Capital Project RT1430-3D - East London Link - Stops Rapid Transit
Capital Project RT1430-3C - East London Link - TIMMS Rapid Transit
Bre-Ex Construction Inc. - \$9,277,302.47 (excluding HST)
Dillon Consulting Limited - \$1,244,545.50 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Approved Forecasted 2024 Budget (note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
EW376523 - Infrastructure Renewal Program - Watermains						
Engineering	2,500,000	0	2,500,000	1,423,894	37,360	1,038,746
Construction	15,786,488	0	15,786,488	13,272,640	278,387	2,235,461
City Related Expenses	887	0	887	887	0	0
EW376523 Total	18,287,375	0	18,287,375	14,697,421	315,747	3,274,207
RT1430-3A - East London Link - Construction Rapid Transit						
Engineering	6,929,606	0	7,794,964	6,833,441	786,212	175,311
Engineering (Utilities Share)	287,717	0	397,113	287,717	109,396	0
Construction	44,102,000	0	43,236,642	35,349,944	5,860,207	2,026,491
Construction (Utilities Share)	4,820,277	0	5,636,182	4,820,277	815,905	0
Utilities	18,704,000	0	18,704,000	6,102,547	791,397	11,810,056
City Related Expenses	3,960,123	1,309,000	5,269,123	673,684	0	4,595,439
RT1430-3A Total	78,803,723	1,309,000	81,038,024	54,067,610	8,363,117	18,607,297
RT1430-3D - East London Link - Stops Rapid Transit						
Engineering	761,713	0	978,268	727,630	198,199	52,439
Construction	8,112,131	0	7,895,576	6,152,884	1,477,629	265,063
ICIP Ineligible Expenses	47,156	0	47,156	47,156	0	0
RT1430-3D Total	8,921,000	0	8,921,000	6,927,670	1,675,828	317,502
RT1430-3C - East London Link - TIMMS Rapid Transit						
Engineering	156,747	0	201,023	154,994	39,767	6,262
Construction	3,442,331	0	3,398,055	695,412	296,286	2,406,357
Traffic Signals	150,922	0	150,922	150,922	0	0
RT1430-3C Total	3,750,000	0	3,750,000	1,001,328	336,053	2,412,619
Total Expenditures	\$109,762,098	\$1,309,000	\$111,996,399	\$76,694,029	\$10,690,745	\$24,611,625

Sources of Financing	Approved Budget	Approved Forecasted 2024 Budget (note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
EW376523 - Infrastructure Renewal Program - Watermains						
Capital Water Rates	12,193,444	0	12,193,444	12,193,444	0	0
Drawdown from Water Works Renewal Reserve Fund	4,668,931	0	4,668,931	1,078,977	315,747	3,274,207
Canada Community-Building Fund	1,425,000	0	1,425,000	1,425,000	0	0
EW376523 Total	18,287,375	0	18,287,375	14,697,421	315,747	3,274,207
RT1430-3A - East London Link - Construction Rapid Transit						
Capital Levy	1,283,152	0	1,283,152	852,460	129,494	301,199
Debenture By-law No. W.-5683-100	0	22,692	22,692	0	0	22,692
Public Transit Infrastructure Stream (PTIS) - Federal Funding	29,478,292	523,600	30,001,892	19,583,847	2,975,126	7,442,919
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	24,562,786	436,290	24,999,076	16,318,240	2,479,024	6,201,812
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	9,371,499	326,418	9,697,917	9,697,917	0	0
Debenture By-law No. W.-5683-100 (Serviced through City Services - Roads Reserve Fund (Development Charges)) (note 2)	9,000,000	0	9,000,000	2,507,153	1,854,172	4,638,675
Other Contributions (note 3 and 4)	5,107,994	0	6,033,295	5,107,994	925,301	0
RT1430-3A Total	78,803,723	1,309,000	81,038,024	54,067,610	8,363,117	18,607,297

Appendix "A"

#24013
January 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-264
East London Link Phase 3A West - Dundas Street
(Subledger RD220005)

Sources of Financing Continued	Approved					
	Approved Budget	Forecasted 2024 Budget (note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
RT1430-3D - East London Link - Stops Rapid Transit						
Capital Levy	1,356,162	0	1,356,162	1,053,138	254,758	48,266
Public Transit Infrastructure Stream (PTIS) - Federal Funding	3,568,400	0	3,568,400	2,771,068	670,331	127,001
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	2,973,369	0	2,973,369	2,308,992	558,553	105,823
Drawdown from City Services - Transit Reserve Fund (Development Charges) (note 2)	1,023,069	0	1,023,069	794,472	192,186	36,411
RT1430-3D Total	8,921,000	0	8,921,000	6,927,670	1,675,828	317,502
RT1430-3C - East London Link - TIMMS Rapid Transit						
Capital Levy	65,008	0	65,008	17,358	5,826	41,824
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,500,000	0	1,500,000	400,531	134,421	965,048
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,249,875	0	1,249,875	333,743	112,006	804,126
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	935,117	0	935,117	249,696	83,800	601,622
RT1430-3C Total	3,750,000	0	3,750,000	1,001,328	336,053	2,412,619
Total Financing	\$109,762,098	\$1,309,000	\$111,996,399	\$76,694,029	\$10,690,745	\$24,611,625

Financial Note (Engineering)	EW376523	RT1430-3A	RT1430-3A	London	Bell	Rogers
			(Utilities)	Hydro		
Contract Price	\$36,714	\$772,614	\$91,972	\$48,164	\$3,734	\$44,306
Add: HST @13%	4,773	100,440	11,956	6,261	485	5,760
Total Contract Price Including Taxes	41,487	873,054	103,928	54,425	4,219	50,066
Less: HST Rebate	-4,127	-86,842	-10,338	-6,261	-485	-5,760
Net Contract Price	\$37,360	\$786,212	\$93,590	\$48,164	\$3,734	\$44,306
				Total		
	Telus	RT1430-3D	RT1430-3C	Engineering		
Contract Price	\$13,192	\$194,771	\$39,079	\$1,244,546		
Add: HST @13%	1,715	25,320	5,080	155,545		
Total Contract Price Including Taxes	14,907	220,091	44,159	1,400,091		
Less: HST Rebate	-1,715	-21,892	-4,392	-135,567		
Net Contract Price	\$13,192	\$198,199	\$39,767	\$1,264,524		

Financial Note (Construction):	EW376523	RT1430-3A	RT1430-3A	London	Bell	Rogers
			(Utilities)	Hydro		
Contract Price	\$273,573	\$5,758,851	\$685,738	\$358,969	\$27,715	\$330,601
Add: HST @13%	35,564	748,651	89,146	46,666	3,603	42,978
Total Contract Price Including Taxes	309,137	6,507,502	774,884	405,635	31,318	373,579
Less: HST Rebate	-30,750	-647,295	-77,077	-46,666	-3,603	-42,978
Net Contract Price	\$278,387	\$5,860,207	\$697,807	\$358,969	\$27,715	\$330,601
				Total		
	Telus	RT1430-3D	RT1430-3C	Construction		
Contract Price	\$98,620	\$1,452,073	\$291,162	\$9,277,302		
Add: HST @13%	12,821	188,769	37,851	1,159,468		
Total Contract Price Including Taxes	111,441	1,640,842	329,013	10,436,770		
Less: HST Rebate	-12,821	-163,213	-32,727	-1,010,549		
Net Contract Price	\$98,620	\$1,477,629	\$296,286	\$9,426,221		

Financial Note Total Award:	Other Works (including utilities)		
	Rapid Transit Total	Total	Total
Contract Price	\$8,508,550	\$2,013,298	\$10,521,848
Add: HST @13%	1,106,111	208,902	1,315,013
Total Contract Price Including Taxes	9,614,661	2,222,200	11,836,861
Less: HST Rebate	-956,361	-189,755	-1,146,116
Net Contract Price	\$8,658,300	\$2,032,445	\$10,690,745

Appendix "A"

#24013

January 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-264
East London Link Phase 3A West - Dundas Street
(Subledger RD220005)

Note 1: Civic Service Areas, Agencies, Boards and Commissions are authorized to expend capital funds in accordance with the 2024 Capital Budget approved by Council as part of the 2023 Annual Budget Update, until the 2024-2027 Multi-Year Budget is approved.

Note 2: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 3: Telus has confirmed their contributions towards this project. The expenditures have increased to accommodate their contribution.

Note 4: Negotiations with London Hydro, Bell, and Rogers confirming their contributions towards this project are ongoing. The cost allocations among the projects will be adjusted accordingly when negotiations are complete. The expenditures have increased to accommodate their anticipated contributions.

Note 5: There will be annual operating costs of \$5,000 to Transportation Operations, \$6,500 to Parks Operations, \$32,000 to Traffic Operations, and \$144,000 to Station Operations.

Alan Dunbar

Manager of Financial Planning & Policy

lp