

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: Irregular Result: Rapid Transit Shelters - Public Artwork
Vendor of Record Contract Award RFP-2023-276 and
Appointment of Consulting Engineer for Contract
Administration Services

Date: July 16, 2024

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the Request for Proposal RFP-2023-276 – Rapid Transit Shelter Artwork Fabrication and Installation project and Appointment of a Consulting Engineer for Contract Administration Services:

- a) The bid submitted by Compex Display of \$1,292,930.00 (excluding HST), for the future supply, fabrication and installation of Rapid Transit Shelter – Artwork (RFP-2023-276) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by Compex Display was the only proposal received, creating an irregular result, however it meets the City’s specifications and requirements in all areas;
- b) the Civic Administration **BE AUTHORIZED** to appoint Compex Display as the Vendor of Record for fabrication, supply, and installation of shelter artwork in connection with these purchases for a period four (4) years with three (3) one (1) year option periods with renewals based on positive performance and cost, noting cost escalation may be negotiable;
- c) AECOM Canada Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the 14 Shelter Installations (Downtown Loop, East London Link Phase 1 and 2 and Wellington Gateway Phase 1) in accordance with the estimate, on file, at an upset amount of \$559,669.00 excluding HST, in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy;
- d) the financing for this assignment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- e) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with Compex Display for this work; 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

The Downtown Loop, East London Link, and Wellington Gateway projects require the installation of rapid transit stops in 41 curbside or centre-running at locations along the corridors. The initial rapid transit civil construction contracts included the base platform for the first 14 stop locations. Going forward, all civil construction contracts include the full installation of rapid transit stations including shelters and amenities.

A requirement of the Rapid Transit Environmental Assessment was the inclusion of public art into the shelter designs to reflect the history of London, incorporate heritage material and enhance the waiting experience through contemporary design. This report recommends the assignment of Compex Display as the successful Vendor of Record to fabricate, supply and install the Station Public Artworks for all 41 rapid transit stop locations.

This report also recommends AECOM Canada Ltd. to provide contract administration and construction inspection services for the 14 shelters in the Downtown Loop, East London Link and Wellington Gateway that were not previously included in the initial civil construction contracts.

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 – April 23, 2018 – Bus Rapid Transit Environmental Assessment 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 – November 29, 2022 – Vendor of Record Contract Award – Rapid Transit Shelter Infrastructure
- Civic Works Committee – April 12, 2023 – Vendor of Record Contract Award – Rapid Transit Variable Message Signs
- Civic Works Committee – March 19, 2024 – Vendor of Record Contract Award – Rapid Transit Station Lighting, Obelisks and Station Furniture

1.2 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 PTIS program, including the Downtown Loop, East London Link, and Wellington Gateway projects.

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. Construction began on the first rapid transit corridor, the Downtown Loop, in 2021 with work starting on the East London Link and Wellington Gateway projects in 2022 and 2023 respectively. These projects require the installation of rapid transit stops in 21 curbside or 20 centre-running at locations along the three corridors combined.

Procurement of rapid transit shelter infrastructure and station amenities have all followed a two-stage RFQual/RFP process to select Vendors of Record (VOR). Each VOR is responsible for the fabrication, supply and installation of their element of the rapid transit stop as part of future construction tenders.

To date, Council has appointed the following shelter amenity VORs:

- Enseicom – Shelter structures, station obelisk, station furniture;
- J-AAR Construction – Station lighting; and
- Urban Solar – Variable Message Signs (VMS).

A requirement of the Rapid Transit Environmental Assessment was the inclusion of public art into the shelter designs to reflect the history of London, incorporate heritage material and enhance the waiting experience through contemporary design. This report recommends appointment of Compex Display as the Vendor of Record to fabricate and install shelter artwork as stated in RFP-2023-276. Selection of the artwork itself will follow a separate Call to Artists process being coordinated with the Culture Services Division through the London Arts Council.

The early rapid transit construction contracts included installation of the concrete station platforms (bases) with the shelter components to follow. Going forward, rapid transit construction contracts will include the supply and installation of shelters and shelter amenities within each contract. This report recommends authorizing AECOM Canada Ltd. to undertake resident inspection/contract administration for the 14 shelters in the Downtown Loop, East London Link Phase 1 and 2 and Wellington Gateway Phase that were not included as part of the civil contracts at the time of civil tenders due to the design and prototype of above ground elements not being finalized.

2.0 Discussion and Considerations

2.1 Rapid Transit corridors

Downtown Loop

The Downtown Loop project will implement side-running, dedicated transit lanes which will move buses out of mixed traffic with the goal of improving transit frequency and reliability while at the same time improving capacity and flow in the general traffic lanes. Today, there is on average, a bus every 90 seconds running along the Downtown Loop, meaning this project will provide immediate benefit to existing conventional transit service prior to the introduction of additional rapid transit buses in the future. Figure 1 illustrates the Downtown Loop corridor and indicates the approximate location of rapid transit stations.



Figure 1: Limits of Downtown Loop

East London Link

The East London Link is a mixed-use corridor with existing land uses that include historic businesses, residential neighbourhoods, a growing entertainment district, and heavy industry. 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. The East London Link will add curbside rapid transit stations along King Street East and Dundas Street East and median rapid transit stations on Highbury Avenue North and at the Oxford Street intersection. A terminal station will be constructed on the Fanshawe College property. Figure 2 illustrates the East London Link corridor and indicates the approximate location of the rapid transit stations.



Figure 2: Limits of East London Link

Wellington Gateway

The Wellington Gateway is a mixed-use corridor with existing land uses including historic sites, residential neighborhoods, medical facilities, and large-scale commercial sites. It progresses south from Downtown London along Wellington Street, which transitions into Wellington Road when it crosses the south branch of the Thames River. The corridor provides a thoroughfare for traffic between London's Downtown and Highway 401 and today supports several local transit routes. This corridor primarily includes median stations along Wellington Street and Road, including a turn around and/or Park-n-Ride facility near Exeter Road. Figure 3 illustrates the Wellington Gateway corridor and indicates the approximate location of rapid transit stations.



Figure 3: Limits of Wellington Gateway

2.2 Rapid Transit Station Design

Shelter Design Public Engagement and Consultation

Extensive public consultation was completed as part of the approved Environmental Assessment (EA) including a Stops and Streetscape Workshop in November 2017 as well as stakeholder and public meetings to establish the design concepts for shelters and amenities. This engagement period included opportunities for the general public as well as property owners, businesses and residents within and immediately bordering the project area to bring forward questions and concerns. The input received through these proactive engagements informed the overall design of the transit stations as indicated below.

The rapid transit station shelters and amenities should:

- be modular and consistent in design to be applied across all the corridors;
- be designed for accessibility;
- reflect heritage elements and community context in the design of the shelter;
- be sized based on anticipated passenger capacity, including integration with LTC local routes where feasible;
- align with industry best practices that support the Safe Cities London action plan;
- follow the principles of Crime Prevention Through Environmental Design that includes anti-graffiti materials and design choices; and
- be flexible to future expansion opportunities if passenger capacity is exceeded.

Elements of a Rapid Transit Shelter

The rapid transit stops are designed to be modular and able to be scaled to fit each stop location based on anticipated ridership. Figure 4 shows the conceptual design for a typical rapid transit station, indicating the elements common to all rapid transit stops:

- tempered glass windscreens and a glazed roof canopy;
- both seated and leaning bench options;
- a separate amenity cabinet with opportunities for advertising and map display;
- obelisk feature installed near the entrance to each station to identify the location of the rapid transit stops through the use of height, colour, and light;
- enhanced pedestrian scaled lighting both within the shelter and along the platform;
- navigational wayfinding signage;
- mounting brackets to display public art banding across the top of the shelter structures.

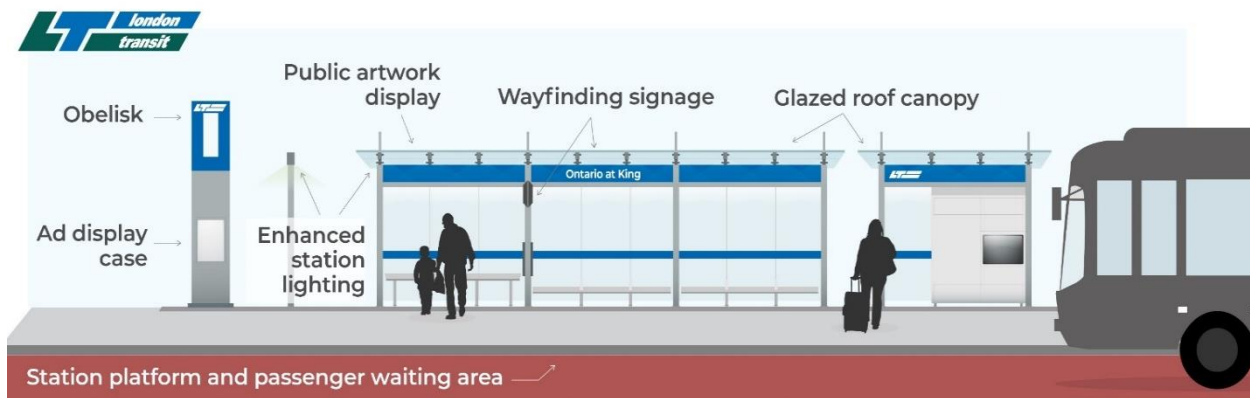


Figure 4: Elements of a Rapid Transit Shelter

Figure 5 provides a rendering of a typical rapid transit station. The rapid transit program reached an exciting milestone in April with the installation of the first prototype shelter at King Street and Ontario Street. This first shelter has allowed the project team to test out some elements and fine-tune final details ahead of installing additional shelters in the core later this year.



Figure 5: Rapid Transit Station Rendering

Environmental Assessment Recommendations for Public Art

While the stops will have a consistent look and feel across the corridors, the Rapid Transit Environmental Assessment (EA) recommended that public art be included in the detailed design process for the stops to allow for a component of customization.

Incorporating public art into infrastructure projects is a necessary tool for mitigating heritage impacts and reflecting the cultural heritage of the surrounding community. Cultural heritage plays an essential role in preservation and on the ongoing creation of the cultural identity of a community. Public feedback during the EA demonstrated that Londoners wanted heritage to be reflected in the stop design. Integrating cultural heritage context into the design of the shelters through the involvement of an artist and/or heritage specialist was a commitment of the EA.

Public art at transit stops can foster a sense of pride in the local community by offering expressions of local identity and creativity that celebrate local culture. By featuring works from local artists utilizing themes that resonate with the area's history and values, public art can instill a sense of ownership and pride among residents. The inclusion of public art also enhances the waiting experience and gets the community involved.

Each shelter will feature site-specific public artworks reflecting the contextual aspects of its location with themes such as: Indigenous culture, diversity, history, arts, transportation, wellness, and education.

2.3 Proposed Rapid Transit Shelter Public Art

In seeking to enhance our transit stops with public art, the project team looked to other municipalities for inspiration on innovative approaches and best practices. An example of this can be seen in Figure 6, which highlights the Toronto Transit Commission's St. Clair station stop. This station effectively incorporates public art into its design, serving as a model for other cities.



Figure 6: St. Clair Station

The City of London has adopted a comparable strategy for integrating public artworks into its rapid transit shelters. Mounting brackets will be installed along the top of the shelters at a spacing aligned with the shelter modules. Placing the art along the top of the shelters is the most practical solution from a maintenance perspective and allows for artwork to be integrated easily as an add on feature to the shelter structure.

Mounting brackets will be installed along the top of the shelters at a spacing aligned with the individual modules. Each art panel will measure 3.85m wide by 0.7m tall and will be fabricated with transparent, two pane tempered safety glass. The printed art surface will be sealed between two layers of fused glass. Enclosing the artwork within tempered safety glass provides for maximum durability and ease of maintenance. It will ensure the art is visible from both sides and resistant to fading, scratching, or peeling over time.

Additionally, the obelisk will include a display case showcasing the public artworks on each shelter, providing information about the artwork and the artist.

Figure 7 below provides a rendering of the artwork size and location on the shelters. Each panel can repeat as shown in the sample rendering or tell a story across multiple panels.

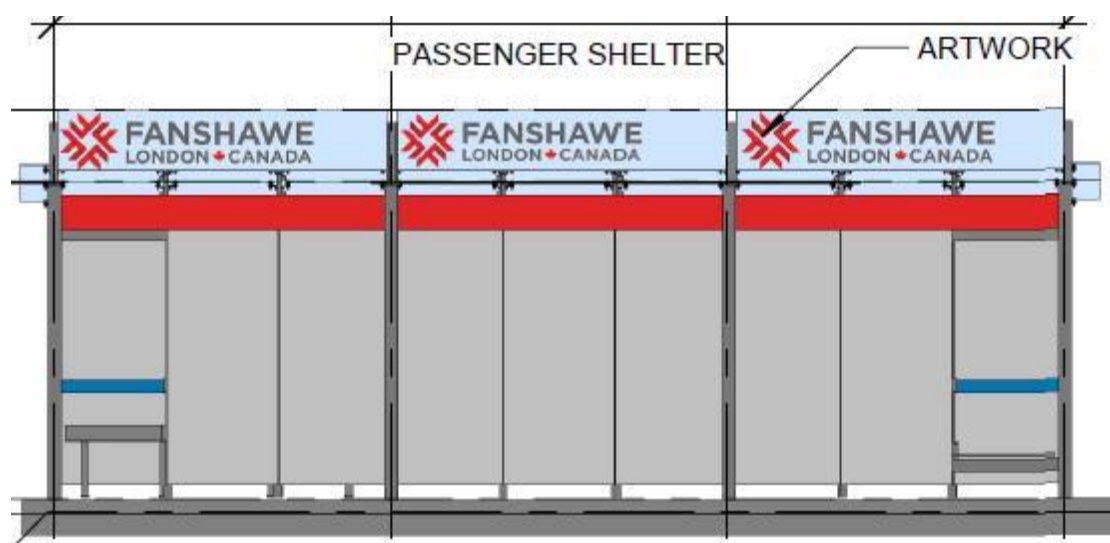


Figure 7: Proposed Artwork Rendering

The successful Vendor of Record will be responsible for receiving digital artwork design files for fabrication and installation of public artworks on the rooftop of transit shelters. They will also produce printed materials with information about the associated public artwork to be placed in the obelisk display case.

2.4 Rapid Transit Shelter Art Selection Process

The London Arts Council in coordination with the City of London's Culture Services Division will oversee the art selection process for the rapid transit shelters.

Working together with staff from Heritage and Urban Design, the selection team has developed a list of suggested themes for each of the stop locations. As noted above, the Call for Artist process will provide thematic guidance for artists' submissions focusing on themes such as: Indigenous culture, diversity, history, arts, transportation, wellness, and education.

The London Arts Council and Culture Services Division will collaborate with the artists whose applications have already been evaluated and selected through the London Arts Council's assessment process based on their prior submissions to the City's Community Arts Investment Program and/or Public Art and Monument Program in order to work within the established timelines for the first phase of this public art implementation (stop locations on the Downtown Loop and selected stops in the core area).

Future calls for artists' proposals by the London Arts Council will include artwork for the remaining shelters along the corridors; these calls may involve community and neighbourhood engagement opportunities.

3.0 Financial Impact/Considerations

3.1 Procurement Process

In accordance with the Procurement of Goods and Services Policy, the Public Art Vendor of Record selection followed a two-stage process with a Request for Pre-Qualification (RFQUAL) followed by a Request for Proposal (RFP). Two (2) submissions were received in the RFQUAL and only Compex Display met the qualifications. As such, Compex Display was the only qualified proponent invited to the RFP.

The proposal for the Rapid Transit Shelter – Artwork Fabrication and Installation RFP-2023-276 was received on March 26, 2024, and reviewed by a team consisting of the City, Consultant Team, and London Transit Commission (LTC) members. One (1) proponent submitted a proposal, with Compex Display's proposal evaluated at \$1,292,930.00, excluding HST. The receipt of one (1) submission in response to the RFP created an irregular result, as per Section 19.4 of the Procurement of Goods & Services Policy.

Despite receiving only one successful bid for the RFP, the proposal remains good value for the municipality. Compex Display has a long history of quality work with both the City of London and LTC including recent installations such as the Memorial Plaza artwork commemorating Our London Family, heritage displays around the city and Thames Valley Parkway signage. The value of this work is consistent with National Arts Board Guidelines that cite public facing capital projects should incorporate public art valued at approximately 1% of the infrastructure investment.

The above-noted price represents estimated total project value for the proposal and the estimates have been cumulated using unit rates that are based on the design criteria established as part of the RFP which may be subject to further refinements as part of the final design and implementation process related to the stations. The RFP bid submission represent the anticipated upset limit value and the team will continue to work with the proponent to find efficiencies and savings in the service delivery.

3.2 Consulting Services

AECOM Canada Ltd. and Dillon Consulting Limited were awarded the detailed design of the Downtown Loop, East London Link and Wellington Gateway Infrastructure Improvements project by Council on January 14, 2020 and August 25, 2020 respectively, in partnership with Archibald, Gray, and McKay Engineering Ltd. as a sub-consultant. AECOM Canada Ltd. is the lead design consultant for the Station Design.

The early rapid transit construction contracts included installation of the 14 concrete station platforms (bases) with the shelter components to follow due to the design and prototype of above ground elements not being finalized. Going forward, rapid transit construction contracts now include the supply and installation of shelters and shelter amenities within each contract.

Due to the consultant's knowledge of the detailed design of the shelter and station amenities, AECOM Canada Ltd. was requested to provide a proposal for contract administration and construction inspection of the 14 station locations 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 is consistent with expected efforts for this scope of work and of what has been realized through the prototype install. The scope of work covered in this assignment is new to the City and with the need to coordinate various unique station amenities to complete the full station installation including the shelter structure, obelisks, variable message signs, CCTV, lighting, electrical, furniture, artwork, heating and wayfinding signage.

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 AECOM Canada Ltd. on this project for contract administration and construction inspection is of financial advantage to 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 AECOM Canada 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 \$559,669.00 excluding HST.

The approval of this work will increase the total engineering services for each of the three rapid transit corridors by the following amounts:

Project	Current Assignment Award	Engineering Services Approved Total to Date
Downtown Loop	\$199,882	\$6,605,751
East London Link	\$199,882	\$13,569,132
Wellington Gateway	\$159,905	\$15,394,006

3.3 Financial Considerations

Funding for Rapid Transit Shelter Amenities is provided as part of the approved Downtown Loop, East London Link and Wellington Gateway construction budgets and additional budget requirements approved as part of the 2024-2027 Multi-Year Budget.

The incremental operating and maintenance costs for rapid transit shelters have been forecasted over the 2024-2027 Multi-Year Budget based on the planned construction of new infrastructure and the launch of rapid transit operations for the East London Link and Wellington Gateway routes in the summer of 2027 and 2028, respectively. All operational requirements have been detailed in the 2024 Assessment Growth Rapid Transit Implementation Business Case.

Conclusion

Civic Administration has reviewed the proposal submission for rapid transit shelter artwork and recommends Compex Display be appointed as a Vendor of Record for the fabrication and installation of Shelter Artwork related to the Downtown Loop, East London Link, and Wellington Gateway projects. The proposal is valued at an upset amount of \$1,292,930.00.

AECOM Canada Ltd. developed the station specific specifications in collaboration with the City and LTC 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 related to the 14 shelters planned for install in 2024. The contract administration assignment is valued at an upset amount of \$559,669.00 excluding HST.

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

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

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

Attach: Appendix A – Source of Financing

Appendix "A"

#24146

July 16, 2024

(Award Contract)

Chair and Members

Civic Works Committee

RE: Irregular Result: Rapid Transit Shelter

(Subledger RD220014)

Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit

Capital Project RT1430-3D - East London Link - Stops Rapid Transit

Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit

AECOM Canada Ltd. - \$559,669.00 (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	Committed To Date	This Submission	Balance for Future Work
RT1430-7D - Downtown Loop - Stops Rapid Transit				
Engineering	345,021	141,621	203,400	0
Construction	4,074,284	2,312,513	0	1,761,771
Utilities	6,061	6,061	0	0
City Related Expenses	201	201	0	0
ICIP Ineligible Expenses	17,433	17,433	0	0
RT1430-7D Total	4,443,000	2,477,829	203,400	1,761,771
RT1430-3D - East London Link - Stops Rapid Transit				
Engineering	1,129,230	925,830	203,400	0
Construction	12,318,475	8,665,315	0	3,653,160
Utilities	1,816	1,816	0	0
ICIP Ineligible Expenses	50,320	50,320	0	0
RT1430-3D Total	13,499,841	9,643,281	203,400	3,653,160
RT1430-1D - Wellington Gateway - Stops Rapid Transit				
Engineering	1,079,795	757,177	162,720	159,898
Construction	12,341,569	2,185,030	0	10,156,539
ICIP Ineligible Expenses	41,838	41,838	0	0
RT1430-1D Total	13,463,202	2,984,045	162,720	10,316,437
Total Expenditures	\$31,406,043	\$15,105,155	\$569,520	\$15,731,368

Sources of Financing

RT1430-7D - Downtown Loop - Stops Rapid Transit				
Capital Levy	675,420	376,677	30,921	267,823
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,777,200	991,132	81,360	704,708
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,480,852	825,860	67,793	587,198
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	509,528	284,160	23,326	202,042
RT1430-7D Total	4,443,000	2,477,829	203,400	1,761,771
RT1430-3D - East London Link - Stops Rapid Transit				
Capital Levy	1,356,162	1,356,162	0	0
Debt Quota (Note 2a)	1,968,902	125,962	97,199	1,745,741
Public Transit Infrastructure Stream (PTIS) - Federal Funding	3,568,400	3,568,400	0	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	2,973,369	2,973,369	0	0
Drawdown from City Services - Transit Reserve Fund (Development Charges) (note 1)	3,633,008	1,619,388	106,201	1,907,419
RT1430-3D Total	13,499,841	9,643,281	203,400	3,653,160
RT1430-1D - Wellington Gateway - Stops Rapid Transit				
Capital Levy	1,616,266	453,632	24,737	1,137,898
Debt Quota By-law No. W.-5701-154	1,613,785	0	0	1,613,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	1,193,618	65,088	2,994,094
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	994,582	54,235	2,494,829
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,219,288	342,213	18,661	858,414
Debt Quota By-law No. W.-5701-154 (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1)	1,217,417	0	0	1,217,417
RT1430-1D Total	13,463,202	2,984,045	162,720	10,316,437
Total Financing	\$31,406,043	\$15,105,155	\$569,520	\$15,731,368

#24146

July 16, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Irregular Result: Rapid Transit Shelter
(Subledger RD220014)
Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit
Capital Project RT1430-3D - East London Link - Stops Rapid Transit
Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit
AECOM Canada Ltd. - \$559,669.00 (excluding HST)

Financial Note	RT1430-7D	RT1430-3D	RT1430-1D	Total
Contract Price	\$199,882	\$199,882	\$159,905	\$559,669
Add: HST @13%	25,985	25,985	20,788	72,758
Total Contract Price Including Taxes	225,867	225,867	180,693	632,427
Less: HST Rebate	-22,467	-22,467	-17,973	-62,907
Net Contract Price	<u>\$203,400</u>	<u>\$203,400</u>	<u>\$162,720</u>	<u>\$569,520</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, and introduce the necessary by-laws:

a) An authorizing by-law should be drafted to secure debenture financing for project RT1430-3D - East London Link Stops Rapid Transit for the net amount to be debentured of \$1,968,902

Jason Davies
Manager of Financial Planning & Policy

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