

Our Rapid Transit Initiative



Strategic Priorities and Planning Committee
September 18, 2017



BACKGROUND

- Council approved the Rapid Transit Master Plan and Updated Business Case on July 25, 2017.
- Approval of the RTMP confirmed the BRT Network and its corridors.
- The RTMP is wrapping up a 45-day Public Review Period.
- Feedback we've received will help to refine the conceptual level designs of the RTMP through the next phase of the study.
- Ontario's EA Process for transit projects is structured into five technical phases.

Phase 1	Needs and Justification	} Completed with Approval of RTMP
Phase 2	Alternative Solutions	
Phase 3	Pre-planning for TPAP	} Current Project Assignment (TPAP)
Phase 4	TPAP & Environmental Project Report	
Phase 5	Implementation	* Detailed Design & Construction

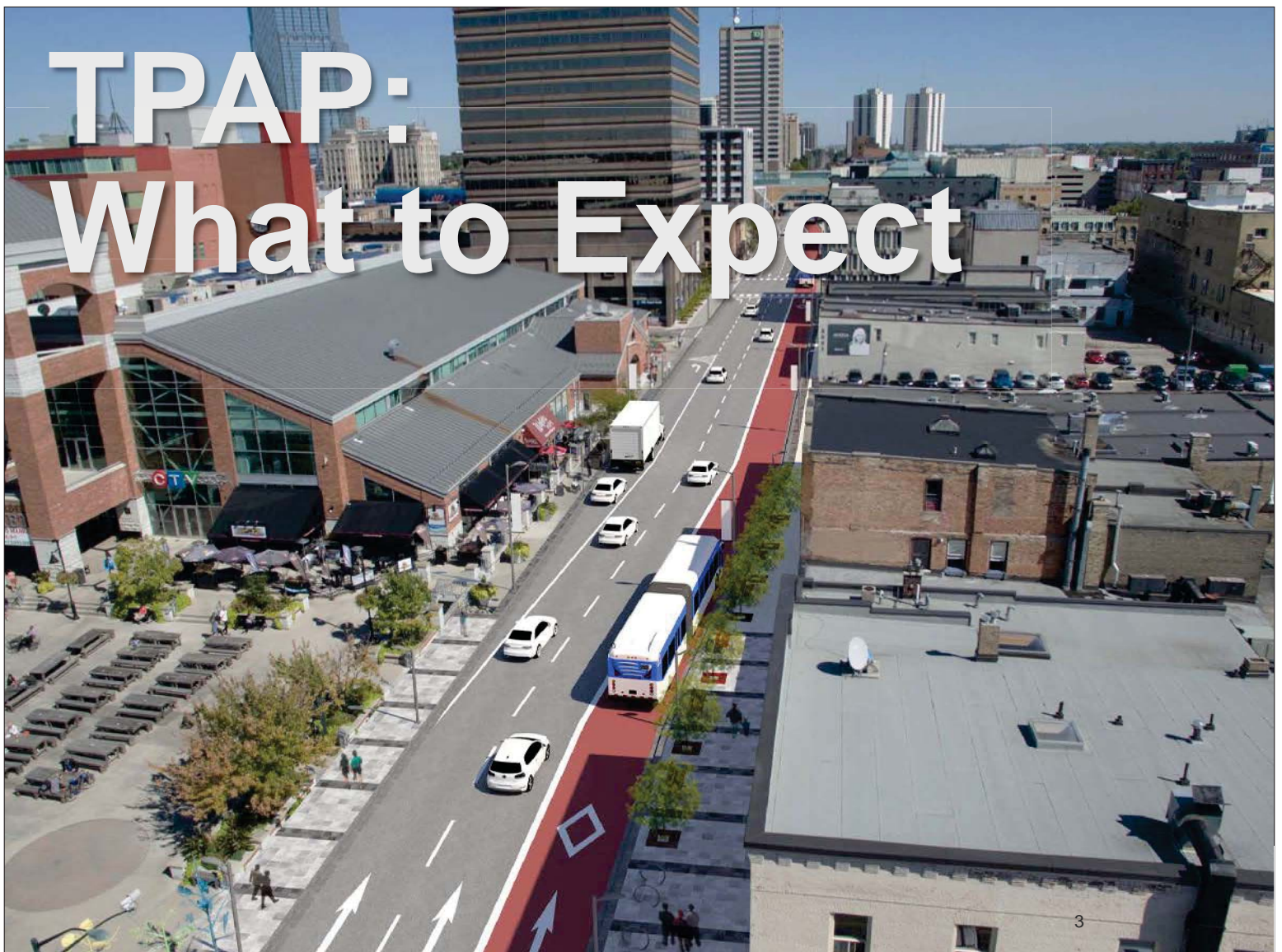
TODAY'S PRESENTATION

Review Project Planning Documents for next phase of study

- *Rapid Transit Corridors EA: Project Management Plan - Updated and Expanded Scope*
- *Shift Communications and Consultation Plan*

These plans outline the technical analysis and engagement deliverables required to complete the TPAP process.

What's Next – Understanding TPAP



Transit Project Assessment Process (TPAP)

- The Transit Projects Regulations provide a framework for focused consultation and timely decision-making.
- The TPAP process differs from the traditional environmental assessment framework that has existed in Ontario for more than 30 years.
- TPAP is a proponent-driven, self-guided assessment process, intended specifically for transit-related projects, that includes a focused consultation and objection process.
- The TPAP is a time-limited process with an emphasis on matters of provincial importance and constitutionally protected Aboriginal treaty rights.

Phase 3 TPAP Pre-planning Activities Phase 4 TPAP and Environmental Project Report (EPR)

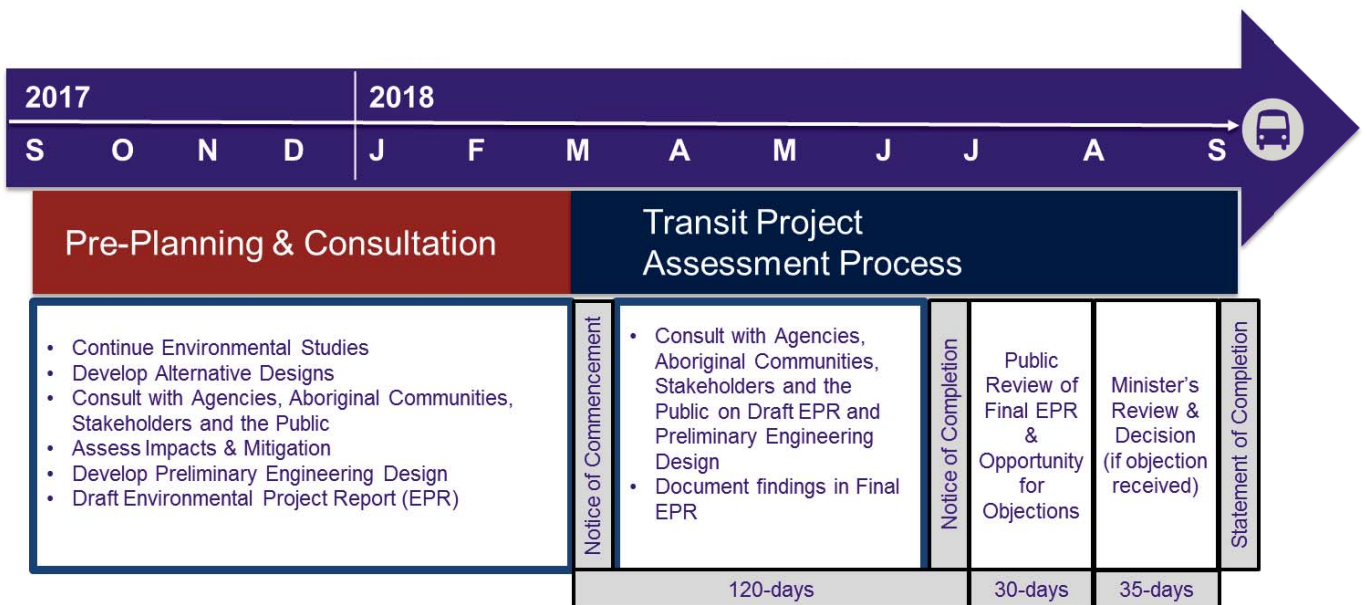
Transit Project Assessment Process (Phase 3)

- **Phase 3 TPAP Pre-planning Activities** will identify and evaluate design alternatives to develop preferred alternative.
- This phase includes:
 - conducting public and stakeholder consultation
 - identifying impacts and related mitigation measures
 - additional assessment of impacts to natural, cultural, archaeological and socio-economic environments.
 - updating and completing a range of technical analysis.
 - PIC #5 to obtain feedback from the public to aid in the evaluation of design alternatives
- The outcome of Phase 3 is a draft Environmental Project Report (EPR) with supporting technical appendices, preliminary engineering design, and a consultation summary.

Transit Project Assessment Process (TPAP)

- **Phase 4 TPAP and Environmental Project Report (EPR)** provides a formal opportunity for stakeholders and the public to comment on the draft EPR
- This phase includes:
 - Notice of TPAP Commencement to trigger the 120-day TPAP period following review of the Draft EPR by the MOECC.
 - 120-day period formal public consultation including PIC #6.
 - Final EPR documenting consultation and findings of the 120-day period.
 - Notice of EPR Completion to trigger a 30-day formal review period during which objections may be submitted to the MOECC.
 - 35-day period for the Minister to give notice if objection received.
- The outcome of Phase 4 is a Final Environmental Project Report (EPR) and issuance of a Statement of Completion.

Transit Project Assessment Process (TPAP)



Adequately addressing **Matters of Provincial Importance** is key to the successful completion of a transit EA.

It is also important to consider **Matters of Public Interest** to foster community support and mitigate issues during detailed design and construction.

TPAP: Matters of Provincial Importance

Natural Heritage

- Park, conservation reserve or protected area
- Extirpated, endangered, threatened, or species of special concern and their habitat
- Wetland, woodland, habitat of wildlife or other natural heritage area
- Area of natural or scientific interest
- Stream, creek, river or lake containing fish and their habitats

Hydrogeology

- Area or region of surface water or groundwater or other important hydrological features
- Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.

Heritage & Archaeology

- Protected heritage property
- Built heritage landscapes
- Archaeological resources and areas of potential archaeological interest

Aboriginal Affairs

- Constitutionally protected Aboriginal or treaty rights and areas of concern



Rapid Transit Corridors EA - Project Management Plan Updated & Expanded Scope

- The Rapid Transit Corridors EA - Project Management Plan has been updated based on the approved Rapid Transit Master Plan (RTMP).
- The updated Project Management Plan provides a guide to remaining deliverables included in TPAP.
- The balance of the project scope has been influenced by the following factors:
 1. Additional effort necessary to complete Phases 1 and 2 (RTMP)
 2. Updated TPAP scope to address approved corridors
 3. New & expanded TPAP scope to respond to community interests

Updated Project Management Plan 1. Additional effort necessary to complete Phases 1 and 2 (RTMP)

Based on feedback received during the RTMP, it was necessary to take the review of various solutions through to a level of detail beyond that of a typical master plan.

- About 10km of additional conceptual design was development beyond the approved 24km network to support consideration of alternative routes.
- Multiple network alternatives were assessed using the Business Case framework.
- Examination of alternative routes triggered input from technical specialists related to natural & cultural heritage, land use, structural and geotechnical engineering and others.
- Several additional Community and Stakeholder meetings were held in Spring 2017.
- Numerous illustrative renderings were created.

While, this enhanced level of detail was needed to reach a decision on the BRT Network, it did use up budget allocated to complete the TPAP phases of the EA.

Updated Project Management Plan

2. Updated TPAP scope to address approved corridors

The final approved BRT corridors include elements that trigger further analysis through TPAP that were not accounted for in the previous scope.

- 9 focus areas defined in the RTMP will be examined in greater detail.
- Additional effort is required for structural engineering, architecture, utilities and other technical aspects to develop and evaluate alternative designs.
- In some cases, multiple design options will be drafted to illustrate and evaluate a preferred design.
- The Cultural Heritage Screening Report corridor-level assessment scope increased based on the number of properties directly or indirectly impacted by the project.
- Air quality review is now included.
- Procurement analysis by Infrastructure Ontario is now included.



Updated Project Management Plan

3. New & Expanded TPAP scope to respond to community interests

In response to the many concerns raised by Londoners, additional and expanded tasks have been included within the Project Management Plan.

Recommended enhancements to TPAP include:

- Expanded meetings and consultation;
- More detailed traffic modelling and ITS review;
- Local transit integration;
- Additional streetscape design;
- Stage 2 archeological assessment;
- Review of parking, access and curbside activities;
- Business impact assessment of Wellington Street;
- Safety audit, and
- Peer Review.
- Enhanced Preliminary Engineering Design (30% design level)

These enhancements to TPAP are important to addressing the community's interests and aspects of this work will be required to support detailed design once the project advances to implementation.

Amendment to TPAP Consulting Fee Assignment

- The Updated Project Management Plan (PMP) summarizes all required, expanded and enhanced scope identified for completion of the TPAP process
- The PMP and forms the basis for staff's recommendation to amend the current consulting fee assignment, accounting for:
 1. Additional effort necessary to complete Phases 1 and 2 (RTMP)
 2. Updated TPAP scope to address approved corridors
 3. New & expanded TPAP scope to respond to community interests
- The recommended consulting fee amendment is **\$2,282,330 (excluding HST)**.



Amendment to TPAP Consulting Fee Assignment

July 2014 - Initial Assignment

Included the completion of the Rapid Transit Master Plan as well as a portion of the second phase, the preliminary design for one recommended corridor.

\$1,930,655 (excluding HST)

August 2016 - Consulting Fee Amendment

A modified scope of work was approved in order to complete Phases 3 and 4 for both rapid transit corridors (i.e. all four legs) and obtain the necessary EA approvals.

Fees increased by: \$1,628,586 (excluding H.S.T.)

Revised total fees: \$3,559,241 (excluding HST)

September 2017 – Recommended Fee Amended to Complete TPAP

Recommending amending the contract and consulting fee assignment in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy,

Recommended fee increase: \$2,282,330 (excluding H.S.T.)

Recommended revised total fees: \$5,841,571 (excluding HST)

Amendment to TPAP Consulting Fee Assignment

The PMP, as updated, delivers a comprehensive Environmental Assessment that considers feedback received from the public and enhancements requested by Council during the master planning process.

- Costs associated with the updated PMP are necessary to deliver an EA reflective of the scale and complexity of this project.
- The proposed scope of work goes above and beyond base TPAP requirements.
- Consulting Fees are in line with typical EA costs for major infrastructure projects.
- The revised total budget to complete the Shift Rapid Transit EA represents just over 1% of the total project cost.
- EA consulting fees remain within the amount allocated in the capital budget.



Communications Plan

The *Shift Communications and Consultation Plan* was designed to guide transparent, inclusive, and proactive engagement and consultation with stakeholders across our community.

Through this plan, our goals are to:

- build trust and accountability for the Shift Rapid Transit process;
- give stakeholders an opportunity to provide insight to shape RT corridor design and implementation;
- improve understanding of project timeline: where we are in the process, and how far we have to go before implementation; and
- promote the project as encompassing the entire transit system, in which BRT and local service form an integrated network.

Communications Plan

The Consultation Plan follows the key principles of:

- 1** **TRANSPARENCY** by providing regular updates and project news through various platforms and tools.
- 2** **INCLUSIVITY** through communication strategies designed to reflect the needs of diverse interests, contexts and functions within the city.
- 3** **RESPONSIVENESS** with a commitment from the Shift Project Team to being responsive and accessible to all interested parties.
- 4** **CLARITY** through the use plain language where possible to promote understanding among stakeholders.
- 5** **RESPECT** by maintaining a positive tone that respects the diversity of opinions throughout our community and promotes productive participation.

Stakeholders

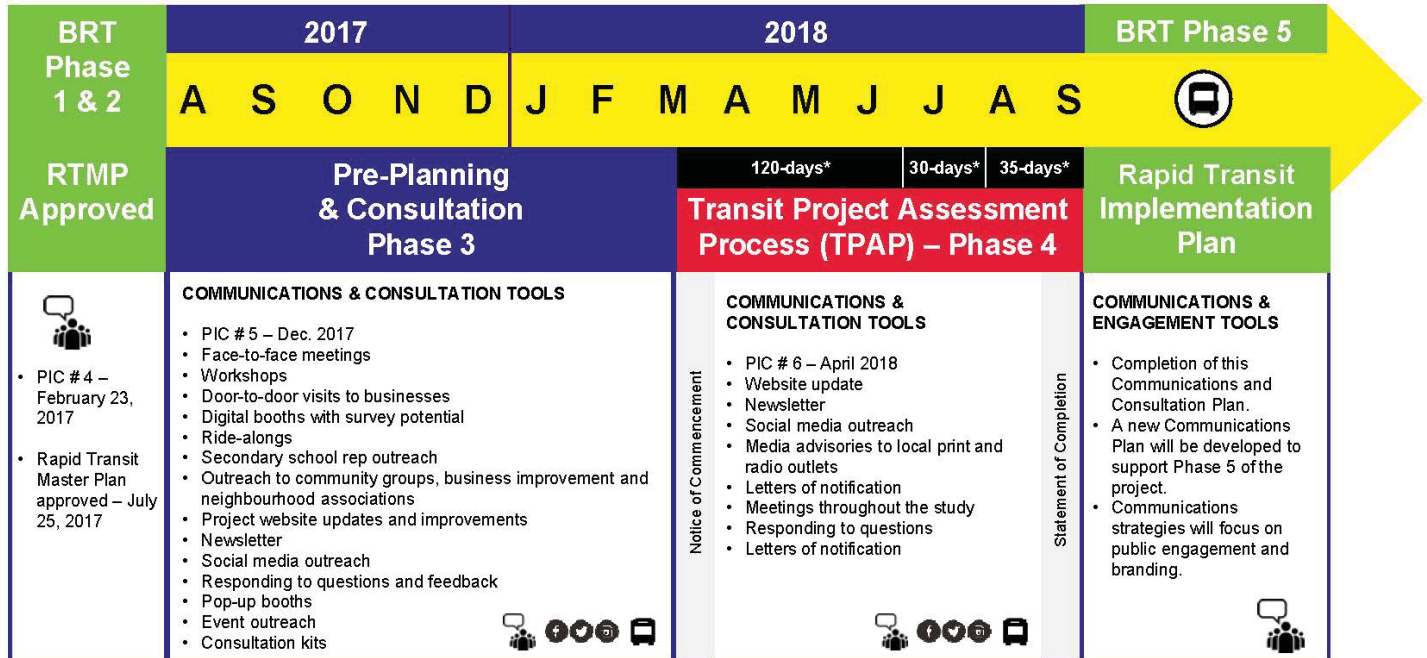
- **General Public** representing members of the community who are not part of a specific stakeholder group and include a diverse range of interests within the city.
- **Transit Riders** - London's current transit ridership is not as easily organized into a formal stakeholder group, so the project will look to a variety of consultation activities to reach this diverse segment of our community.
- **Aboriginal (First Nations) Communities** are an important stakeholder group for Shift consultation and the project considers constitutionally protected Aboriginal rights and the City's duty to Consult.
- **Community Stakeholder Group (CSG)** comprises representatives from major institutions and shopping malls within the project area.
- **Municipal Advisory Group (MAG)** comprises representatives from existing City Municipal Advisory Committees.
- **Technical Agencies Group (TAG)** comprises representatives from the many technical agencies and utilities involved in Shift.
- **Interest Groups** include local neighbourhood/tenant/student associations, non-profit community organizations, and business associations.

Tools and Activities Include:

- **Stakeholder group meetings** with MAG, TAG, CSG, community groups, business improvement and neighbourhood/tenant/student associations.
- **Individual meetings** with property owners and businesses along the RT corridors.
- **Social media** outreach to inform the public and solicit input.
- **Newsletters** in digital and print format to provide information and updates.
- **Surveys** in various formats to obtain input.
- **Public open houses** to obtain public feedback, inform and respond to concerns.
- **Community design charrette** to involve the public in the development of project components centred on station architecture, urban design and public art.
- **Workshops** with community stakeholders to inform/consult on key RT topics.
- **understanding of the EA process.**
- **Door-to-door** outreach to businesses to collect feedback and respond to any concerns.
- **Consultation kits** with information and surveys that enable communities and neighbourhoods to host their own consultation events.
- **Media outreach** to provide updates and key information on public consultation events and milestones.
- **Event outreach** to engage with the public at city festivals.
- **Pop-up booths** to make information accessible within the various neighbourhoods and communities surrounding RT corridor areas.
- **LTC Rider Outreach** including Ride-alongs and on-the-street surveys to collect input from transit riders and address any concerns.
- **Advertising** to create visual presence throughout the city.

Consultation by Stage

Similar to the Project Management Plan, the Communications Plan covers Phases 3 and 4 of the EA process to the completion of TPAP



Summary

The following reports were developed based on the BRT Network approved in the Rapid Transit Master Plan:

*Rapid Transit Corridors EA Project Management Plan:
Updated and Expanded Scope
&
Shift Communications and Consultation Plan*

The recommended scope of work addresses both matters of provincial importance and due diligence for planning and design matters that address local public interests.

