

## 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-2023-241  
East London Link and Municipal Infrastructure Improvements  
Phase 3C – Highbury Avenue

**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 and Municipal Infrastructure Improvements Phase 3C 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 \$28,487,258.16 excluding HST, for the East London Link and Municipal Infrastructure Improvements Phase 3C project, **BE ACCEPTED**; it being noted that the bid submitted by Bre-ex Construction Inc. was the lowest of six 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 \$2,253,446.80 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 Pacific and Kansas City Southern (CPCK) Railway;
- (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 3C 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-2023-241); 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 3C project, which will reconstruct Highbury Avenue North from Oxford Street East to the Canadian Pacific Railway track, and Oxford Street East from Wistow Street to Highbury Avenue North. Figure 1 below depicts the East London Link corridor and the approximate limits of the Phase 3C assignment.

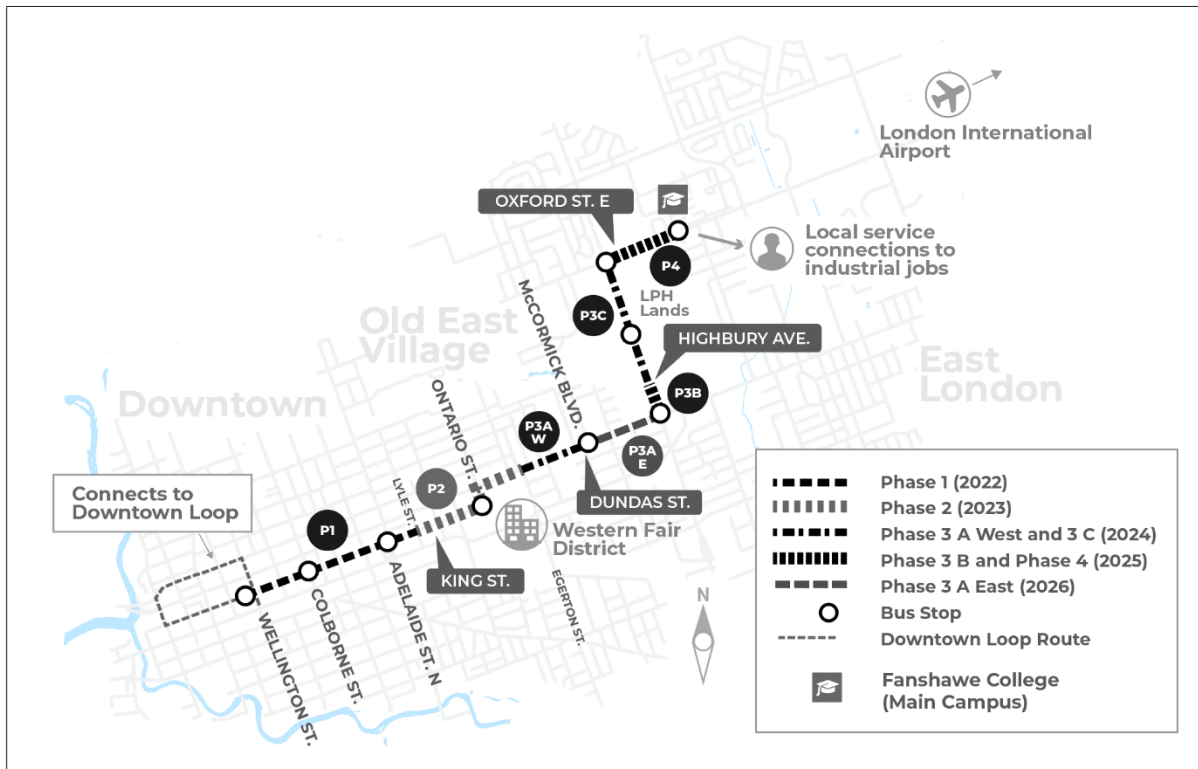


Figure 1: East London Link Phase 3C Construction Limits (Highbury Avenue North from Oxford Street East to the Canadian Pacific Railway track). Phase 3B to be tendered mid-2024 with majority of traffic impacts happening in 2025

### 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.
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure.
- 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 was 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 CPCK Bridge (2024/2025)
- 3C Highbury Avenue North from Oxford Street East to the CPCK Bridge (2024)

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

## **2.2 East London Link Phase 3C Contract**

This is a large and complex project involving significant reconstruction of Highbury Avenue North from Oxford Street East to the Canadian Pacific and Kansas City Southern Railway (CPKC) crossing, and Oxford Street East from Wistow Street to Highbury Avenue North. The reconstruction will include the following improvements:

- Full road reconstruction to incorporate rapid transit dedicated lanes, including new asphalt, boulevard enhancements, curb, gutter and sidewalks;
- A major, multi-modal upgrade of the intersection at Highbury Avenue North and Oxford Street East;
- Centre running bus-only lanes with priority signals to improve traffic movement and safety;
- The addition of new rapid transit stops along Highbury Avenue North at the old London Psychiatric Hospital entry and Oxford Street East totalling four stations;
- New street lights and traffic signal upgrades;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections;
- Coordinated servicing works to support redevelopment of the London Psychiatric Hospital (LPH) Lands; and
- Hydro and other private utility improvements.

In preparation of the Highbury Avenue North CPKC bridge widening, advance utility works have been combined with this tender. By addressing this section first, critical elements of the project, notably the off-road utility works beneath the CPKC rail line, can be completed prior to the tendering of the CPKC bridge widening project anticipated in mid-2024.

### **2.3 East London Link Environmental Assessment Update**

Value engineering refinements have been completed to this section of the environmental assessment design concept. The westbound median transit stop on Oxford Street East just east of the intersection was relocated to Highbury Avenue North just south of the intersection. This intersection optimization enabled the design to upgrade the cycling infrastructure by adding dedicated cycling facilities on both sides of Oxford Street East. These refinements also supported adding a westbound right turn lane on Oxford Street East and reduced overall property acquisition needs.

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 Heritage Considerations**

Construction of East London Link Phase 3 requires alterations along the frontage of the former London Psychiatric Hospital lands at 850 Highbury Avenue North. The full limits of the property are designated as having cultural heritage significance and includes three distinct cultural heritage landscape zones. The proposed works will impact manicured lawn open space area within the Horse Stable Zone requiring a Heritage Impact Assessment (HIA) to determine heritage impact mitigation measures.

An HIA was undertaken by AECOM requiring the establishment of a no-go zone (buffer zone) for the remainder of the Horse Stable Zone to be protected with temporary construction fencing installed prior to construction and removed only once construction is complete. This mitigation measure has been identified in the contract documents and a Heritage Alteration Permit application has been received from the Ontario Heritage Trust to support this work.

The HIA also recommended the inclusion of the Horse Stable Zone protection in the site control plan for the future development of these lands.

### **2.5 Construction Considerations**

Mitigation of construction impacts is a priority for this project. The contract includes a Construction Staging Workshop pay item involving the City, London Transit Commission, the 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 workshop will review the Contractor's initial proposed construction staging plans and consider opportunities for scheduling efficiencies.

The contract work has been identified in multiple stages and substages. Due to the scale of the project, it is anticipated that two stages may need to be completed at the same time. Providing flexibility in the staging and scheduling of each stage or substage supports the project being completed as efficiently as possible.

The contractor will be permitted to work in multiple areas of the project 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 in order 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.

## **2.6 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 sign 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 3C project were opened on December 12, 2023. Six contractors (6) submitted tender prices as listed below, excluding HST.

<b>Contractor</b>	<b>Company Name</b>	<b>Tender Price Submitted</b>
1	Bre-Ex Construction Inc	\$28,487,258.16
2	CH Excavating (2013)	\$28,546,072.53
3	L82 Construction Ltd	\$29,217,869.19
4	J-AAR Excavating Limited	\$31,495,306.26
5	614128 Ontario Ltd o/a Trisan Construction	\$38,378,313.80
6	Clearway Construction Inc.	\$47,312,999.30

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-2023-241 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 \$31.58M 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 \$2,700,000.

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 been posted 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 Street 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. That review of assigned personnel, time per project task, and hourly rates was consistent with other rapid transit and infrastructure renewal program assignments of similar scope. Noting that this assignment is relatively greater in length and incorporates unique works such as trenchless utility installations under the CPKC Railway and transit infrastructure elements including four median transit station platforms and related shelter and amenities. 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, 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 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 \$2,253,446.80, 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 \$11,701,585.80 excluding HST, as of January 2024.

### 3.3 Operating Budget Impacts

Phase 3 of East London Link will revitalize Highbury Avenue North and Oxford Street East within the proposed right-of-way resulting in the potential for marginal annual operating budget impacts to Transportation and Parks Operations. No water operational cost increases are expected. The following table summarizes anticipated additional increases from this contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Transportation Operations	Additional 2.5km of lane summer and winter maintenance	\$25,000
Parks Operations	Additional planters and streetscape enhancements	\$36,000
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins	\$1,300
Traffic Operations	Maintaining new signal at Highbury Ave and Canada Post Entrance	\$17,000
Station Operations	Maintenance of four new RT median stations	\$192,000

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 platforms have been constructed as part of the GC tenders and 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, while the additional Sewer Operations costs will be addressed in future budget processes.

## **Conclusion**

Civic Administration has reviewed the tender bids and recommends Bre-ex Construction Inc. be awarded the construction contract for East London Link and Municipal Infrastructure Improvements Phase 3C project at the submitted tender price of \$28,487,258.16.

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 interest of the City. The contract administration assignment is valued at an upset amount of \$2,253,446.80, excluding HST.

**Prepared by:** Ardian Spahiu, 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"**

#24001

January 30, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-241  
East London Link and Municipal Infrastructure Improvements Phase 3C  
(Subledger RD230012)  
Capital Project ES543619 - Stormwater Servicing Built Area Works (2019-2023)  
Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewer  
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. - \$28,487,258.16 (excluding HST)  
Dillon Consulting Limited - \$2,253,446.80 (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:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Approved Forecasted 2024 Budget (note 1)</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES543619 - Stormwater Servicing Built Area Works (2019-2023)</b>						
Engineering	941,050	0	941,050	659,109	261,186	20,755
Construction	25,819,042	0	25,819,042	7,619,420	3,302,456	14,897,166
<b>ES543619 Total</b>	<b>26,760,092</b>	<b>0</b>	<b>26,760,092</b>	<b>8,278,529</b>	<b>3,563,642</b>	<b>14,917,921</b>
<b>ES241422 - Infrastructure Renewal Program - Sanitary Sewer</b>						
Engineering	2,000,000	0	2,000,000	1,667,839	64,098	268,063
Engineering (Utilities Share)	12,859	0	12,859	12,859	0	0
Construction	10,727,223	0	10,727,223	9,717,118	810,299	199,806
City Related Expenses	25,000	0	25,000	7,546	0	17,454
<b>ES241422 Total</b>	<b>12,765,082</b>	<b>0</b>	<b>12,765,082</b>	<b>11,405,362</b>	<b>874,397</b>	<b>485,323</b>
<b>EW376523 - Infrastructure Renewal Program - Watermains</b>						
Engineering	2,500,000	0	2,500,000	1,332,629	91,265	1,076,106
Construction	15,786,488	0	15,786,488	12,119,980	1,152,660	2,513,848
City Related Expenses	887	0	887	887	0	0
<b>EW376523 Total</b>	<b>18,287,375</b>	<b>0</b>	<b>18,287,375</b>	<b>13,453,496</b>	<b>1,243,925</b>	<b>3,589,954</b>
<b>RT1430-3A - East London Link - Construction Rapid Transit</b>						
Engineering	6,929,606	0	6,929,606	5,623,372	1,210,069	96,165
Engineering (Utilities Share)	167,321	0	287,717	167,321	120,396	0
Construction	44,102,000	0	44,102,000	20,052,363	15,297,581	8,752,056
Construction (Utilities Share)	3,297,974	0	4,820,277	3,297,974	1,522,303	0
Utilities	18,704,000	0	18,704,000	4,833,928	1,268,619	12,601,453
City Related Expenses	3,960,123	1,309,000	5,269,123	673,684	0	4,595,439
<b>RT1430-3A Total</b>	<b>77,161,024</b>	<b>1,309,000</b>	<b>80,112,723</b>	<b>34,648,642</b>	<b>19,418,968</b>	<b>26,045,113</b>
<b>RT1430-3D - East London Link - Stops Rapid Transit</b>						
Engineering	761,713	0	761,713	298,819	428,811	34,083
Construction	8,112,131	0	8,112,131	730,781	5,422,103	1,959,247
ICIP Ineligible Expenses	47,156	0	47,156	47,156	0	0
<b>RT1430-3D Total</b>	<b>8,921,000</b>	<b>0</b>	<b>8,921,000</b>	<b>1,076,756</b>	<b>5,850,914</b>	<b>1,993,330</b>
<b>RT1430-3C - East London Link - TIMMS Rapid Transit</b>						
Engineering	156,747	0	156,747	132,930	22,064	1,753
Construction	3,442,331	0	3,442,331	416,491	278,921	2,746,919
Traffic Signals	150,922	0	150,922	150,922	0	0
<b>RT1430-3C Total</b>	<b>3,750,000</b>	<b>0</b>	<b>3,750,000</b>	<b>700,343</b>	<b>300,985</b>	<b>2,748,672</b>
<b>Total Expenditures</b>	<b>\$147,644,573</b>	<b>\$1,309,000</b>	<b>\$150,596,272</b>	<b>\$69,563,128</b>	<b>\$31,252,831</b>	<b>\$49,780,313</b>

**Appendix "A"**

#24001

January 30, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-241  
East London Link and Municipal Infrastructure Improvements Phase 3C  
(Subledger RD230012)

<b>Sources of Financing</b>	<b>Approved Budget</b>	<b>Approved Forecasted 2024 Budget (note 1)</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES543619 - Stormwater Servicing Built Area Works (2019-2023)</b>						
Drawdown from Sewage Works Renewal Reserve Fund	11,908,241	0	11,908,241	4,700,270	573,746	6,634,225
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (note 2)	14,851,851	0	14,851,851	3,578,259	2,989,896	8,283,696
<b>ES543619 Total</b>	<b>26,760,092</b>	<b>0</b>	<b>26,760,092</b>	<b>8,278,529</b>	<b>3,563,642</b>	<b>14,917,921</b>
<b>ES241422 - Infrastructure Renewal Program - Sanitary Sewer</b>						
Capital Sewer Rates	7,934,529	0	7,934,529	7,934,529	0	0
Drawdown from Sewage Works Renewal Reserve Fund	2,567,694	0	2,567,694	1,207,974	874,397	485,323
Canada Community-Building Fund	2,250,000	0	2,250,000	2,250,000	0	0
Other Contributions	12,859	0	12,859	12,859	0	0
<b>ES241422 Total</b>	<b>12,765,082</b>	<b>0</b>	<b>12,765,082</b>	<b>11,405,362</b>	<b>874,397</b>	<b>485,323</b>
<b>EW376523 - Infrastructure Renewal Program - Watermains</b>						
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	0	1,078,977	3,589,954
Canada Community-Building Fund	1,425,000	0	1,425,000	1,260,052	164,948	0
<b>EW376523 Total</b>	<b>18,287,375</b>	<b>0</b>	<b>18,287,375</b>	<b>13,453,496</b>	<b>1,243,925</b>	<b>3,589,954</b>
<b>RT1430-3A - East London Link - Construction Rapid Transit</b>						
Capital Levy	1,283,152	0	1,283,152	542,948	309,511	430,692
Debenture By-law No. W.-5683-100 (note 3)	0	22,692	22,692	0	0	22,692
Public Transit Infrastructure Stream (PTIS) - Federal Funding	29,478,292	523,600	30,001,892	12,473,339	7,110,508	10,418,045
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	24,562,786	436,290	24,999,076	10,393,409	5,924,830	8,680,836
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	9,371,499	326,418	9,697,917	7,773,650	1,924,267	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	0	2,507,153	6,492,847
Other Contributions (note 4 and 5)	3,465,295	0	5,107,994	3,465,295	1,642,699	0
<b>RT1430-3A Total</b>	<b>77,161,024</b>	<b>1,309,000</b>	<b>80,112,723</b>	<b>34,648,642</b>	<b>19,418,968</b>	<b>26,045,113</b>
<b>RT1430-3D - East London Link - Stops Rapid Transit</b>						
Capital Levy	1,356,162	0	1,356,162	163,687	889,450	303,024
Public Transit Infrastructure Stream (PTIS) - Federal Funding	3,568,400	0	3,568,400	430,702	2,340,366	797,332
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	2,973,369	0	2,973,369	358,883	1,950,109	664,377
Drawdown from City Services - Transit Reserve Fund (Development Charges) (note 2)	1,023,069	0	1,023,069	123,483	670,989	228,597
<b>RT1430-3D Total</b>	<b>8,921,000</b>	<b>0</b>	<b>8,921,000</b>	<b>1,076,756</b>	<b>5,850,914</b>	<b>1,993,330</b>
<b>RT1430-3C - East London Link - TIMMS Rapid Transit</b>						
Capital Levy	65,008	0	65,008	12,141	5,218	47,650
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,500,000	0	1,500,000	280,137	120,394	1,099,469
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,249,875	0	1,249,875	233,424	100,318	916,132
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	935,117	0	935,117	174,641	75,055	685,421
<b>RT1430-3C Total</b>	<b>3,750,000</b>	<b>0</b>	<b>3,750,000</b>	<b>700,343</b>	<b>300,985</b>	<b>2,748,672</b>
<b>Total Financing</b>	<b>\$147,644,573</b>	<b>\$1,309,000</b>	<b>\$150,596,272</b>	<b>\$69,563,128</b>	<b>\$31,252,831</b>	<b>\$49,780,313</b>

**Appendix "A"**

#24001

January 30, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-241  
East London Link and Municipal Infrastructure Improvements Phase 3C  
(Subledger RD230012)

<b>Financial Note (Engineering)</b>	<b>ES543619F</b>	<b>ES241422</b>	<b>EW376523</b>	<b>RT1430-3A</b>	<b>RT1430-3A (Utilities)</b>	<b>London Hydro</b>
Contract Price	\$256,668	\$62,989	\$89,687	\$1,189,140	\$91,490	\$19,830
Add: HST @13%	33,367	8,189	11,659	154,588	11,894	2,578
Total Contract Price Including Taxes	290,035	71,178	101,346	1,343,728	103,384	22,408
Less: HST Rebate	-28,849	-7,080	-10,081	-133,659	-10,283	-2,578
Net Contract Price	<u>\$261,186</u>	<u>\$64,098</u>	<u>\$91,265</u>	<u>\$1,210,069</u>	<u>\$93,101</u>	<u>\$19,830</u>

	<b>Start</b>	<b>Bell</b>	<b>Rogers</b>	<b>Old Oak</b>	<b>RT1430-3D</b>	<b>RT1430-3C</b>
Contract Price	\$5,093	\$27,944	\$14,348	\$53,181	\$421,395	\$21,682
Add: HST @13%	662	3,633	1,865	6,914	54,781	2,819
Total Contract Price Including Taxes	5,755	31,577	16,213	60,095	476,176	24,501
Less: HST Rebate	-662	-3,633	-1,865	-6,914	-47,365	-2,437
Net Contract Price	<u>\$5,093</u>	<u>\$27,944</u>	<u>\$14,348</u>	<u>\$53,181</u>	<u>\$428,811</u>	<u>\$22,064</u>

<b>Total Engineering</b>	
Contract Price	\$2,253,447
Add: HST @13%	292,949
Total Contract Price Including Taxes	2,546,396
Less: HST Rebate	-255,406
Net Contract Price	<u>\$2,290,990</u>

<b>Financial Note (Construction):</b>	<b>ES543619F</b>	<b>ES241422</b>	<b>EW376523</b>	<b>RT1430-3A</b>	<b>RT1430-3A (Utilities)</b>	<b>London Hydro</b>
Contract Price	\$3,245,338	\$796,284	\$1,132,724	\$15,033,000	\$1,155,187	\$250,532
Add: HST @13%	421,894	103,517	147,254	1,954,290	150,174	32,569
Total Contract Price Including Taxes	3,667,232	899,801	1,279,978	16,987,290	1,305,361	283,101
Less: HST Rebate	-364,776	-89,502	-127,318	-1,689,709	-129,843	-32,569
Net Contract Price	<u>\$3,302,456</u>	<u>\$810,299</u>	<u>\$1,152,660</u>	<u>\$15,297,581</u>	<u>\$1,175,518</u>	<u>\$250,532</u>

	<b>Start</b>	<b>Bell</b>	<b>Rogers</b>	<b>Old Oak</b>	<b>RT1430-3D</b>	<b>RT1430-3C</b>
Contract Price	\$64,380	\$353,252	\$181,385	\$672,754	\$5,328,325	\$274,097
Add: HST @13%	8,369	45,923	23,580	87,458	692,682	35,633
Total Contract Price Including Taxes	72,749	399,175	204,965	760,212	6,021,007	309,730
Less: HST Rebate	-8,369	-45,923	-23,580	-87,458	-598,904	-30,809
Net Contract Price	<u>\$64,380</u>	<u>\$353,252</u>	<u>\$181,385</u>	<u>\$672,754</u>	<u>\$5,422,103</u>	<u>\$278,921</u>

<b>Total Construction</b>	
Contract Price	\$28,487,258
Add: HST @13%	3,703,343
Total Contract Price Including Taxes	32,190,601
Less: HST Rebate	-3,228,760
Net Contract Price	<u>\$28,961,841</u>

	<b>Rapid Transit Total</b>	<b>Other Works (including utilities) Total</b>	<b>Total</b>
Contract Price	\$22,267,639	\$8,473,066	\$30,740,705
Add: HST @13%	2,894,793	1,101,499	3,996,292
Total Contract Price Including Taxes	25,162,432	9,574,565	34,736,997
Less: HST Rebate	-2,502,883	-981,283	-3,484,166
Net Contract Price	<u>\$22,659,549</u>	<u>\$8,593,282</u>	<u>\$31,252,831</u>

**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: Note to City Clerk:** The City Clerk be authorized to increase No. W.-5683-100 by \$22,692 from \$9,000,000 to \$9,022,692.

**Note 4:** London Hydro and Start Communications have confirmed their contributions towards this project. The expenditures have increased to accommodate their contributions.

**Note 5:** Negotiations with Bell, Rogers and Old Oak 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 6:** There will be annual operating costs of \$25,000 to Transportation Operations, \$36,000 to Parks Operations, \$1,300 to Sewer Operations, \$17,000 to Traffic Operations and \$192,000 to Station Operations.

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Alan Dunbar  
Manager of Financial Planning & Policy