

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-2024-091
Wellington Gateway and Municipal Infrastructure
Improvements Phase 3 – Wilkins Street to Harlech Gate

Date: April 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 Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate; 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 \$25,583,908.64 excluding HST, for the Rapid Transit Implementation – Wellington Road from Wilkins Street to Harlech Gate project, **BE ACCEPTED**; it also 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) Archibald, Gray and McKay Engineering 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 \$2,583,851 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, hereto, 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 Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate 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-2024-091); 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 Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate project. This project will reconstruct Wellington Road from Wilkins Street to Harlech Gate. Figure 1 below depicts the approximate limits of the project.

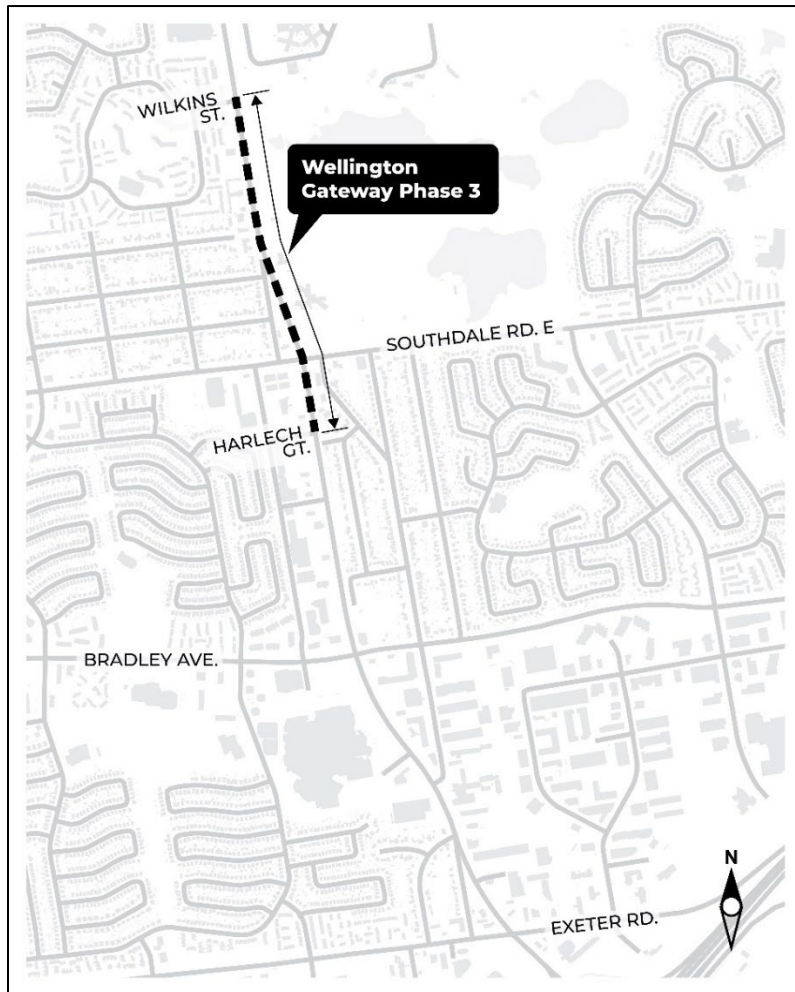


Figure 1: Wellington Gateway Phase 3 Construction Limits

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 large-scale commercial sites. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation's Victoria Hospital campus and White Oaks Mall. The project will widen and revitalize approximately seven (7) kilometers of Wellington Street/Road from Horton Street East to just north of Exeter Road, adding continuous transit-only lanes with the goal of increasing transit efficiency and improving traffic flow.

In addition to being a planned rapid transit corridor, the Wellington Gateway corridor 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

- 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 – 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);
- Civic Works Committee – January 30, 2024 – Rapid Transit Implementation – Clark's Bridge and Wellington Road from Thames River to Watson Street.

2.0 Discussion and Considerations

2.1 Wellington Gateway Corridor

Wellington Gateway construction 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 improving transportation infrastructure on the surface, the project will also address necessary underground work, including replacing aging sewers and watermains. 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 began construction in 2023 by reconstructing Wellington Street from Horton Street to just north of Clark's Bridge. Phase 1 reopened to traffic in December of 2023 with minor carryover works to be completed in spring 2024. The Clark's Bridge Wellington Gateway Contract began construction March 2024 and will widen Wellington Road over the south branch of the Thames River and complete roadworks as far south as Watson Street.

The balance of Wellington Gateway has been broken up into at least three tenders:

- Phase 2 – Watson Street to Wilkins Street (2025/2026/2027)
- Phase 3 – Wilkins Street to Harlech Gate (2024/2025)
- Phase 4 – Harlech Gate to Wellington Commons Entrance (2024/2025)

This contract award relates to Phase 3 of Wellington Gateway.

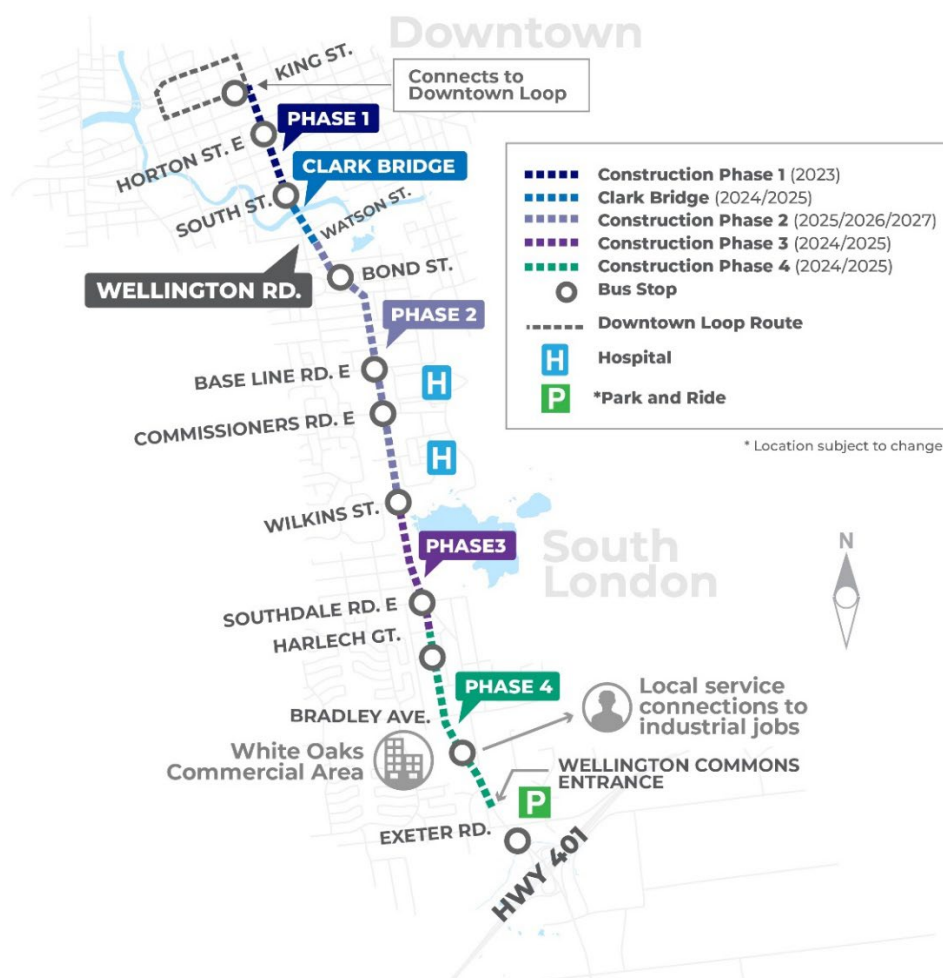


Figure 2: Wellington Gateway Construction Phasing Plan

2.2 Rapid Transit Implementation – Wellington Road from Wilkins Street to Harlech Gate Contract

This is a large and complex project that involves significant reconstruction of Wellington Road from Wilkins Street to Harlech Gate. The reconstruction will include the following improvements:

- Full road reconstruction that incorporates rapid transit dedicated lanes to increase the frequency and reliability of transit while improving traffic flow;
- The addition of new rapid transit stops on Wellington Road at Southdale Road East and Wilkins Street totalling four (4) stations;
- New street lights and traffic signal upgrades;
- Introduction of centre-medians and changes to turning movements;
- Left turn lanes at signalized intersections using dedicated left turn lanes that also allow drivers to make U-turns during the protected left turn signal phase;
- New retaining wall on the east side of Wellington Road along the Westminster Ponds;
- New concrete multi-use path on the east side of Wellington Road;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections; and
- Hydro and other private utility improvements.

2.3 Construction Considerations

Mitigation of construction impacts is a priority. All rapid transit contracts include a Construction Staging Workshop paid item that brings together 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 keeping one lane of traffic open in both directions. The City will review and may approve any adjustments to the planned staging throughout construction and the Contractor must maintain access throughout the duration of the project as per the contract documents.

2.4 Public Engagement and Consultation

The City of London hosted a two-week public engagement period between February 14, 2024 and February 28, 2024, to share the near-final designs and information on project status and next steps. Additional opportunities were offered for businesses and residents to discuss the Wellington Gateway projects in-person with the project team. The project team also consulted directly with individual property owners, businesses and other stakeholders throughout the design process.

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. 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 before major construction work begins. 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. 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 wholistic 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 with the goal of protecting parallel corridors and detour routes.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the Wellington Road from Wilkins Street to Harlech Gate project were opened on April 17, 2024. Five (5) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	Bre-Ex Construction Inc.	\$25,583,908.64
2	CH Excavating (2013)	\$26,155,865.03
3	L82 Construction Ltd.	\$27,001,480.51
4	J-AAR Civil Infrastructure Limited	\$27,918,704.29
5	Birnam Excavating Ltd.	\$30,436,938.24

All tenders have been checked by Construction and Infrastructure Services, Archibald, Gray and McKay Engineering Ltd. 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-2024-091 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 \$32,300,000, 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 \$3,000,000.

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 August 14, 2020, in 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. Archibald, Gray, and McKay Engineering Ltd. is the lead design consultant for the Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate construction project. Due to the Consultant's knowledge of the detailed design, a proposal for contract administration and construction inspection was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for contract administration and construction inspection of these projects, including the time allocated to each project task, along with hourly rates. 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 should be noted that this assignment is relatively greater in length and duration, spanning over 2 years, and incorporates unique works such as transit infrastructure elements including four median transit station platforms, shelters and related 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, 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.

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, which states ‘A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy’. The continued use of Archibald, Gray, and McKay Engineering Ltd. on this project for contract administration and construction inspection is of financial advantage of the City due to the fact the consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

Civic Administration is recommending that Archibald, Gray, and McKay Engineering Ltd. be authorized to carry out the remainder of engineering services, as contract administrators and construction inspectors, and complete this project for a fee estimate of \$2,583,851 excluding HST. These fees are associated with the aforementioned 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 \$15,394,006 excluding HST.

3.3 Operating Budget Impacts

This phase of the project will revitalize and urbanize Wellington Road within the proposed right-of-way from just north of Wilkins Street to Harlech Gate resulting in increased annual operating budget impacts to Transportation, Parks, Water and Sewer Operations. The following table summarizes anticipated increases from this Rapid Transit contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins.	\$3,700
Water Operations	Additional components added.	\$450
Road Operations	Additional lane km summer and winter maintenance.	\$19,880
Parks Operations	Maintaining planters and irrigated medians.	\$149,200
Traffic Engineering	Maintaining new Industrial Pedestrian Signal near Tourism London.	\$15,185
Rapid Transit Operations	Maintenance of four new RT median stations.	\$192,000

The incremental operational budget impacts related to the Rapid Transit station maintenance were 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 any additional Water and Sewer 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 Wellington Gateway and Municipal Infrastructure Improvements Phase 3 – Wilkins Street to Harlech Gate at the submitted tender price of \$25,583,908.64 excluding HST.

Archibald, Gray, and McKay Engineering Ltd. 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 inspection 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 \$2,583,851 excluding HST.

Prepared by: Brian Nourse, 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"

#24067

April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-091 Phase 3 - Wilkins Street to Harlech Gate
Wellington Gateway and Infrastructure Improvements
(Subledger RD230008)

Capital Project ES241424 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376524 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-1A - Wellington Gateway - Construction Rapid Transit
Capital Project RT1430-1C - Wellington Gateway - TIMMS Rapid Transit
Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit
Archibald, Gray and McKay Engineering Ltd. - \$2,583,851.00 (excluding HST)
Bre-Ex Construction Inc - \$25,583,908.64 (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	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Engineering	2,000,000	2,000,000	891,496	16,038	1,092,466
Construction	13,445,971	13,445,971	4,606,007	157,894	8,682,070
City Related Expenses	25,000	25,000	0	0	25,000
ES241424 Total	15,470,971	15,470,971	5,497,503	173,932	9,799,536
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Engineering	2,000,000	2,000,000	720,084	9,465	1,270,451
Construction	11,083,589	11,083,589	3,055,596	93,414	7,934,579
City Related Expenses	100,000	100,000	0	0	100,000
ES254024 Total	13,183,589	13,183,589	3,775,680	102,879	9,305,030
EW376524 - Infrastructure Renewal Program - Watermains					
Engineering	974,089	974,089	743,234	230,855	0
Construction	20,313,579	20,313,579	3,760,863	2,285,131	14,267,585
EW376524 Total	21,287,668	21,287,668	4,504,097	2,515,986	14,267,585
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Engineering	8,437,640	8,437,640	6,417,617	1,823,174	196,849
Engineering (Utilities Share)	85,169	145,890	85,169	60,721	0
Construction	69,667,304	69,667,304	25,932,135	18,056,205	25,678,964
Construction (Utilities Share)	1,134,102	1,734,543	1,134,102	600,441	0
Utilities	7,066,000	7,066,000	1,964,487	469,321	4,632,192
City Related Expenses	5,017,904	5,017,904	129,861	0	4,888,043
RT1430-1A Total	91,408,119	92,069,281	35,663,371	21,009,862	35,396,048
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Engineering	113,302	149,161	111,562	37,599	0
Construction	2,735,776	2,699,917	765,435	372,543	1,561,939
Traffic Signals	150,922	150,922	150,922	0	0
RT1430-1C Total	3,000,000	3,000,000	1,027,919	410,142	1,561,939
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Engineering	757,177	757,177	349,894	407,283	0
Construction	12,664,187	12,664,187	1,280,997	4,031,792	7,351,398
ICIP Ineligible Expenses	41,838	41,838	41,838	0	0
RT1430-1D Total	13,463,202	13,463,202	1,672,729	4,439,074	7,351,399
Total Expenditures	\$157,813,549	\$158,474,711	\$52,141,299	\$28,651,876	\$77,681,536

Appendix "A"

#24067

April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-091 Phase 3 - Wilkins Street to Harlech Gate
Wellington Gateway and Infrastructure Improvements
(Subledger RD230008)

Sources of Financing

	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Capital Sewer Rates	2,500,250	2,500,250	2,500,250	0	0
Drawdown from Sewage Works Renewal Reserve Fund	10,720,721	10,720,721	747,253	173,932	9,799,536
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES241424 Total	15,470,971	15,470,971	5,497,503	173,932	9,799,536
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Capital Sewer Rates	1,000,000	1,000,000	1,000,000	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,933,589	9,933,589	525,680	102,879	9,305,030
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES254024 Total	13,183,589	13,183,589	3,775,680	102,879	9,305,030
EW376524 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	10,865,981	10,865,981	4,504,097	2,515,986	3,845,898
Drawdown from Water Works Renewal Reserve Fund	8,996,687	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
EW376524 Total	21,287,668	21,287,668	4,504,097	2,515,986	14,267,585
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Capital Levy	1,950,756	1,950,756	1,101,139	582,017	267,600
Debenture by-law No. W.-5699-66 (Note 2a)	2,095,077	2,095,077	0	0	2,095,077
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,363,200	28,363,200	13,777,640	8,139,480	6,446,080
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,633,636	23,633,636	11,480,218	6,715,071	5,438,347
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	16,775,371	16,775,371	8,085,103	4,912,132	3,778,136
Debenture by-law No. W.-5699-66 (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1 and 2a)	17,370,808	17,370,808	0	0	17,370,808
Other Contributions	1,219,271	1,880,433	1,219,271	661,162	0
RT1430-1A Total	91,408,119	92,069,281	35,663,371	21,009,862	35,396,048
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Capital Levy	84,811	84,811	29,060	12,948	42,803
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,200,000	1,200,000	411,168	164,057	624,775
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	999,900	999,900	342,605	135,347	521,948
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	715,289	715,289	245,086	97,790	372,413
RT1430-1C Total	3,000,000	3,000,000	1,027,919	410,142	1,561,939
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Capital Levy	1,616,266	1,616,266	257,433	683,174	675,659
Debenture Quota (Note 2b)	1,613,785	1,613,785	0	0	1,613,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	4,252,800	669,092	1,775,630	1,808,079
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	3,543,646	552,001	1,464,894	1,526,751
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,219,288	1,219,288	194,204	515,376	509,708
Debenture Quota (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1 and 2b)	1,217,417	1,217,417	0	0	1,217,417
RT1430-1D Total	13,463,202	13,463,202	1,672,729	4,439,074	7,351,399
Total Financing	\$157,813,549	\$158,474,711	\$52,141,299	\$28,651,876	\$77,681,536

Appendix "A"

#24067
April 30, 2024
(Award Contract)

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RE: RFT-2024-091 Phase 3 - Wilkins Street to Harlech Gate
Wellington Gateway and Infrastructure Improvements
(Subledger RD230008)

Financial Note (Engineering)	ES241424	ES254024	EW376524	RT1430-1A	RT1430-1A (Utilities)
Contract Price	\$15,761	\$9,302	\$226,862	\$1,791,642	\$42,375
Add: HST @13%	2,049	1,209	29,492	232,913	5,509
Total Contract Price Including Taxes	17,810	10,511	256,354	2,024,555	47,884
Less: HST Rebate	-1,772	-1,046	-25,499	-201,381	-4,763
Net Contract Price	<u>\$16,038</u>	<u>\$9,465</u>	<u>\$230,855</u>	<u>\$1,823,174</u>	<u>\$43,121</u>

	RT1430-1C	RT1430-1D	London Hydro	Bell	Rogers
Contract Price	\$36,949	\$400,239	\$37,983	\$4,909	\$17,829
Add: HST @13%	4,803	52,031	4,938	638	2,318
Total Contract Price Including Taxes	41,752	452,270	42,921	5,547	20,147
Less: HST Rebate	-4,153	-44,987	-4,938	-638	-2,318
Net Contract Price	<u>\$37,599</u>	<u>\$407,283</u>	<u>\$37,983</u>	<u>\$4,909</u>	<u>\$17,829</u>

Total Engineering	
Contract Price	\$2,583,851
Add: HST @13%	335,900
Total Contract Price Including Taxes	2,919,751
Less: HST Rebate	-291,495
Net Contract Price	<u>\$2,628,256</u>

Financial Note (Construction):	ES241424	ES254024	EW376524	RT1430-1A	RT1430-1A (Utilities)
Contract Price	\$155,163	\$91,798	\$2,245,608	\$17,743,912	\$418,828
Add: HST @13%	20,171	11,934	291,929	2,306,709	54,448
Total Contract Price Including Taxes	175,334	103,732	2,537,537	20,050,621	473,276
Less: HST Rebate	-17,440	-10,318	-252,406	-1,994,416	-47,076
Net Contract Price	<u>\$157,894</u>	<u>\$93,414</u>	<u>\$2,285,131</u>	<u>\$18,056,205</u>	<u>\$426,200</u>

	RT1430-1C	RT1430-1D	London Hydro	Bell	Rogers
Contract Price	\$366,100	\$3,962,059	\$375,208	\$49,483	\$175,750
Add: HST @13%	47,593	515,068	48,777	6,433	22,847
Total Contract Price Including Taxes	413,693	4,477,127	423,985	55,916	198,597
Less: HST Rebate	-41,150	-445,335	-48,777	-6,433	-22,847
Net Contract Price	<u>\$372,543</u>	<u>\$4,031,792</u>	<u>\$375,208</u>	<u>\$49,483</u>	<u>\$175,750</u>

Total Construction	
Contract Price	\$25,583,909
Add: HST @13%	3,325,909
Total Contract Price Including Taxes	28,909,818
Less: HST Rebate	-2,886,198
Net Contract Price	<u>\$26,023,620</u>

	Rapid Transit Total	Other Works (including utilities) Total	Total
Contract Price	\$24,300,901	\$3,866,859	\$28,167,760
Add: HST @13%	3,159,117	502,692	3,661,809
Total Contract Price Including Taxes	27,460,018	4,369,551	31,829,569
Less: HST Rebate	-2,731,422	-446,271	-3,177,693
Net Contract Price	<u>\$24,728,596</u>	<u>\$3,923,280</u>	<u>\$28,651,876</u>

Note 1: 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 2: 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.

Note to City Clerk: the City Clerk is hereby requested to prepare, introduce and amend the necessary by-laws:

- a) By-law No. W.-5699-66 should be increased by \$19,430,434 from \$35,451 to \$19,465,885.
- b) An authorizing by-law should be drafted to secure debenture financing for project RT1430-1D - Wellington Gateway Stops Rapid Transit for the net amount to be debentured of \$2,831,202

Note 3: 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 4: There will be annual operating costs of \$3,700 to Sewer Operations, \$450 to Water Operations, \$19,880 to Road Operations, \$149,200 to Parks Operations, \$15,185 to Traffic Engineering and \$192,000 to Rapid Transit.