

4TH REPORT OF THE
RAPID TRANSIT IMPLEMENTATION WORKING GROUP

Meeting held on February 9, 2017, commencing at 4:35 PM, in Council Chambers, Second Floor, London City Hall.

PRESENT: Councillor P. Squire (Chair), Mayor M. Brown; Councillors B. Armstrong, J. Helmer, A. Hopkins, P. Hubert and H. L. Usher; S. Rooth and D. Sheppard and J. Martin (Secretary).

ABSENT: Councillor T. Park and E. Southern.

ALSO PRESENT: Councillor M. van Holst; G. Barrett, A. Dunbar, J. Fleming, J. Ford, K. Graham, D. MacRae, K. Paleczny, K. Scherr, E. Soldo and S. Spring.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Business Case Update

That it BE NOTED that the Rapid Transit Implementation Working Group received the attached presentation from B. Hollingsworth, IBI Group and K. Graham, Director, Community and Economic Innovation, with respect to an update to the Rapid Transit Business Case.

3. Rapid Transit Master Plan Overview

That it BE NOTED that the Rapid Transit Implementation Working Group received the attached presentation from E. Soldo, Director of Roads and Transportation, with respect to an overview of the Rapid Transit Master Plan.

4. Corridor Concepts

That it BE NOTED that the Rapid Transit Implementation Working Group received the attached presentation from E. Peissel, WSP Group, with respect to the Corridor Concepts.

5. Public Consultation Event

That it BE NOTED that the Rapid Transit Implementation Working Group received the attached presentation from E. Soldo, Director of Roads and Transportation, with respect to the next public consultation event to be held February 23, 2017.

6. Schedule Outlook

That it BE NOTED that the Rapid Transit Implementation Working Group received the attached presentation from B. Hollingsworth, IBI Group and E. Soldo, Director of Roads and Transportation, with respect to the schedule outlook for the Environmental Assessment and Transit Project Assessment Process.

III. CONSENT ITEMS

7. 3rd Report of the Rapid Transit Implementation Working Group

That it BE NOTED that the 3rd Report of the Rapid Transit Implementation Working Group, from its meeting held on January 12, 2017, was received.

IV. ITEMS FOR DISCUSSION

None.

V. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VI. ADJOURNMENT

The meeting adjourned at 6:14 PM.

NEXT MEETING DATE: March 9, 2017

Our Rapid Transit Initiative

Rapid Transit Implementation Working Group #4
February 9, 2017



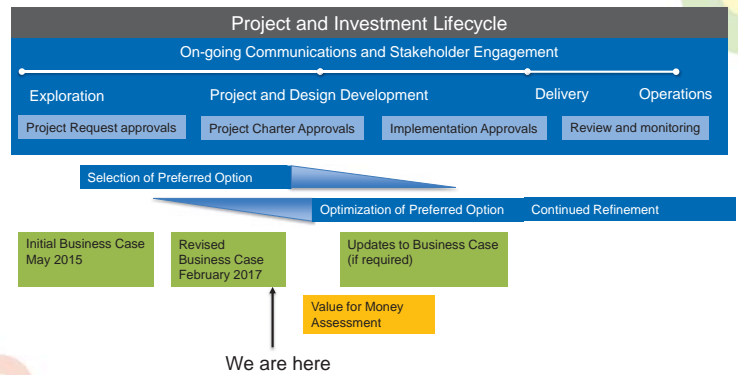
Agenda

1. Business Case Update
2. Rapid Transit Master Plan Overview
3. Corridor Concepts
4. Public Consultation Event
5. Schedule Outlook



Business Case Updates

Business Case Development



Business Case Refinements

- Key changes include:
 - ✓ Increased contingencies (up to 50% from 40%)
 - ✓ Increased discount rate
 - ✓ Updated method for calculating future benefits
 - ✓ Updated spare-vehicle ratio
 - ✓ Included lifecycle costs
 - ✓ Increased cost for buses to reflect potential for electric buses
 - ✓ Reduced assumed value of time (input to value of transit savings)
 - ✓ Updated multiplier for safety and auto operating benefits
- With the above changes, the Benefit Cost Ratio (BCR) for the Full BRT alternative is 1.13
 - Net benefits minus costs is \$87 M



Capital Cost Estimates (Full BRT)

Cost Component	May 2016 (Cost in \$millions)	January 2017 (Cost in \$millions)	Comments
Segments (including structures)	\$262	\$262	No Change
Engineering (15%)	\$39	\$39	No Change
Project Management (10%)	\$26	\$26	No Change
Maintenance Facility	\$10	\$10	No Change
Contingency	\$135	\$169	Increased from 40% to 50%
Vehicles	\$24	\$27	Cost per bus increased from \$800,000 to \$1 million; vehicle spares reduced
Quick Start	\$0	\$23	Identified as Separate Item
Total (Real dollars)	\$496	\$556	

Note: \$556 million translates to \$660 million in nominal dollars. Nominal dollars is the sum of amounts spent unadjusted for inflation. Provincial reporting requires costs to be expressed in nominal dollars.



Business Case Review

- The draft business case was reviewed by MTO over the summer/fall
 - Three rounds of comments provided
- Technical questions have largely been addressed and MTO is generally comfortable with the business case.
- MTO will be proceeding with their next internal steps towards the approval of the business case. Approval of the business case is not final until there is a funding commitment made.
- Prior to execution of project charter, Province will require:
 - Understanding of delivery model
 - Confirmation of contributions by City of London and federal government
 - Assurance of Transit Project Assessment Process (TPAP) approval

Intergovernmental Financial Partnerships

- The City of London has committed \$125 million toward our estimated \$560 million Rapid Transit Initiative
- **To move forward, London is seeking approximately \$435 million from federal and provincial partners**
- The City will provide all of the on-going operating and maintenance costs for Rapid Transit, and invest millions in projects that will support implementation of Rapid Transit (parallel grade separations)
- *Shift* will only proceed through strong intergovernmental partnerships between all orders of government

Intergovernmental Financial Partnership - Sequencing

- *Shift* has received a mention in the Province of Ontario's Budget 2016 and Budget 2015

"Cost-sharing the capital costs of municipal transit projects such as London rapid transit..."

-Ontario Budget 2016, pg. 71

- The City of London has submitted approximately \$15 million worth of *Shift*-related projects under Canada's *Investing in Canada Plan* (pending approval) under the Public Transit Infrastructure Fund
- The Government of Canada is expected to announce Phase 2 of the *Investing in Canada Plan* in the upcoming Budget 2017 (\$-81billion)
- Within this *Plan*, roughly \$24.5 billion is expected to be dedicated to public transit priorities

Rapid Transit Master Plan Overview

Purpose of Master Plan

- **Shift** is a multi-phase Environmental Assessment (EA) – a public process that provides all citizens and stakeholders with the opportunity to provide input in planning and designing our Rapid Transit network.
- The Rapid Transit Master Plan is an important milestone in the Environmental Assessment process and covers the first two phases:
 - Phase 1: Problem identification
 - Phase 2: Alternative planning solutions
- The Rapid Transit Master Plan defines the rapid transit network, including **route, technology** and a preliminary list of **stations**.

Rapid Transit Master Plan contents

- Planning Context
- Consultation Process and Input
- Existing and Future Conditions
- Identification and Assessment of Alternatives
- Rapid Transit Vision
- Description of Preferred Alternative
- Costs
- Planning and Urban Design Framework
- Implementation Plan

Vision for Rapid Transit

The vision for the *Rapid Transit Master Plan* is intertwined with *The London Plan's* Mobility goals. The plans recognize that there is an interconnected link between land use and mobility. The plans rely on each other to succeed.

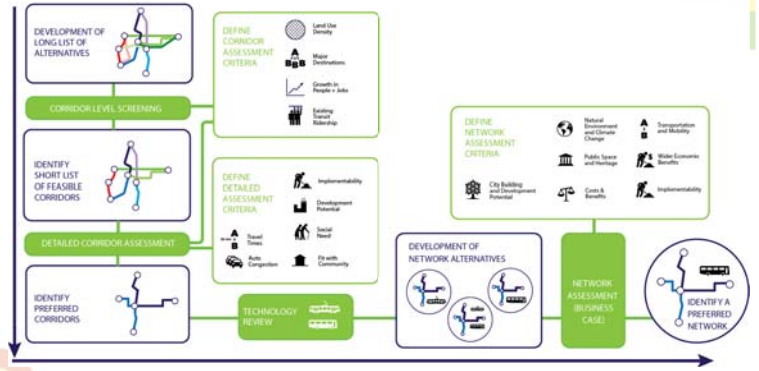
- Rapid Transit will form the backbone of an integrated multi-modal system.**
- Rapid Transit will enable corridors designed to provide a variety of safe, convenient, attractive, viable and accessible mobility options for all Londoners.**
- Rapid Transit will be leveraged to strategically promote and stimulate intensification while ensuring development is conducive to the efficient operation and attractiveness of public transit.**



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Alternatives Assessment Framework



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Evaluation Summary

Criteria/Measures	Business As Usual	Alternatives			
		Base BRT	Full BRT	Hybrid	Full LRT
City Building and Revitalization	○	●	●	●	●
Public Space and Heritage	○	●	●	●	●
Transportation and Mobility	○	●	●	●	●
Implementation	N/A	●	●	●	●
Natural Environment	●	●	●	●	●
Costs and Benefits	N/A	●	●	●	●
Economic Effects	○	●	●	●	●
Overall Rank	○	●	●	●	●

Full BRT is the preferred network alternative as it is best suited to ridership demand, provides a high quality of service and reliability, supports growth objectives, provides the highest value for the investment and is adaptable to future conditions.

● is the highest score.
○ is the lowest score.



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The Preferred Network



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Master Plan – What's Next?

- Hold Final PIC for Master Plan to receive public input
- Request formal Council approval of Master Plan
- Place notice of completion for this phase of study

What happens after the Master Plan is finalized?

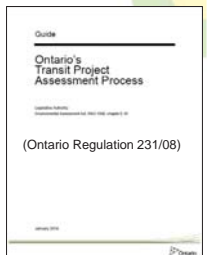
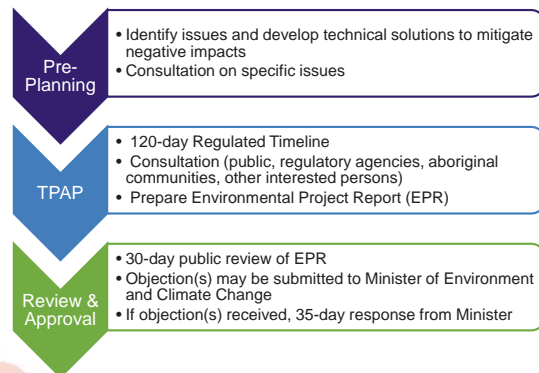
- Master Plan provides the starting point for design alternatives
- Next stage (Transit Project Assessment Process) will evaluate design alternatives and seek to minimize negative impacts.
- Public and stakeholder consultation will be on-going



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What is a TPAP?



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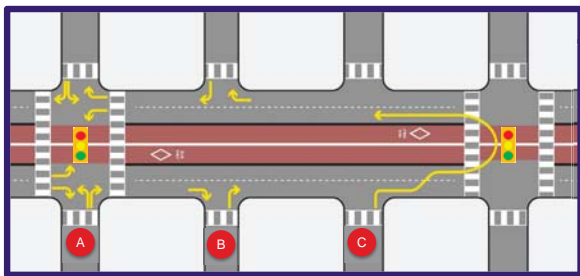
Corridor Concepts

Ideal Configuration for Bus Rapid Transit



Ideal configuration is not possible in all corridors – trade-offs must be made

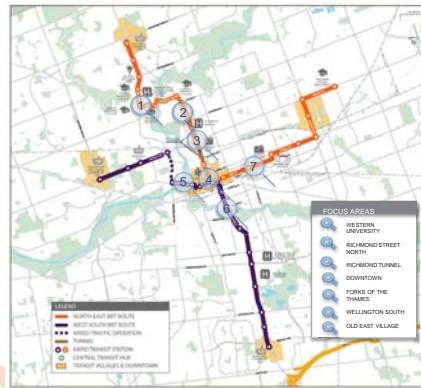
Changes to Traffic Circulation (typical)



- A** At signalized intersections
- B** At unsignalized minor streets and driveways
- C** Traffic that today turns left out of an unsignalized minor street or driveway

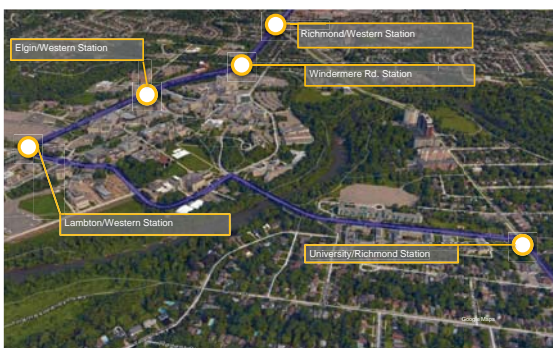
Along Rapid Transit Corridors, moving people will be the highest priority.
BRT will travel in dedicated, centre-running (median) lanes for over 90% of the network to provide reliable service.

Focus Areas: Conceptual Design



Areas to be reviewed in detail during the 'Transit Project Assessment' study to evaluate design alternatives and minimize negative impacts.

Focus Area 1: Western University



Station locations will be confirmed in consultation with Western University during the TPAP process.

The alignment is consistent with Western's on-going Open Space and Landscape Plan and approved by the Board of Governors.

Western Road Concept

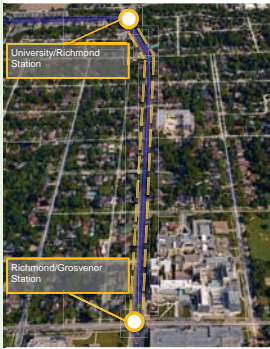


Focus Area 2: Richmond Street North

Richmond Street between Grosvenor Street and University Drive

A decision needs to be made on whether this stretch of Richmond Street will have 2 lanes of traffic or 4 lanes of traffic. The decision will consider impacts of the two options, including:

- 4 lanes will require road widening and result in property impacts, reductions to driveways and parking, and the removal of some trees.
- 2 lanes will result in increased congestion for general traffic, and require a shift in travel patterns.



Four Lanes of Traffic



Two Lanes of Traffic



Richmond Street North – Initial Concept (two lanes plus rapid transit) Huron Street



Richmond Street North – Initial Concept (two lanes plus rapid transit) Grosvenor Street



Focus Area 3: Richmond Street Tunnel



The Rapid Transit tunnel, once completed, will:

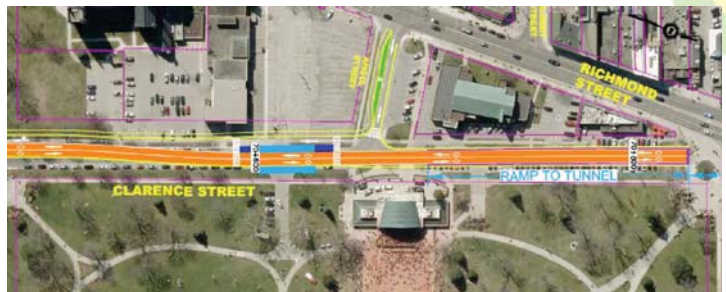
- Maintain transit service reliability
- Maintain travel time consistency
- Avoid long-term impacts to Richmond Row businesses and public realm
- Emergency services vehicles can use the tunnel, improving response time

Station locations, the tunnel and underground station design will be developed in the next study phase.

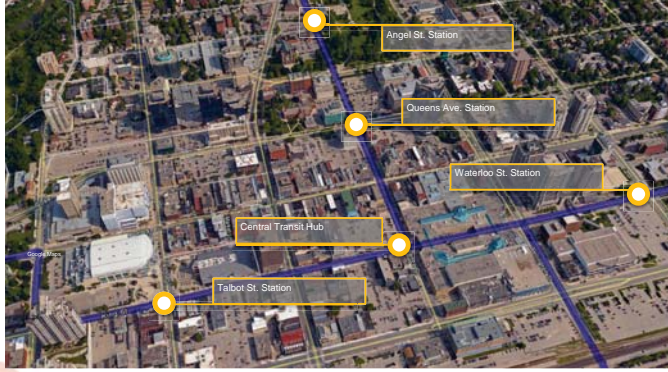
North Tunnel Entrance Concept



South Tunnel Entrance Concept



Focus Area 4: Downtown



Station locations will be confirmed during the next study phase.



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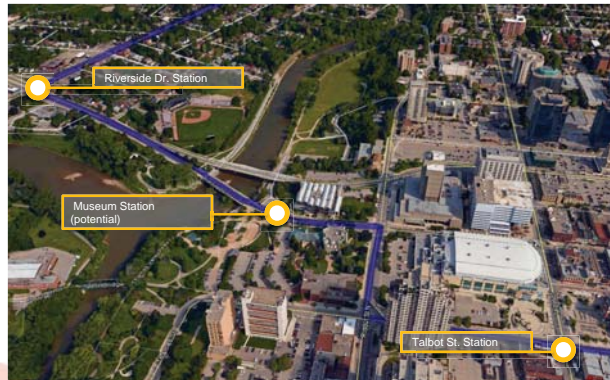
King Street Concept



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Focus Area 5: Forks of the Thames



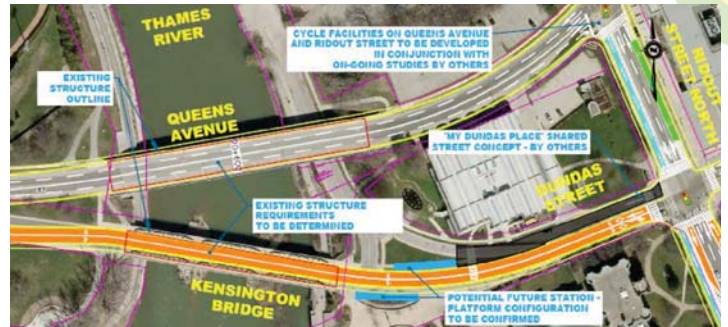
Station locations will be confirmed during the next study phase.



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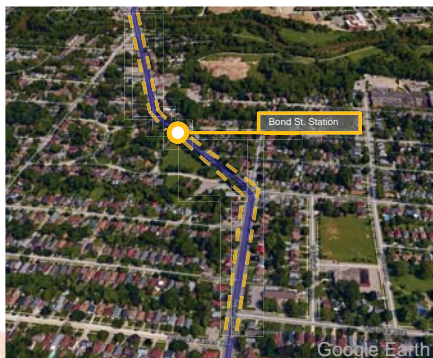
Kensington Bridge and Queens Avenue Concept



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Focus Area 6: Wellington Road



Challenges

This section of Wellington Road needs an improved alignment plus widening for rapid transit.

The design will be developed in the next study phase to minimize impacts, such as:

- Property impacts: land acquisition, reduced driveways, parking, trees; and,
- Traffic impacts: changes to lane configurations, restricted turning movements



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Wellington Road – Potential Widening Concept



Property Impacts will be mitigated and confirmed during the next study phase.



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Focus Area 7: Old East Village



Station locations will be confirmed during the next study phase.

Summary of Corridor Concepts

- The ideal configuration cannot be achieved across the entire Rapid Transit Network
- Design shown in the Rapid Transit Master Plan is one workable concept and is not final
- During the TPAP process, design alternatives will be developed and evaluated to minimize negative impacts
- Additional public consultation will be held around the design issues to gather feedback and identify concerns
- Design refinements will occur between the RTMP and construction

Public Consultation Event

Public Information Centre #4

Thursday, February 23, 2017

5 to 8 pm

London Public Library – Central Branch

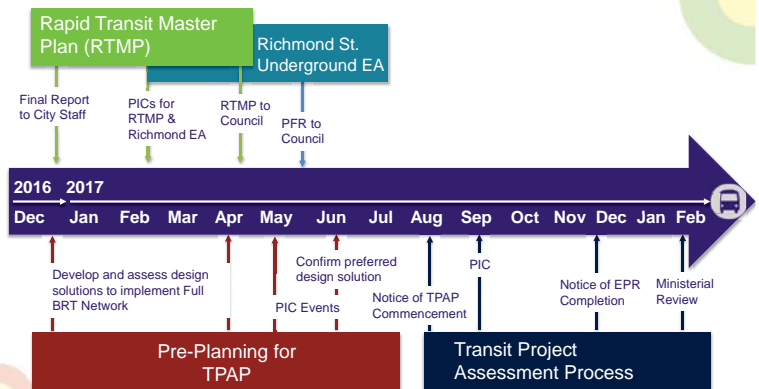
251 Dundas Street, London

Drop-in format



Schedule Outlook

EAT/TPAP Process



Near Term Target Milestones

- Rapid Transit Master Plan
 - PIC1 for Underground & PIC4 for RTMP: Feb 23
 - PIC two-week comment period: ends March 10
 - RTMP to RTI Working Group: Mar 9
 - RTMP and Business Case to Civic Works Committee: Mar 27
 - RTMP to Council & Approval to proceed as TPAP: Apr 4
 - RTMP 30 day public review period: ends May 2017
- Richmond Street Municipal Underground Utilities EA
 - Project File Report (PFR) to Civic Works Committee: Apr 24
 - PFR to Council: May 2
 - PFR 30 day public review period: ends June 2017

All dates tentative

Next Steps

- Revised Business Case and final Rapid Transit Master Plan to Council
- Work with Infrastructure Ontario to undertake Value for Money Assessment (VFM)
- Approval of Business Case by Federal government
- Continue to refine corridor-specific costs and phasing through on-going Environmental Assessment/TPAP
- Confirm delivery approach
- Upon completion of TPAP and funding approvals, construction could be scheduled. Utility relocations and property acquisition require lead time prior to construction.