

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-2024-120
East London Link and Municipal Infrastructure Improvements
Phase 3B - Highbury Avenue North CPKC Bridge

Date: August 13, 2024

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for the East London Link and Municipal Infrastructure Improvement Phase 3B Highbury Avenue North Canadian Pacific Kansas City (CPKC) Bridge 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 GIP Construction and Materials Limited at its tendered price of \$24,961,879.38 excluding HST, for the East London Link and Municipal Infrastructure Improvements Phase 3B Highbury Avenue North CPKC Bridge project, **BE ACCEPTED**; it being noted that the bid submitted by GIP Construction and Materials Limited was the lowest of five (5) bids received and meets the City's specifications and requirements in all areas;
- (b) Dillon Consulting Limited **BE AUTHORIZED** to carry out the construction inspection and contract administration for the said project in accordance with the estimate, at an upset amount of \$2,684,689.98, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (e) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project as it relates to interaction with CPKC Railway;
- (f) the Civic Administration **BE AUTHORIZED** to approve Memorandums of Understanding between the Corporation of the City of London and public utilities and private service owners in relation to the cost-sharing of servicing works contained within the East London Link and Municipal Infrastructure Improvements Phase 3B Highbury Avenue North CPKC Bridge project contract;
- (g) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT-2024-120); and
- (h) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor and the continuation of consulting services for construction inspection and contract administration for the East London Link Phase 3B project, which will reconstruct and widen Highbury Avenue North from the Department of National Defence (DND) entrance to Dundas Street including the Canadian Pacific Kansas City (CPKC) Bridge. Figure 1 below depicts the approximate limits of the East London Link Phase 3B assignment.



Figure 1: East London Link Phase 3B Construction Limits (Highbury Avenue North CPKC Bridge)

Context

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

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

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

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

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2019 – The History of London's Rapid Transit Initiative;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – February 1, 2022 – East London Link and Municipal Infrastructure Improvements Phase 1;
- Civic Works Committee – January 10, 2023 – East London Link and Municipal Infrastructure Improvements Phase 2;
- Civic Works Committee – January 30, 2024 – East London Link and Municipal Infrastructure Improvements Phase 3C;
- Civic Works Committee – January 30, 2024 – East London Link and Municipal Infrastructure Improvements Phase 3A West.

2.0 Discussion and Considerations

2.1 East London Link Rapid Transit Corridor

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

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

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

Phase 1 of the East London Link started in 2022 by reconstructing King Street from Wellington Street to Lyle Street. In 2023, Phase 2 of the East London Link reconstructed King Street from Lyle Street to Ontario Street, Ontario Street from King Street to Dundas Street, and Dundas Street from Ontario Street to Egerton Street. East London Link Phase 2 has minor carryover works required which are anticipated to be complete by end of summer 2024.

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

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

Phase 3A West is currently under construction on Dundas Street. This contract award relates to Phase 3B of the East London Link.

Figure 2 shows the East London Link rapid transit corridor including the construction phasing limits and anticipated timing.

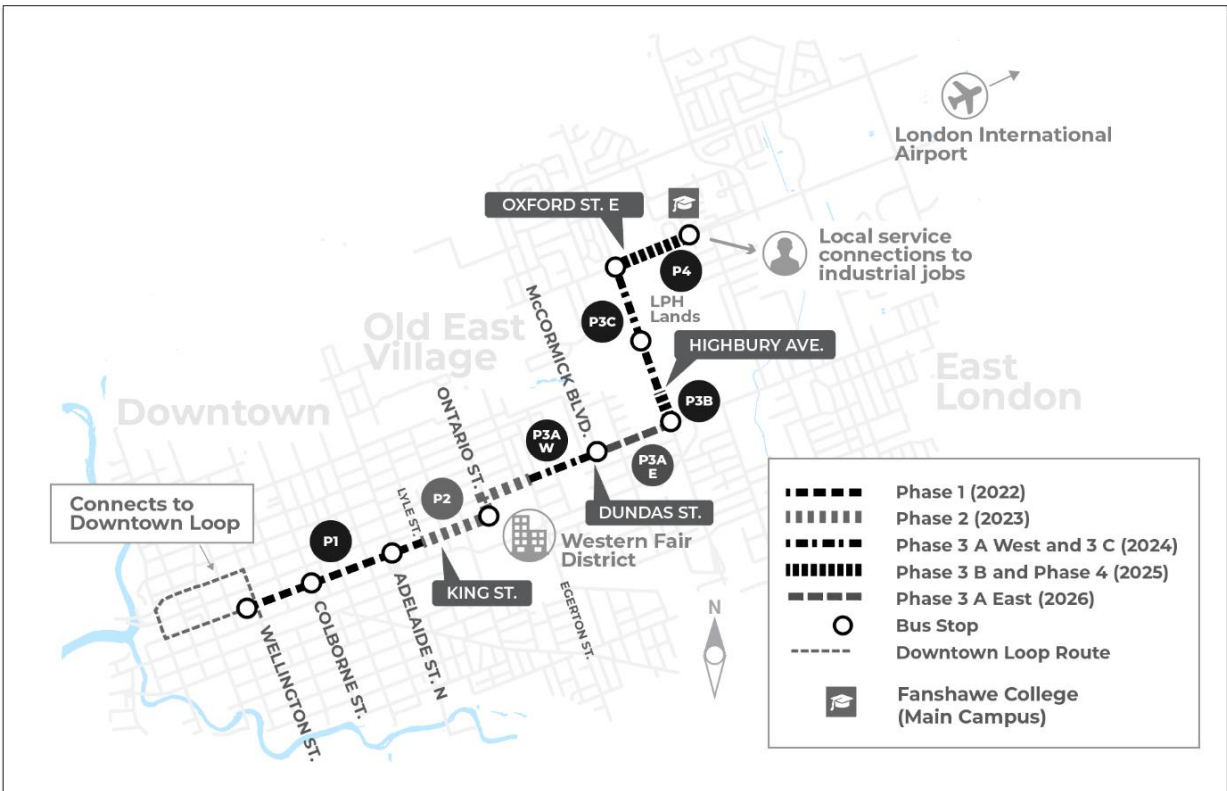


Figure 2: East London Link Project Limits and Construction Phase Timing

2.2 East London Link Phase 3B Contract

This project involves reconstruction and widening of Highbury Avenue North from the Department of National Defence entrance to Dundas Street including CPKC Bridge as shown in Figure 2. The reconstruction will include the following improvements:

- road reconstruction including new asphalt, boulevard enhancements, curb, gutter, and sidewalks;
- street lighting and traffic signals;
- incorporating centre bus-only lanes;
- rehabilitation and widening of the CPKC Bridge;
- Retained Soil System (RSS) walls; and
- private utility improvements.

Figure 3 shows a rendering of the widened Highbury Avenue North bridge over the CPKC tracks. The Retained Soil System (RSS) wall was integral to reducing property impacts and land acquisition needs. Advance work completed as part of the Phase 3C buried overhead utilities to further reduce land requirements and enhance the bridge aesthetics.



Figure 3: East London Link Phase 3B Bridge Rendering (looking northeast)

The construction work on the project will be split into several stages, each with its own traffic control layout. Multiple stages are required in order to ensure that two-way traffic is maintained throughout the construction project, with the exception of short-duration closures that are vital to complete the work.

In general, Stage 1 consists of the works on the west side of Highbury Avenue North, including widening the bridge and constructing the RSS walls. This work is scheduled for late 2024 and 2025 with traffic being directed to the east side existing northbound lanes. A northbound and southbound lane will be maintained throughout construction, with dedicated turning lanes at the intersection of Dundas Street and Highbury Avenue North.

Once the Stage 1 works are completed, Stage 2 will begin in early 2026 to reconstruct the roadway and bridge on the east lanes, construct the RSS wall adjacent to Salvation Army property and complete the median bus lanes. Stage 2 is separated into three parts (A, B, and C) during which traffic will be diverted to the west side of the road in the newly constructed southbound lanes.

2.3 East London Link Environmental Assessment Update

Value engineering refinements have been completed to this section of the environmental assessment design concept. The northbound median transit lane on Highbury Avenue North develops just north (100m) of the Dundas Street intersection in an effort to avoid significant impacts to the surrounding properties. Traffic modeling was reviewed for this updated configuration, and short mixed traffic section is not anticipated to create issues for rapid transit operations.

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

2.4 Construction Considerations

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

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

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 work within the project in order to build efficiently and meet the completion date. To that end, the aforementioned staging workshop will provide an opportunity for the Contractor, City, and Consultant teams to strategize with the goal of maximizing efficiency and minimizing disruption to the public.

To help facilitate conversations between the Contractor and the affected community partners, a Construction Business Relations Coordinator will be assigned to the project. During the project, this role brings concerns from the local businesses and adjacent properties to the project team and advises on potential solutions. The Major Projects team has found this role to be invaluable when dealing with projects of the scale of Rapid Transit.

2.5 Public Engagement and Consultation

The project team shared Phase 3 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 5, 2023 to October 19, 2023. Two "Transit Tuesday" drop-in sessions were hosted on 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 hand-delivered notices to tenants, residents and businesses along the project area in October 2023 and again more recently for those directly impacted by the Phase 3B Highbury Avenue North Bridge widening works. This in-person outreach was another opportunity to discuss the project directly with businesses and property owners, 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 project website will continue to be updated to reflect the latest information about the project. Various tactics, including social media, Public Service Announcements, email communications, and direct outreach will be used to continue to build awareness about the project and to share important information related to construction.

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. A wholistic approach is used between communications, traffic calming, wayfinding, and coordination of early works.

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

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the East London Link and Infrastructure Improvements Phase 3B project were opened on July 25, 2024. Five (5) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	GIP Construction and Materials Limited	\$24,961,879.38
2	Bre-Ex Construction Inc.	\$24,984,762.48
3	McLean Taylor Construction Limited	\$25,368,563.82
4	Looby Builders (Dublin) Limited	\$28,842,828.02
5	Amico Infrastructures Inc.	\$32,945,302.29

All tenders have been checked by Dillon Consulting Limited, Construction and Infrastructure Services and Procurement and Supply. No mathematical errors were found, and the results of the tendering process indicate a competitive process. The submission from GIP Construction and Materials Limited was confirmed to meet all specifications and requirements of RFT-2024-120 and was determined to be the lowest compliant bid submission. The tender was advertised early and for an extended period

of time to account for the larger scope of work, with an advanced tender posting notice completed. The tender estimate just prior to tender opening was \$27.6M excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. All tenders include a contingency allowance of \$2,400,000.

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

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

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

3.2 Consulting Services

Dillon Consulting Limited and AECOM Canada Inc. were awarded the detailed design of the East London Link and Infrastructure Improvements project by Council on August 25, 2020, in partnership with Archibald, Gray, and McKay Engineering Ltd. as a sub-consultant. The East London Link was broken up into four design phases to be led by the various teams. Dillon Consulting Ltd. is the lead design consultant for Phase 3 – Dundas Street from Egerton to Highbury Avenue North, Highbury Avenue North from Dundas Street to Oxford Street East. Due to the consultant's knowledge of the detailed design, a proposal for construction inspection and contract administration was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for construction inspection and contract administration and of this project, including the time allocated to each project task and hourly rates provided by each of the consultant's staff members. The proposed contract administration consulting fees are in line with other rapid transit and large complex infrastructure renewal assignments when compared as a percentage of construction. This assignment incorporates specialty works such as a full structure reconstruction over CPKC Railway, significant structural retaining walls and the requirement to complete the works while maintaining two lanes of traffic throughout with construction activities extending for over two full construction seasons. Fees also include a provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

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

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

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, civic administration is recommending that Dillon Consulting Limited be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$2,684,689.98, 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 \$16,453,704 excluding HST, as of July 2024.

3.3 Operating Budget Impacts

Phase 3B of the project will reconstruct and widen Highbury Avenue North from the Department of National Defence Entrance to Dundas Street and widen the CPKC Bridge to incorporate centre-running bus only lanes. This will result in the potential for marginal annual operating budget impacts to Transportation and Sewer operations. No Traffic or Water operational cost increases are expected. The following table summarizes anticipated additional operating costs for East London Link Phase 3B:

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Transportation Operations	Additional km of lane summer/winter maintenance and Bridge cleaning/maintance.	\$11,000
Sewer Operations	Cleaning and flushing of additional sewers, manholes, oil grit seperators, and catchbasins.	\$2,500

This phase does not include any Rapid Transit stations.

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

Conclusion

Civic Administration has reviewed the tender bids and recommends GIP Construction and Materials Limited be awarded the construction contract for the East London Link Phase 3B at the submitted tender price of \$24,961,879.38, excluding HST.

Dillon Consulting Limited has demonstrated an understanding of the City’s requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of \$2,684,689.98, excluding HST.

Prepared by:

Ardian Spahiu, P.Eng., Acting Division Manager,
Major Projects

Submitted by:

Jennie Dann, P.Eng., Director, Construction &
Infrastructure Services

Recommended by:

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

Appendix "A"

#24152
August 13, 2024
(Contract Award)

Chair and Members
Civic Works Committee

RE: RFT-2024-120 Phase 3B - Highbury Avenue North CPKC Bridge
East London Link and Municipal Infrastructure Improvements
(Subledger RD230010)
Capital Project RT1430-3A - East London Link Construction Rapid Transit
Capital Project RT1430-3C - East London Link - TIMMS Rapid Transit
GIP Construction and Materials Limited - \$24,961,879.38 (excluding HST)
Dillon Consulting Limited - \$2,684,689.98 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation 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
RT1430-3A - East London Link Construction Rapid Transit					
Engineering	11,307,962	11,307,962	8,595,691	2,712,271	0
Engineering (Utilities Share)	397,113	403,556	397,113	6,443	0
Construction	95,729,165	95,729,165	41,957,001	25,218,451	28,553,713
Construction (Utilities Share)	5,657,381	5,717,021	5,657,381	59,640	0
Relocate Utilities	18,704,000	18,704,000	7,252,678	67,247	11,384,075
City Related Expenses	5,269,123	5,269,123	1,074,083	0	4,195,040
RT1430-3A Total	137,064,744	137,130,827	64,933,947	28,064,052	44,132,827
RT1430-3C - East London Link - TIMMS Rapid Transit					
Engineering	201,317	201,317	194,760	6,557	0
Construction	3,397,761	3,397,761	1,035,614	61,378	2,300,770
Traffic Signals	150,922	150,922	150,922	0	0
RT1430-3C Total	3,750,000	3,750,000	1,381,296	67,935	2,300,769
Total Expenditures	\$140,814,744	\$140,880,827	\$66,315,243	\$28,131,987	\$46,433,597
Sources of Financing					
RT1430-3A - East London Link Construction Rapid Transit					
Capital Levy	1,033,335	1,033,335	1,021,877	11,458	0
Debenture By-law No. W.-5683-100	3,849,223	3,849,223	0	0	3,849,223
Public Transit Infrastructure Stream (PTIS) - Federal Funding	30,536,000	30,536,000	23,551,781	6,984,219	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	25,444,122	25,444,122	19,624,522	5,819,600	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	9,697,917	9,697,917	9,697,917	0	0
Debenture By-law No. W.-5683-100 (Serviced through City Services - Roads Reserve Fund (Development Charges)) (Note 1 and 2)	60,449,653	60,449,653	4,983,356	15,182,692	40,283,604
Other Contributions (Utilities Share)	6,054,494	6,120,577	6,054,494	66,083	0
RT1430-3A Total	137,064,744	137,130,827	64,933,947	28,064,052	44,132,827
Sources of Financing (Continued)					
RT1430-3C - East London Link - TIMMS Rapid Transit					
Capital Levy	65,008	65,008	23,945	1,178	39,885
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,500,000	1,500,000	552,518	27,174	920,308
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,249,875	1,249,875	460,386	22,643	766,846
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	935,117	935,117	344,446	16,941	573,730
RT1430-3C Total	3,750,000	3,750,000	1,381,296	67,935	2,300,769
Total Financing	\$140,814,744	\$140,880,827	\$66,315,243	\$28,131,987	\$46,433,597

Appendix "A"

#24152
August 13, 2024
(Contract Award)

Chair and Members
Civic Works Committee

RE: RFT-2024-120 Phase 3B - Highbury Avenue North CPKC Bridge
East London Link and Municipal Infrastructure Improvements
(Subledger RD230010)
Capital Project RT1430-3A - East London Link Construction Rapid Transit
Capital Project RT1430-3C - East London Link - TIMMS Rapid Transit
GIP Construction and Materials Limited - \$24,961,879.38 (excluding HST)
Dillon Consulting Limited - \$2,684,689.98 (excluding HST)

Financial Note (Engineering)	RT1430-3A	RT1430-3A (Utilities)	Bell Canada	RT1430-3C
Contract Price	2,665,360	6,443	6,443	6,443
Add: HST @13%	346,497	838	838	838
Total Contract Including Taxes	3,011,857	7,281	7,281	7,281
Less: HST Rebate	-299,586	-724	-838	-724
Net Contract Price	<u>\$2,712,271</u>	<u>\$6,557</u>	<u>\$6,443</u>	<u>\$6,557</u>

	Total Engineering
Contract Price	2,684,690
Add: HST @13%	<u>349,011</u>
Total Contract Including Taxes	3,033,701
Less: HST Rebate	<u>-301,872</u>
Net Contract Price	<u>\$2,731,829</u>

Financial Note (Construction):	RT1430-3A	RT1430-3A (Utilities)	Bell Canada	RT1430-3C
Contract Price	24,782,283	59,640	59,640	60,317
Add: HST @13%	3,221,697	7,753	7,753	7,841
Total Contract Including Taxes	28,003,980	67,393	67,393	68,158
Less: HST Rebate	-2,785,529	-6,703	-7,753	-6,780
Net Contract Price	<u>\$25,218,451</u>	<u>\$60,690</u>	<u>\$59,640</u>	<u>\$61,378</u>

	Total Construction
Contract Price	24,961,879
Add: HST @13%	<u>3,245,044</u>
Total Contract Including Taxes	28,206,923
Less: HST Rebate	<u>-2,806,765</u>
Net Contract Price	<u>\$25,400,158</u>

	Rapid Transit	Other Works (including utilities)	
Financial Note Total Award:	Total	Total	Total
Contract Price	\$27,514,404	\$132,166	\$27,646,569
Add: HST @13%	<u>3,576,873</u>	<u>17,182</u>	<u>3,594,055</u>
Total Contract Including Taxes	31,091,277	149,348	31,240,624
Less: HST Rebate	<u>-3,092,619</u>	<u>-16,018</u>	<u>-3,108,637</u>
Net Contract Price	<u>\$27,998,658</u>	<u>\$133,330</u>	<u>\$28,131,987</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.

Jason Davies
Manager of Financial Planning & Policy

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