

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-2022-314
Rapid Transit Implementation – Clarks Bridge and Wellington Road from Thames River to Watson Street

Date: January 30, 2023

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 Rapid Transit Implementation – Clarks Bridge and Wellington Road from Thames River to Watson Street 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 \$18,297,251.48 excluding HST, for the Rapid Transit Implementation – Clarks Bridge and Wellington Road from Thames River to Watson Street project, **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Inc was the lowest of three (3) bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd. **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 \$1,899,245 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 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 Rapid Transit Implementation – Clarks Bridge and Wellington Road from Thames River to Watson Street project contract;
- (f) 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-2022-314); and,
- (g) 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 Rapid Transit Implementation – Clarks Bridge and Wellington Road from Thames River to Watson Street project. This will reconstruct Wellington Street from just north of the Clarks Bridge Thames River crossing to just north of the Watson Street intersection. Figure 1 below depicts the approximate limits of the works for the project.



Figure 1: Clarks Bridge and Wellington Road from Thames River to Watson Street Project

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 Wellington Gateway.

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 Wellington Gateway corridor is a mixed-use corridor with existing land uses including historic businesses, residential neighbourhoods, medical facilities and heavy industrial and commercial uses. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end and provides service to London Health Sciences Foundation's Wellington campus and White Oaks Mall. The project will widen and revitalize approximately seven kilometers of

Wellington Street/Road from Horton Street East to just north of Exeter Road, adding continuous transit-only centre running and curbside lanes with the goal of increasing transit efficiency and improving traffic capacity.

In addition to being a planned rapid transit corridor, Wellington Gateway contains aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure in select areas, 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;
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure.
- Civic Works Committee – January 31, 2023 – Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch)

2.0 Discussion and Considerations

2.1 Wellington Gateway Corridor

Constructing the Wellington Gateway will widen the existing corridor to introduce centre running rapid transit operations along Wellington Street/Road. The realignment of corridor sections, most notably the “S-Curve” between Weston Street and Moore Street, will be undertaken to enhance both the safety and capacity of the roadway. While rebuilding the roadway, the project will address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing approximately seven kilometers of roadway from Downtown through south 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.

Wellington Gateway Phase 1 started construction in 2023 by reconstructing Wellington Street from Horton Street to just north of Clarks Bridge. Phase 1 reopened to traffic in December of 2023 with minor carryover works to be completed in 2024. The Contractor shall ensure that all traffic control provisions are coordinated between the two adjacent, concurrent construction projects.

2.2 Rapid Transit Implementation – Clarks Bridge and Wellington Road from Thames River to Watson Street Contract

This is a large and complex project that involves significant reconstruction of Clarks Bridge and Wellington Road from Thames River to Watson Street.

The reconstruction will include the following improvements:

- Full road reconstruction to incorporate rapid transit dedicated lanes, including new asphalt, boulevard enhancements, curb and gutter, and sidewalks;
- Centre running bus-only lanes on Wellington Road with priority signals to improve traffic and safety;
- Widening and rehabilitating Clarks Bridge;
- New street lights and traffic signal upgrades;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections;
- Removal and/or relocation of all signs located on public or private property in accordance with the sign By-Law S.-5868-183; and
- Hydro and other private utility improvements

2.3 Environmental Assessment Update

Minor refinements have been completed to this segment from the environmental assessment design concept where a southbound left/u-turn lane has been added on Wellington Road at the Grand Avenue intersection. This intersection improvement provides a more direct access for those traveling from the north to Grand Avenue but also improves access to Kennon Place, Front Street and other businesses on the east side of this stretch from South Street to Grand Avenue.

The nature of the minor refinement does not require an environmental assessment addendum update and therefore no documentation is need for this change.

2.4 Heritage Considerations

During the design phase of this project, two Heritage Impact Assessments (HIA) were completed for properties determined to be directly adversely impacted requiring demolition of the buildings located at;

- 16 Wellington Road
- 26, 28 & 30 Wellington Road

Based on the impact assessments recommendations, the City retained a qualified person to document a detailed and accurate record of each building for the purpose of commemoration of heritage features as part of the construction project. 3D scans have been completed at both 16 Wellington Road and 28 Wellington Road. 26, 28 & 30 Wellington Road brick patterns will be commemorated on the noise wall to be built near the properties. A commemoration plaque will be installed for 16 Wellington Road at an adjacent location to be determined.

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/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 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.

2.6 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 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 Clarks Bridge and Wellington Road from Thames River to Watson Street project were opened on January 16, 2024. Three (3) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	Bre-Ex Construction Inc	\$18,297,251.48
2	McLean Taylor Construction Limited	\$19,073,088.33
3	J-AAR Excavating Limited	\$19,501,035.14

All tenders have been checked by AECOM Canada Ltd., 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-2022-314 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 publication was \$22.1M 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. This tender includes a total contingency allowance of \$2M.

The approved Wellington Gateway construction budget (RT1430-1A) 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 Wellington Gateway.

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

AECOM Canada Ltd and Dillon Consulting Limited were awarded the detailed design of the Wellington Gateway and Infrastructure Improvements project by Council on January 14, 2020, as a partnership with Archibald, Gray, and McKay Engineering Ltd as a sub-consultant. The Wellington Gateway was broken up into four design phases to be led by the various teams. AECOM Canada Ltd is the lead design consultant for the Clarks Bridge construction phase. 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 contract administration and construction observation of these projects, 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. 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, 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 AECOM Canada Ltd 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 AECOM Canada Ltd be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$1,899,245, 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 \$9,655,480 excluding HST, as of January 2024.

3.3 Operating Budget Impacts

This phase of the project will revitalize Wellington Road within the proposed right-of-way from Clarks Bridge to Watson Street resulting in marginal annual operating budget impacts to transportation, and sewer operations. No water operational cost increases are expected. The following table summarizes anticipated additional increases from this Rapid Transit contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins	\$400
Transportation Operations	Additional lane km summer and winter maintenance	\$15,292
Parks Operations	Maintaining planters, grass and turf	\$12,000
Traffic Engineering	New ladder crosswalks at Grand Avenue	\$1,300

This phase does not include any new shelters for the rapid transit program. Shelters will follow a separate procurement process which is currently underway. More detailed information on the operational budget impact of the shelters will come through that process.

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 the Rapid Transit Implementation, Wellington Street from Clarks Bridge to Watson Street at the submitted tender price of \$18,297,251.48.

AECOM 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 construction observation 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 \$1,899,245 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"

#24015

January 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. RFT-2022-314
Rapid Transit Implementation - Clarks Bridge and Wellington Road from Thames River to Watson Street
(Subledger RD230003)

Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376523 - Infrastructure Renewal Program - Watermains
Capital Project EW382319 - Watermain Built Area Works (2019-2023)
Capital Project TS176322 - Bridges Major Repairs
Capital Project RT1430-1A - Wellington Gateway - Construction Rapid Transit
Capital Project RT1430-1C - Wellington Gateway - TIMMS Rapid Transit
Bre-Ex Construction Inc. - \$18,297,251.48 (excluding HST)
AECOM Canada Ltd. - \$1,899,245.00 (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
ES241423 - Infrastructure Renewal Program - Sanitary Sewer						
Engineering	1,995,000	0	1,995,000	567,233	164,858	1,262,909
Land Acquisition	5,000	0	5,000	5,000	0	0
Construction	11,287,878	0	11,287,878	3,836,118	1,587,840	5,863,920
City Related Expenses	25,000	0	25,000	0	0	25,000
ES241423 Total	13,312,878	0	13,312,878	4,408,351	1,752,698	7,151,829
ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment						
Engineering	2,000,000	0	2,000,000	724,993	88,710	1,186,297
Construction	11,212,878	0	11,212,878	8,305,091	854,777	2,053,010
City Related Expenses	100,000	0	100,000	1,068	0	98,932
ES254023 Total	13,312,878	0	13,312,878	9,031,152	943,487	3,338,239
EW376523 - Infrastructure Renewal Program - Watermains						
Engineering	2,500,000	0	2,500,000	1,461,254	130,262	908,484
Construction	15,786,488	0	15,786,488	13,551,027	993,653	1,241,808
City Related Expenses	887	0	887	887	0	0
EW376523 Total	18,287,375	0	18,287,375	15,013,168	1,123,915	2,150,292
EW382319 - Watermain - Built Area Works (2019-2023)						
Engineering	35,000	0	35,000	0	0	35,000
Construction	565,689	0	565,689	0	260,814	304,875
EW382319 Total	600,689	0	600,689	0	260,814	339,875
TS176322 - Bridges Major Repairs						
Engineering	550,307	0	550,307	195,386	328,941	25,980
Construction	4,771,394	0	4,771,394	641,509	3,169,020	960,865
City Related Expenses	20,000	0	20,000	10,120	0	9,880
TS176322 Total	5,341,701	0	5,341,701	847,015	3,497,961	996,725
RT1430-1A - Wellington Gateway - Construction Rapid Transit						
Engineering	8,437,640	0	8,437,640	5,146,011	1,134,478	2,157,151
Engineering (Utilities Share)	54,782	0	80,991	54,782	26,209	0
Construction	49,825,701	0	49,825,701	13,399,641	10,932,220	25,493,840
Construction (Utilities Share)	839,721	0	1,091,509	839,721	251,788	0
Utilities	7,066,000	0	7,066,000	1,618,171	388,902	5,058,927
City Related Expenses	3,763,904	1,254,000	5,017,904	129,861	0	4,888,043
RT1430-1A Total	69,987,748	1,254,000	71,519,745	21,188,187	12,733,597	37,597,961
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit						
Engineering	113,302	0	113,302	89,530	22,032	1,740
Construction	2,735,776	0	2,735,776	551,136	212,559	1,972,081
Traffic Signals	150,922	0	150,922	150,922	0	0
RT1430-1C Total	3,000,000	0	3,000,000	791,588	234,591	1,973,821
Total Expenditures	\$123,843,269	\$1,254,000	\$125,375,266	\$51,279,461	\$20,547,063	\$53,548,742

Appendix "A"

#24015

January 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. RFT-2022-314
Rapid Transit Implementation - Clarks Bridge and Wellington Road from Thames River to Watson Street
(Subledger RD230003)

Sources of Financing	Approved Budget	Approved Forecasted 2024 Budget (note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241423 - Infrastructure Renewal Program - Sanitary Sewer						
Capital Sewer Rates	8,812,878	0	8,812,878	4,408,351	1,752,698	2,651,829
Drawdown from Sewage Works Renewal Reserve Fund	2,250,000	0	2,250,000	0	0	2,250,000
Canada Community-Building Fund	2,250,000	0	2,250,000	0	0	2,250,000
ES241423 Total	13,312,878	0	13,312,878	4,408,351	1,752,698	7,151,829
ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment						
Capital Sewer Rates	1,242,500	0	1,242,500	1,242,500	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,820,378	0	9,820,378	5,538,652	943,487	3,338,239
Canada Community-Building Fund	2,250,000	0	2,250,000	2,250,000	0	0
ES254023 Total	13,312,878	0	13,312,878	9,031,152	943,487	3,338,239
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	1,394,724	1,123,915	2,150,292
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	15,013,168	1,123,915	2,150,292
EW382319 - Watermain - Built Area Works (2019-2023)						
Drawdown from Water Works Renewal Reserve Fund	264,303	0	264,303	0	49,555	214,748
Drawdown from City Services - Water Reserve Fund (Development Charges) (note 2)	336,386	0	336,386	0	211,259	125,127
EW382319 Total	600,689	0	600,689	0	260,814	339,875
TS176322 - Bridges Major Repairs						
Drawdown from Transportation Renewal Reserve Fund	2,341,701	0	2,341,701	0	1,344,976	996,725
Canada Community-Building Fund	3,000,000	0	3,000,000	847,015	2,152,985	0
TS176322 Total	5,341,701	0	5,341,701	847,015	3,497,961	996,725
RT1430-1A - Wellington Gateway - Construction Rapid Transit						
Capital Levy	1,950,756	0	1,950,756	572,965	351,675	1,026,115
Debenture Quota (note 3)	0	35,451	35,451	0	0	35,451
Public Transit Infrastructure Stream (PTIS) - Federal Funding	27,637,298	501,600	28,138,898	8,117,474	4,982,240	15,039,184
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,028,811	417,958	23,446,769	6,763,894	4,151,457	12,531,417
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	16,476,380	298,991	16,775,371	4,839,351	2,970,227	8,965,793
Other Contributions (note 4)	894,503	0	1,172,500	894,503	277,997	0
RT1430-1A Total	69,987,748	1,254,000	71,519,745	21,188,187	12,733,597	37,597,961
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit						
Capital Levy	84,811	0	84,811	22,378	6,632	55,801
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,200,000	0	1,200,000	316,635	93,836	789,528
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	999,900	0	999,900	263,836	78,189	657,875
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	715,289	0	715,289	188,738	55,933	470,617
RT1430-1C Total	3,000,000	0	3,000,000	791,588	234,591	1,973,821
Total Financing	\$123,843,269	\$1,254,000	\$125,375,266	\$51,279,461	\$20,547,063	\$53,548,742

Appendix "A"

#24015

January 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. RFT-2022-314
Rapid Transit Implementation - Clarks Bridge and Wellington Road from Thames River to Watson Street
(Subledger RD230003)

Financial Note (Engineering)	ES241423	ES254023	EW376523	TS176322	RT1430-1A	RT1430-1A (Utilities)
Contract Price	\$162,006	\$87,175	\$128,009	\$323,252	\$1,114,857	\$36,086
Add: HST @13%	21,061	11,333	16,641	42,023	144,931	4,691
Total Contract Price Including Taxes	183,067	98,508	144,650	365,275	1,259,788	40,777
Less: HST Rebate	-18,209	-9,798	-14,388	-36,334	-125,310	-4,056
Net Contract Price	<u>\$164,858</u>	<u>\$88,710</u>	<u>\$130,262</u>	<u>\$328,941</u>	<u>\$1,134,478</u>	<u>\$36,721</u>
	London Hydro	Bell	Rogers	Telus	RT1430-1C	Total Engineering
Contract Price	\$10,066	\$5,128	\$7,027	\$3,988	\$21,651	\$1,899,245
Add: HST @13%	1,309	667	914	518	2,815	246,903
Total Contract Price Including Taxes	11,375	5,795	7,941	4,506	24,466	2,146,148
Less: HST Rebate	-1,309	-667	-914	-518	-2,434	-213,937
Net Contract Price	<u>\$10,066</u>	<u>\$5,128</u>	<u>\$7,027</u>	<u>\$3,988</u>	<u>\$22,032</u>	<u>\$1,932,211</u>
Financial Note (Construction):	ES241423	ES254023	EW376523	EW382319A	TS176322	RT1430-1A
Contract Price	\$1,560,377	\$839,993	\$976,467	\$256,303	\$3,114,210	\$10,743,141
Add: HST @13%	202,849	109,199	126,941	33,319	404,847	1,396,608
Total Contract Price Including Taxes	1,763,226	949,192	1,103,408	289,622	3,519,057	12,139,749
Less: HST Rebate	-175,386	-94,415	-109,755	-28,808	-350,037	-1,207,529
Net Contract Price	<u>\$1,587,840</u>	<u>\$854,777</u>	<u>\$993,653</u>	<u>\$260,814</u>	<u>\$3,169,020</u>	<u>\$10,932,220</u>
	RT1430-1A (Utilities)	London Hydro	Bell	Rogers	Telus	RT1430-1C
Contract Price	\$346,090	\$97,439	\$49,570	\$67,015	\$37,764	\$208,882
Add: HST @13%	44,992	12,667	6,444	8,712	4,909	27,155
Total Contract Price Including Taxes	391,082	110,106	56,014	75,727	42,673	236,037
Less: HST Rebate	-38,901	-12,667	-6,444	-8,712	-4,909	-23,478
Net Contract Price	<u>\$352,181</u>	<u>\$97,439</u>	<u>\$49,570</u>	<u>\$67,015</u>	<u>\$37,764</u>	<u>\$212,559</u>
	Total Construction					
Contract Price	\$18,297,251					
Add: HST @13%	2,378,642					
Total Contract Price Including Taxes	20,675,893					
Less: HST Rebate	-2,061,041					
Net Contract Price	<u>\$18,614,852</u>					
	Rapid Transit Total	Other Works (including utilities) Total	Total			
Contract Price	\$12,088,531	\$8,107,965	\$20,196,496			
Add: HST @13%	1,571,509	1,054,036	2,625,545			
Total Contract Price Including Taxes	13,660,040	9,162,001	22,822,041			
Less: HST Rebate	-1,358,751	-916,227	-2,274,978			
Net Contract Price	<u>\$12,301,289</u>	<u>\$8,245,774</u>	<u>\$20,547,063</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: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary by-laws.

An authorizing by-law should be drafted to secure debenture financing for project RT1430-1A - Wellington Gateway (South) Construction Rapid Transit for the net amount to be debentured of \$35,451.

Note 4: Negotiations with London Hydro, Bell, Rogers and Telus 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 \$15,292 to Transportation Operations, \$12,000 to Parks Operations, \$400 to Sewer Operations, \$1,300 to Traffic Engineering.

Alan Dunbar
Manager of Financial Planning & Policy