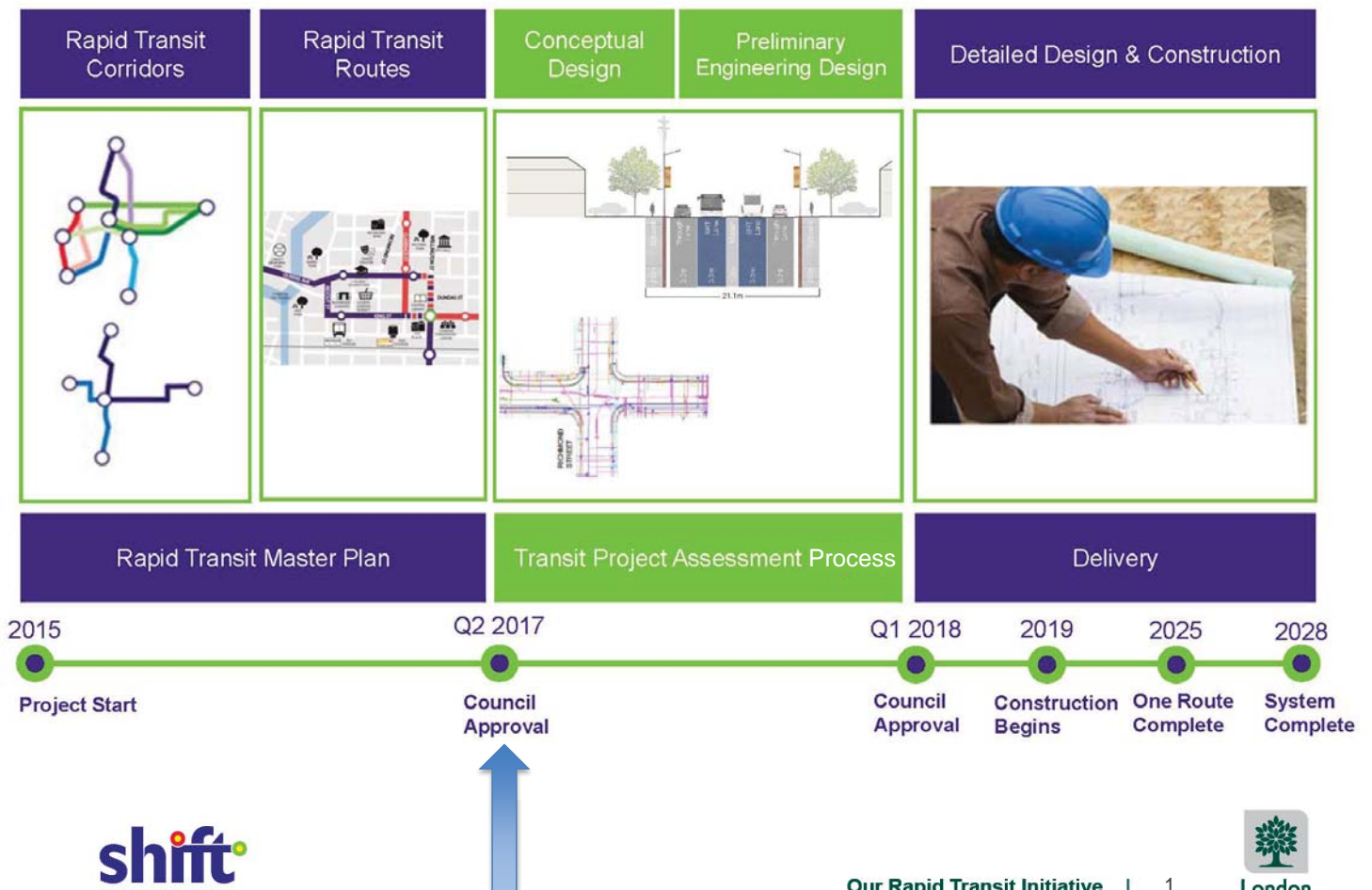


Our Rapid Transit Initiative

Strategic Priorities and Policy Committee
July 24, 2017



The EA Study Process

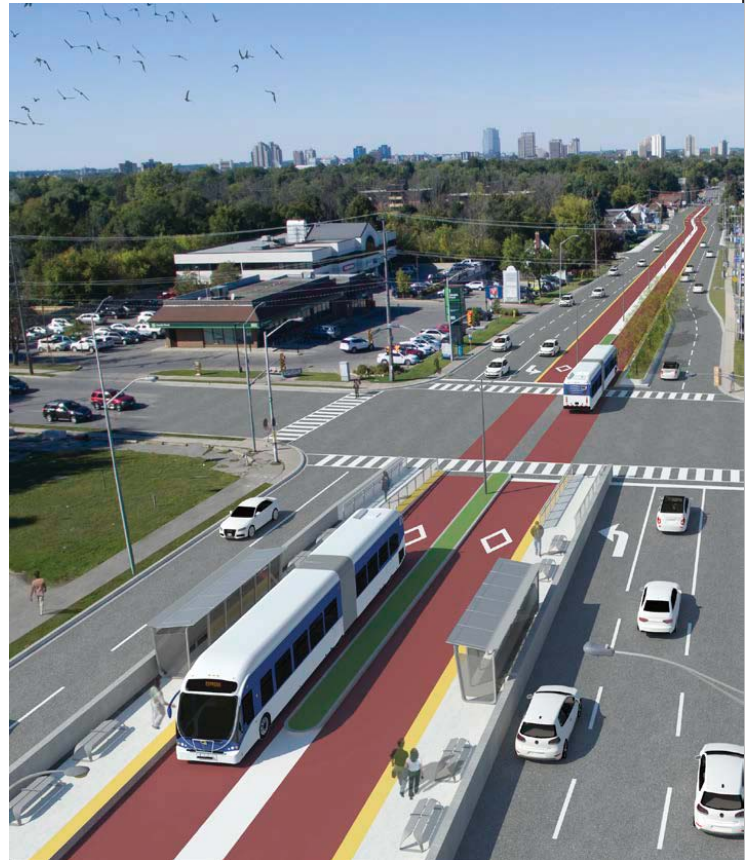


On May 16th 2017, Council Approved the revised Bus Rapid Transit Network.

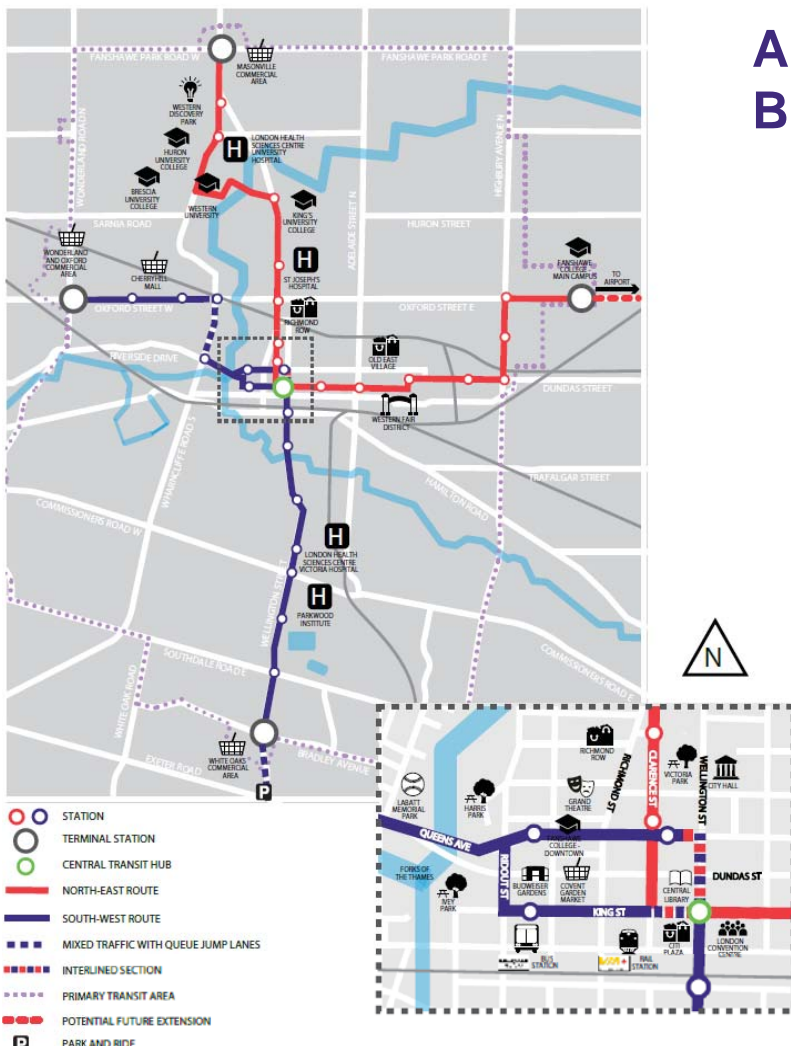
The Rapid Transit Master Plan and Business Case have been updated accordingly.

Recommending today:

- Approval of Formalized Master Plan Documents;
- Initiation of the Public Review Period;
- Progressing Provincial and Federal funding submissions; and
- Approval of Updated Rapid Transit Budget.



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Approved Bus Rapid Transit Network

Characteristics

- ✓ 22.5 km dedicated median transit lanes
- ✓ 1.5 km of transit operating in mixed traffic
- ✓ 35 RT stations, serving north, east, south and west corridors,
- ✓ A fleet of 28 new articulated buses
- ✓ Local intersection improvements for pedestrians and cyclists
- ✓ Traffic signal priority measures to facilitate the movement of people.

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RTMP: Notice of Completion

Phases 1 & 2 of the EA Process conclude with a mandatory Notice of Completion and Public Review Period for the Master Plan.

- Public opportunity to review the Master Plan and comment on the Bus Rapid Transit Network.
- Comments collected will inform the Transit Project Assessment Process (TPAP) and project implementation moving forward.



- Staff recommending an extended 45-day review period
- August 3rd to September 18th
- Master Plan will be accessible:
 - ✓ City Hall, LTC Office, Central Library
 - ✓ Additional LPL Branches along routes
 - ✓ www.shiftlondon.ca
 - ✓ Other pop-up events over the summer

Updated Business Case

Business Case model has been refined to evaluate the Bus Rapid Transit Network identified through the master planning process.

- The total capital cost for the revised BRT system is estimated at \$440 million (\$500 million in nominal (future) dollars)
- Includes a 50 percent contingency
- Seeking \$370 million in Federal/Provincial funding
- The municipal contribution remains fixed at \$130 million

PROJECT COSTS: \$500 M



\$370 M

GOVERNMENT OF CANADA
+ PROVINCE OF ONTARIO

\$130 M

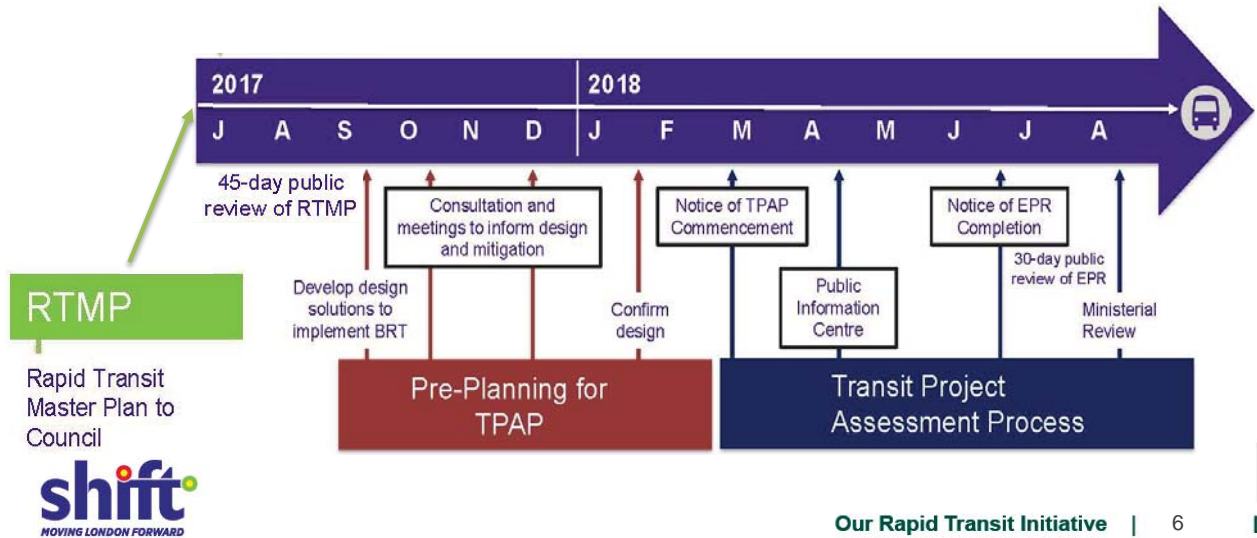
CITY OF LONDON

- This alternative would produce a benefit cost ratio is 1.18 in transportation, environmental and economic benefits over the project life span.

WHAT'S NEXT: Transit Project Assessment Process (TPAP)

TPAP assesses potential impacts of the selected transit project.

- Pre-planning activities will develop a preliminary engineering design, conduct public and stakeholder consultation, identify impacts and propose mitigation measures.
- Pre-planning activities will also include additional assessment of impacts to natural, cultural, archaeological and socio-economic environments and develop appropriate mitigation measures.
- Following ministerial review, the project can proceed to detailed design and construction



Updated TPAP Work Plan

Shift rapid transit team is preparing an updated Work Plan of deliverables to complete the TPAP phase of the EA study process.

The detailed TPAP work plan will consider:

- MOECC consultation;
- Rapid Transit Implementation Office launch;
- Community and stakeholder engagement;
- Additional natural, cultural, archaeological and socio-economic assessments;
- Infrastructure Ontario procurement options analysis;
- Preliminary engineering design; and
- Requirements of the formal project process.



TPAP Work Plan and Communications Plan will be brought forward to Council in September and will act as a roadmap to kick-off the TPAP pre-planning activities following the 45-day public review period.

Shift Rapid Transit Initiative Master Plan



Moving Forward London's Bus Rapid Transit Network

