



DRAFT ENVIRONMENTAL PROJECT REPORT

April 23, 2018



Recent recap

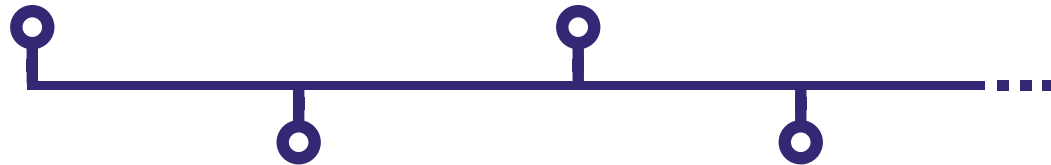
- July 2017: City Council approves Rapid Transit Master Plan, establishing BRT network
- Sept. 2017: Last presentation to SPPC
- Dec. 2017 and Jan. 2018: Nine public consultation events
- Feb. and March 2018: Recommended BRT designs shared with the public at five open house events
- April 2018: Draft Environmental Project Report presented to SPPC



How we got here

SmartMoves 2030

Rapid Transit Master Plan



The London Plan

Draft Environmental Project Report



SmartMoves

- Approved by City Council in 2013
- Identifies rapid transit as integral to long term transportation mobility success





THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.

The London Plan

- Approved by City Council in June 2016
- Identifies rapid transit corridors and transit villages to encourage growth, revitalize neighbourhoods and create a more livable city
- Rapid transit mobility is fundamental to the success of The London Plan implementation



Rapid Transit Master Plan

- Jan 2015: Work begins on Rapid Transit Master Plan
- May 2017: City Council approves BRT network
- July 2017: City Council approves Rapid Transit Master Plan and Business Case



Why we're here today

- Recommended Preliminary Engineering Design for BRT network **BE APPROVED**
- TPAP Notice of Commencement **BE FILED**
- Council **SUPPORT** application process for Federal funding of BRT project under Ontario's Infrastructure Plan
- Infrastructure Ontario **BE APPOINTED** to undertake Procurement Options Analysis and Value for Money Assessment

Transit Project Assessment Process

120 Days TPAP Consultation Period

- Consult with the public, property owners, businesses, regulatory agencies and First Nations communities.
- Prepare final Environmental Project Report.

30 Days Public Review

35 Days Minister Review

What's next

Spring/Summer 2018
Technical review of EPR and beginning of TPAP

Spring/Summer 2018
Ongoing public consultation

Fall 2018
30-day public review of Final EPR

Fall 2018
35 days for Minister to consider the project





Recommended preliminary engineering design

Shared with the public at recent Open House events in February and March



Key aspects of BRT designs

24 Km network

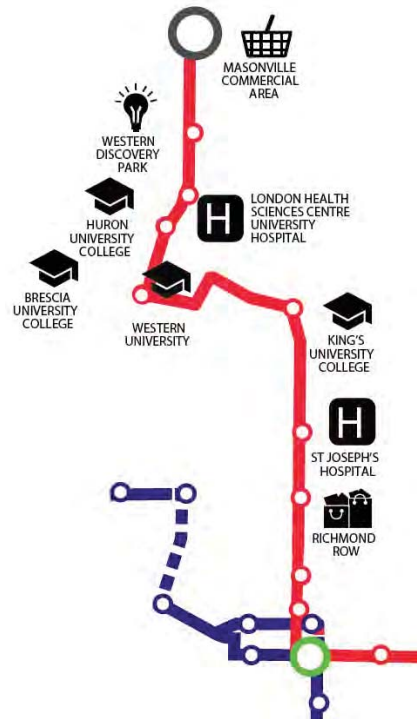
Revitalizing 24 km of main roads that serve as gateways into our city.

Dedicated lanes

Lanes that only buses can travel on - for more reliable service.

Centre-running vs curbside lanes

19.5 km of centre-running lanes and 3 km of curbside lanes.



North leg

North of Queens Avenue, dedicated centre-running lanes on:

- Clarence Street
- Richmond Street
- University Drive
- Lambton Drive
- Western Road
- Richmond Street to just south of Fanshawe Park Road

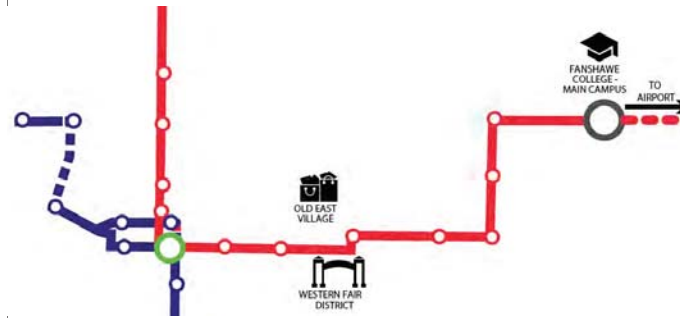


Richmond Street at University Drive (looking south)





Richmond Street at Oxford Street (looking towards Richmond Row)



East leg

East of Wellington Street,
dedicated curbside lanes on:

- King Street
- Ontario Street

Dedicated centre-running lanes on:

- Dundas Street
- Highbury Avenue
- Oxford Street East to
Fanshawe College



King Street at Ontario Street (looking west towards Old East Village)



Oxford Street East at Fanshawe College (looking west)





South leg

South of King Street, dedicated centre-running transit lanes on:

- Wellington Street
- Wellington Road just south of Bradley Avenue

Mixed traffic lanes on Wellington Road to:

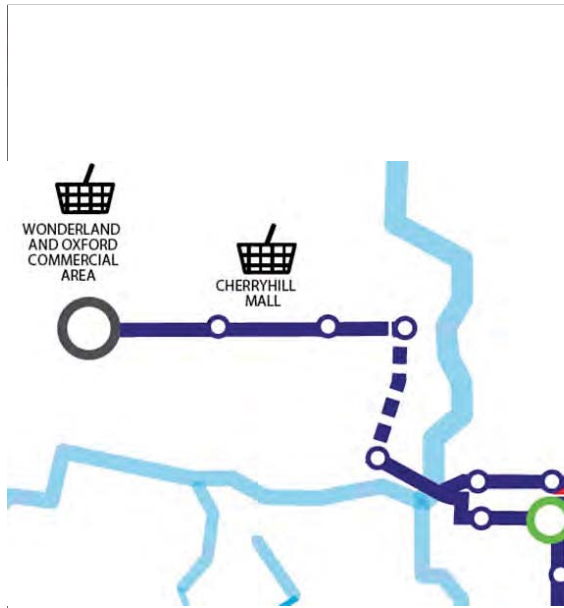
- South turnaround using Holiday Avenue or park-and-ride on Exeter Road near Bessemer Road



Wellington Road at commissioners Road (looking north)



Wellington Road at White Oaks Mall (looking south)

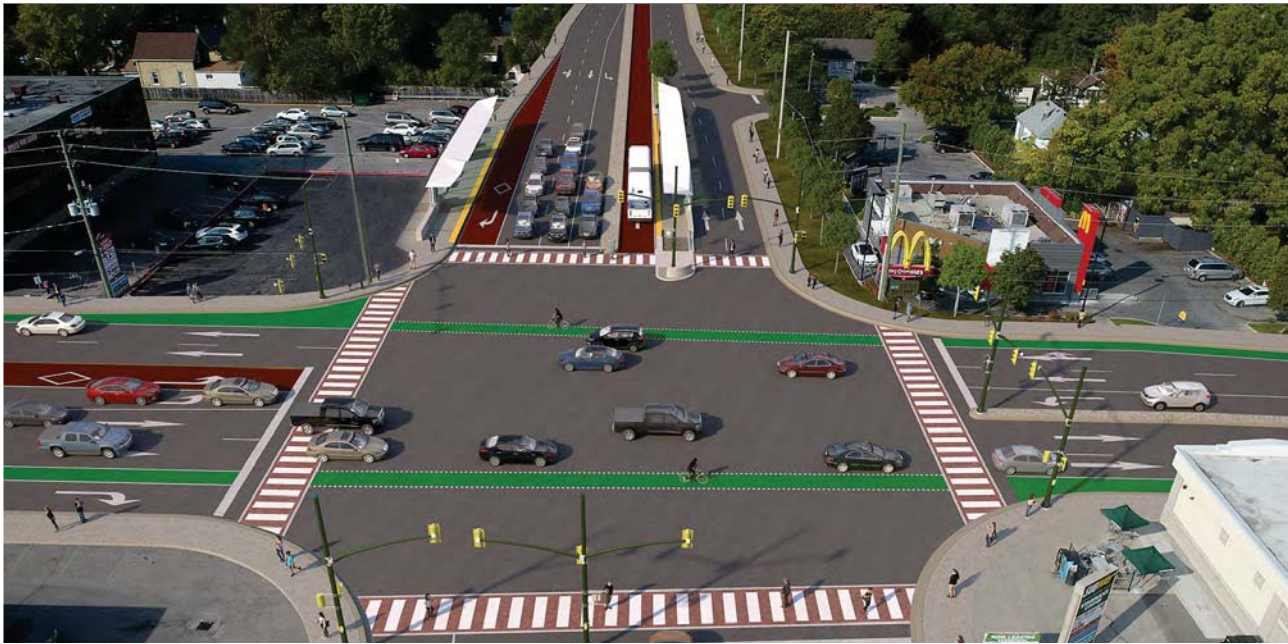


West leg

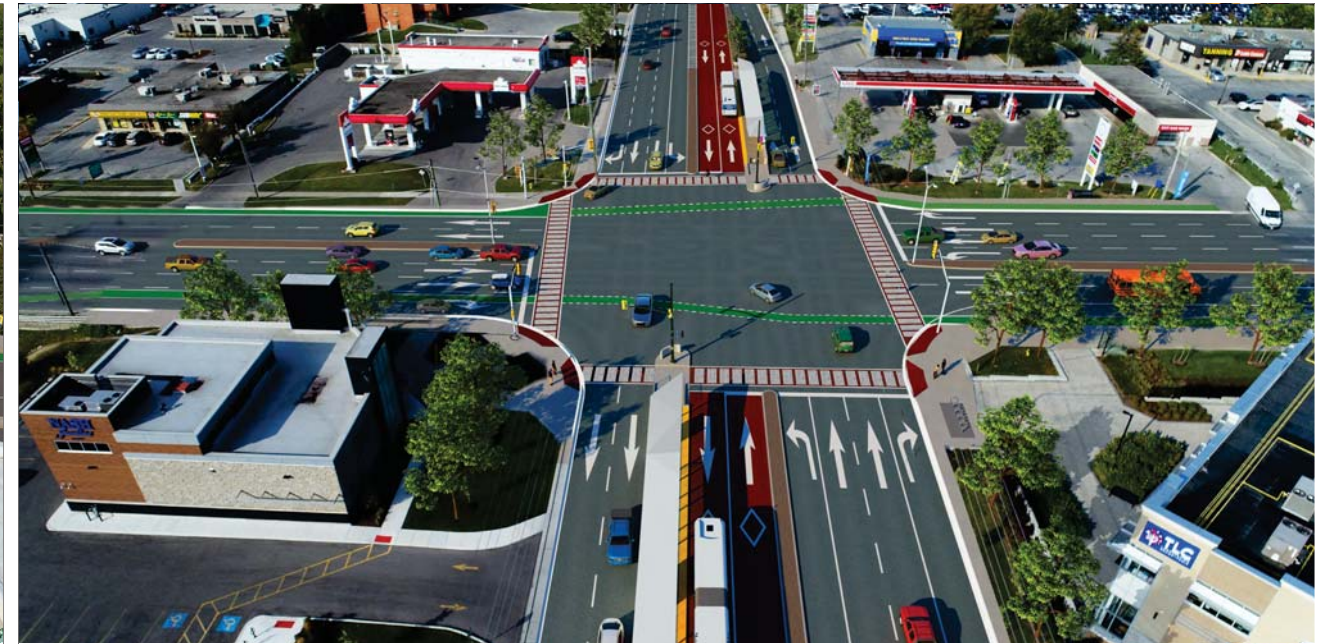
West of the Thames River

- Dedicated westbound curbside and eastbound centre-running transit lanes on Riverside Drive
- Mixed traffic lanes on Wharncliffe Road
- Dedicated centre-running transit lanes on Oxford Street West
- Mixed traffic to the west turnaround at Capulet Walk and Capulet Lane





Oxford Street at Wharncliffe Road (looking west)



Oxford Street at Wonderland Road (looking west)



Downtown Couplet

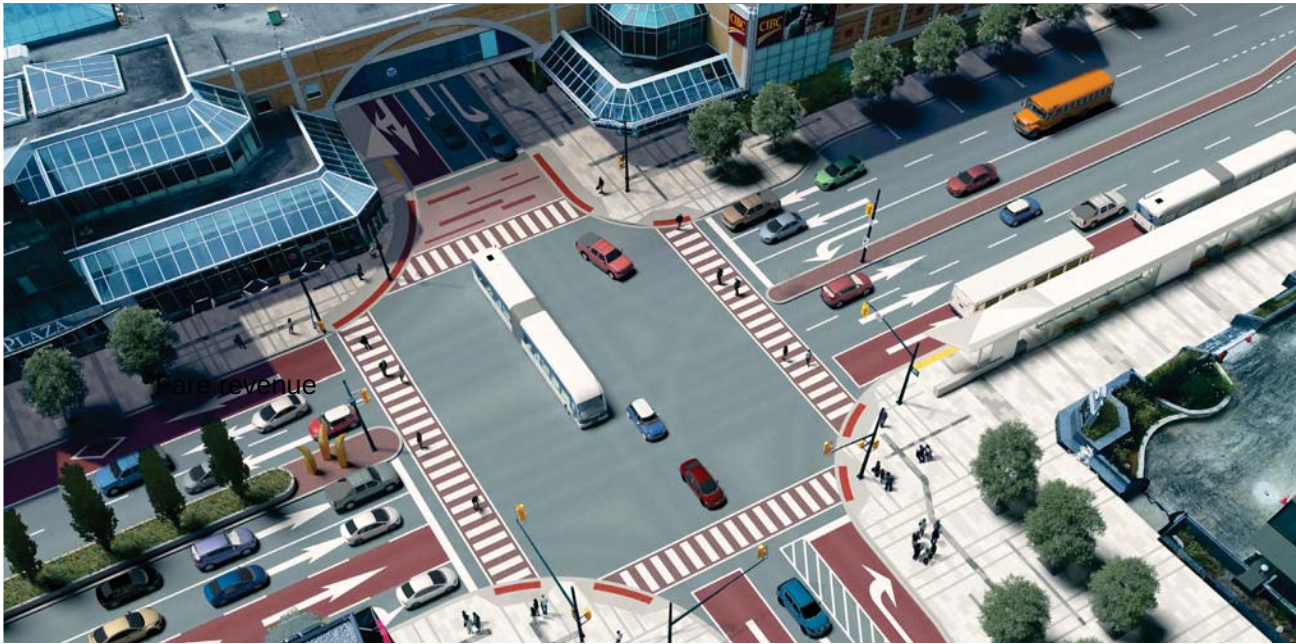
Dedicated curbside transit lanes on:

- Queens Avenue
- Ridout Street
- Clarence Street
- Wellington Street
- King Street



Richmond Street at Central Avenue (looking north to Richmond Row)





Wellington Street at King Street (looking northwest)



capital cost update

- Rapid Transit Master Plan contingency - 50%
Design concepts represent 5-10% design level
- EPR contingency - 25%
Design concepts represent 25-30% design level
- Project capital cost remains within \$500M capital budget
Contingency is reduced as project moves forward

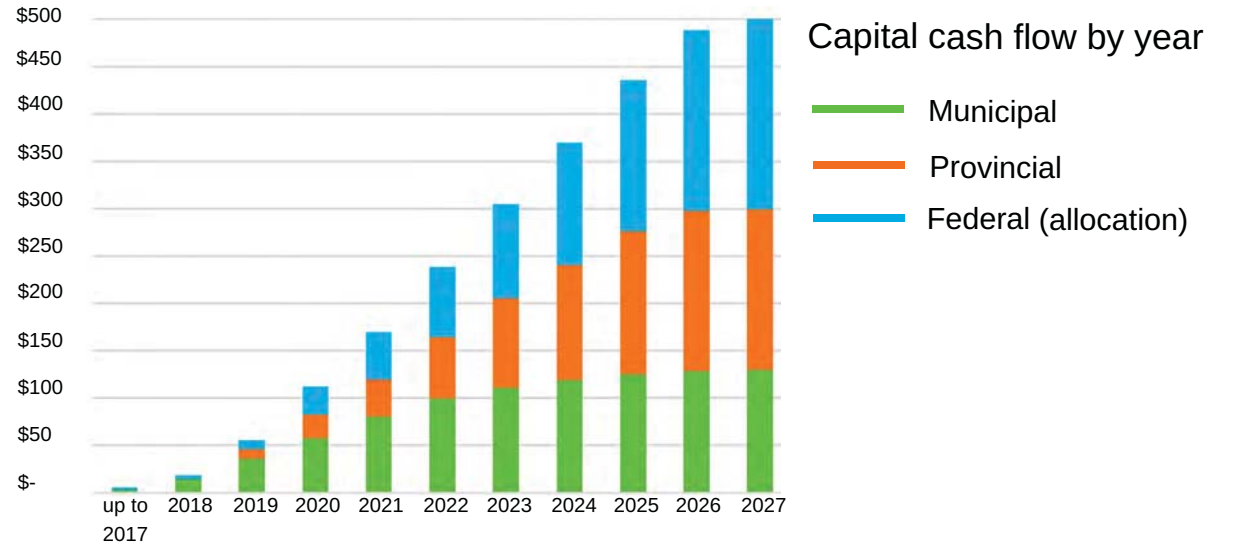


capital cost update

Infrastructure (\$ Millions)	North	South	East	West	Downtown	System Total
Construction Costs (incl. 25% contingency)	\$ 80.5	\$ 63.4	\$ 56.8	\$ 30.0	\$ 15.6	\$ 246.3
Engineering	\$ 11.5	\$ 9.0	\$ 8.2	\$ 4.1	\$ 2.3	\$ 35.1
Project Management						\$ 26.8
Property (incl. contingency: 20% full, 25% partial)	\$ 17.2	\$ 36.5	\$ 16.0	\$ 12.5	\$ 0.3	\$ 82.5
Private Utilities (City component)	\$ 13.6	\$ 7.1	\$ 18.7	\$ 14.7	\$ 8.6	\$ 62.7
Vehicles						\$ 32.4
Maintenance Facility Expansion						\$ 14.2
Total (Nominal\$)	\$ 122.8	\$ 116.0	\$ 99.7	\$ 61.3	\$ 26.8	\$ 500.0

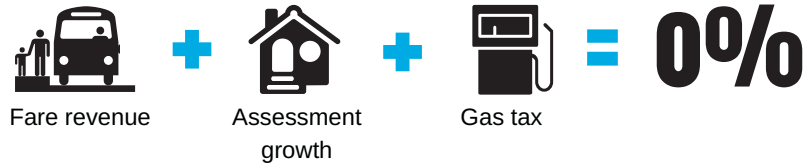


BRT capital cost model





BRT operating cost model



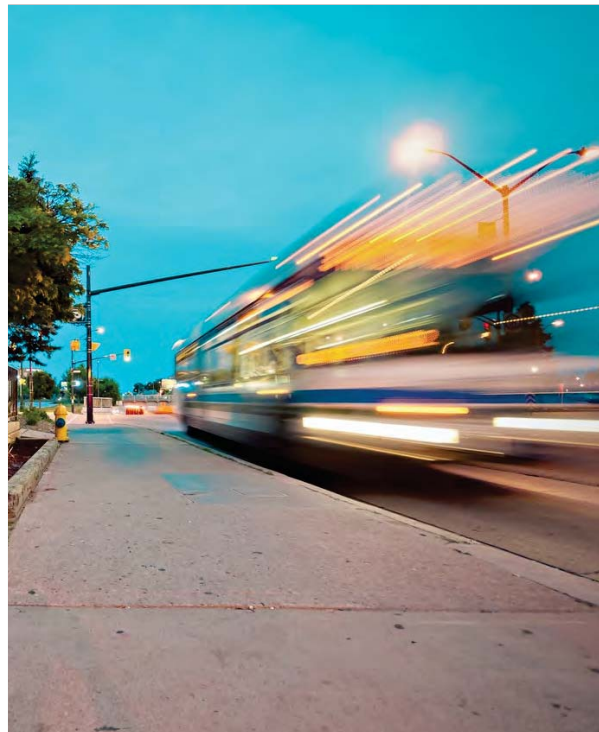
With expected funding from fare revenue, assessment growth and gas tax = **potential for BRT to be funded without tax increase**



Funding partners



\$130M	\$170M	\$200M
Municipal Contribution	Provincial Investment	Federal Allocation



Procurement analysis

Seeking Council approval to appoint Infrastructure Ontario to undertake a Procurement Options Analysis and Value for Money Assessment



Next steps

- Transit Project Assessment Process (TPAP)
- TPAP concludes with Minister's decision





questions?

