

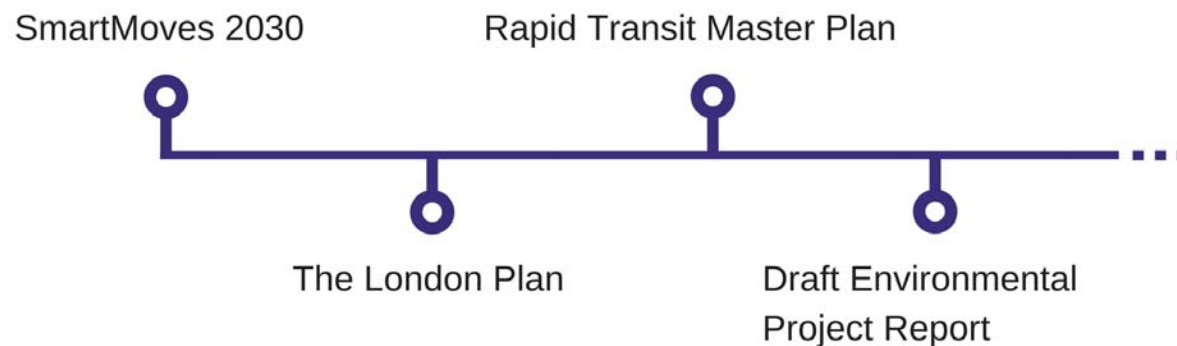


# DRAFT ENVIRONMENTAL PROJECT REPORT

May 7, 2018



## How we got here



## Draft EPR

- Outlines Recommended Preliminary Design
- Identifies existing conditions
- Provides recommendations to minimize or mitigate impacts
- Includes complete record of consultation and supporting technical studies

Recommendations presented to the public at five Open House events in February and March 2018

## 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

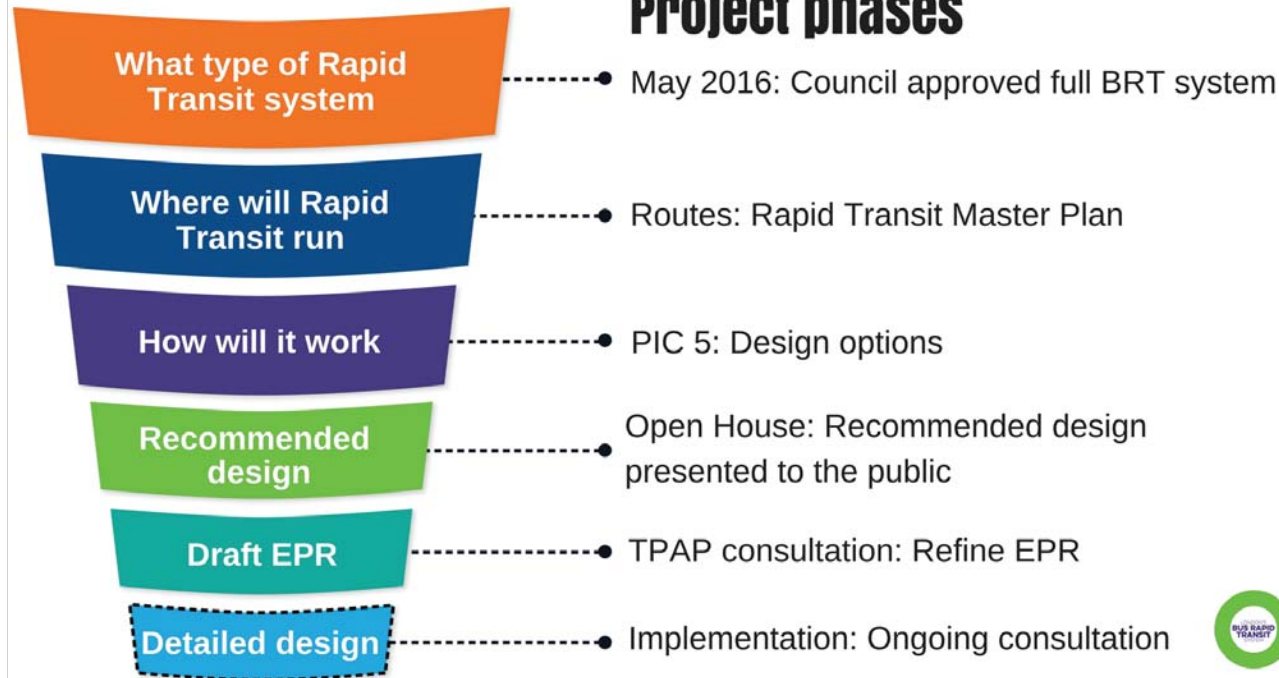
**Spring/Summer 2018**  
Ongoing public consultation

**Fall 2018**  
30-day public review of Final EPR

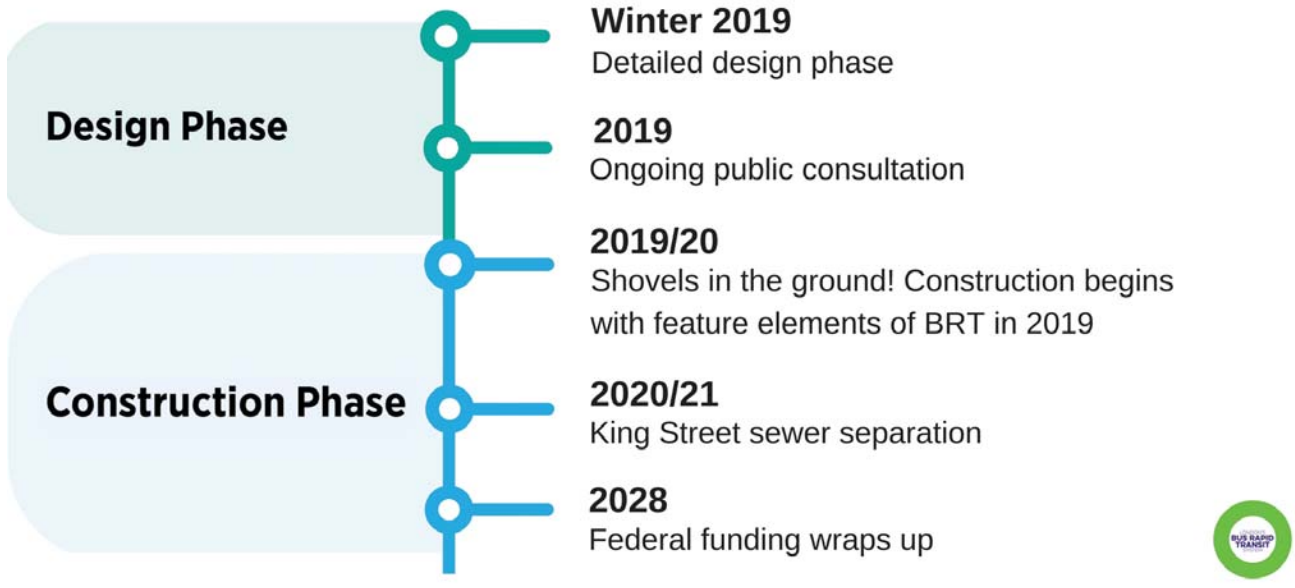
**Fall 2018**  
35 days for Minister to consider the project



## Project phases



## Going forward



## BRT for London

- New jobs and opportunities
- \$270 million in direct and indirect wage benefits
- Inspire city building
- High-capacity buses
- Less greenhouse gas emissions
- More choices for Londoners

## 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

## APRIL 23 SLIDES AND ALL RENDERINGS

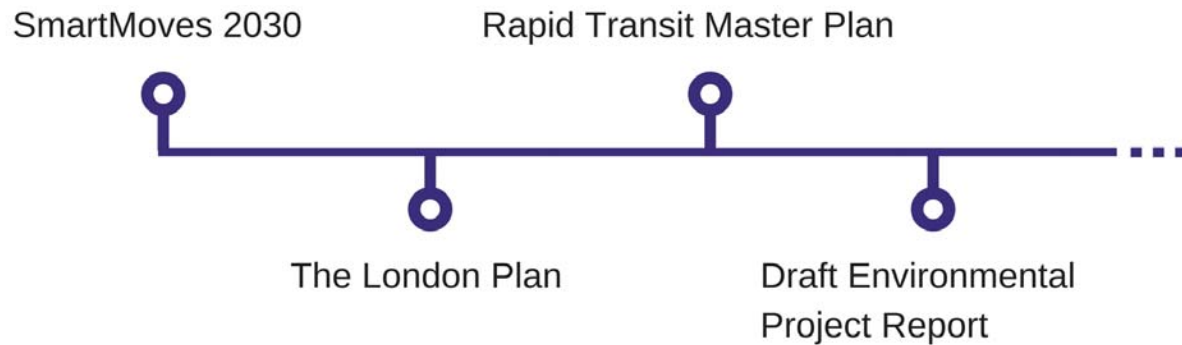


### Recent recap

- 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

- 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



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## 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

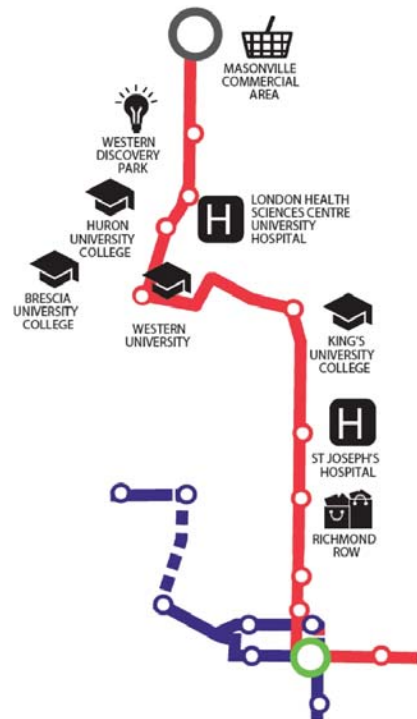
Revitalizing 24 km of main roads that serve as gateways into our city.

### 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 Oxford Street (looking towards Richmond Row)





**Richmond Street at University Drive (looking south)**



**Richmond Street at Hillview Boulevard (looking north)**

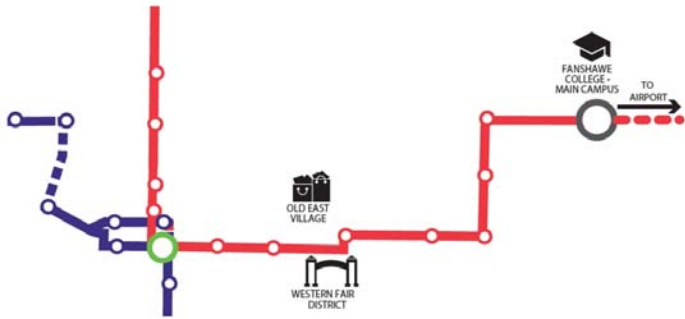


**Richmond Street at Grosvenor Street (looking north)**



**University Drive Bridge (looking east)**





## East leg

East of Wellington Street,  
dedicated curbside lanes on:

- King Street
- Ontario Street

Dedicated centre-running lanes on:

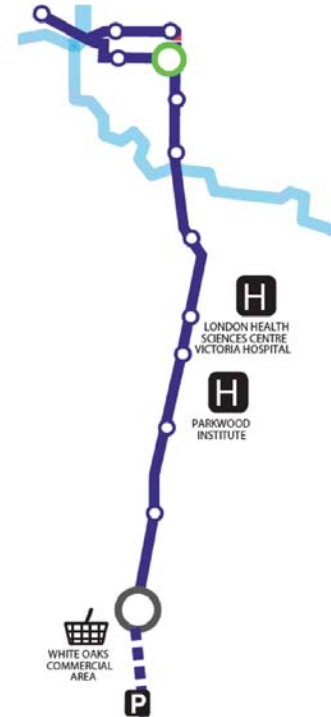
- Dundas Street
- Highbury Avenue
- Oxford Street East to  
Fanshawe College



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)**



**Clark's Bridge, Wellington Road (looking north)**



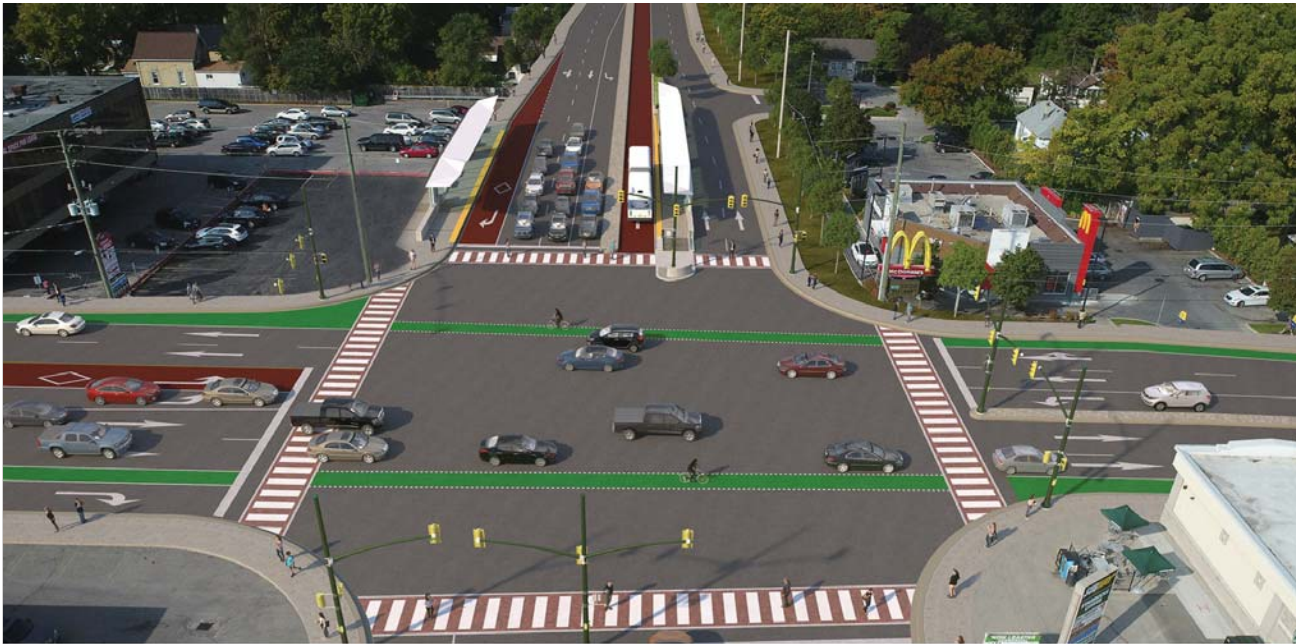
## West leg

West of the Thames River

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







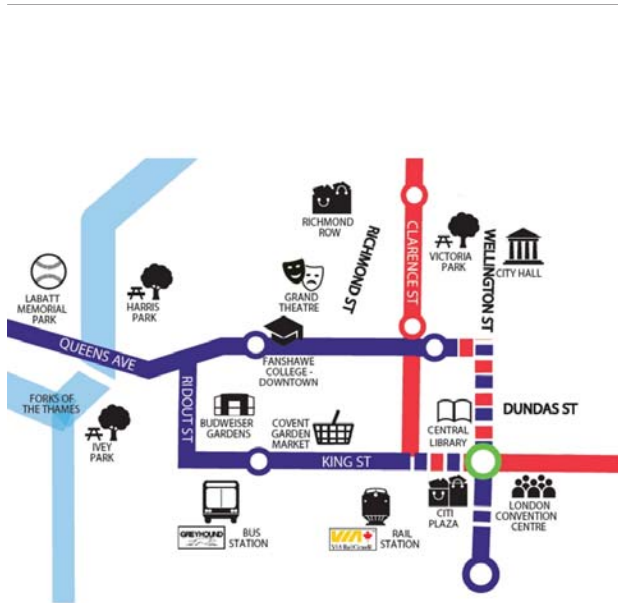
**Oxford Street at Wharncliffe Road (looking west)**



**Oxford Street at Wonderland Road (looking west)**



**Riverside Drive across Thames River**



## **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)**



**King Street at Talbot Street**



## 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

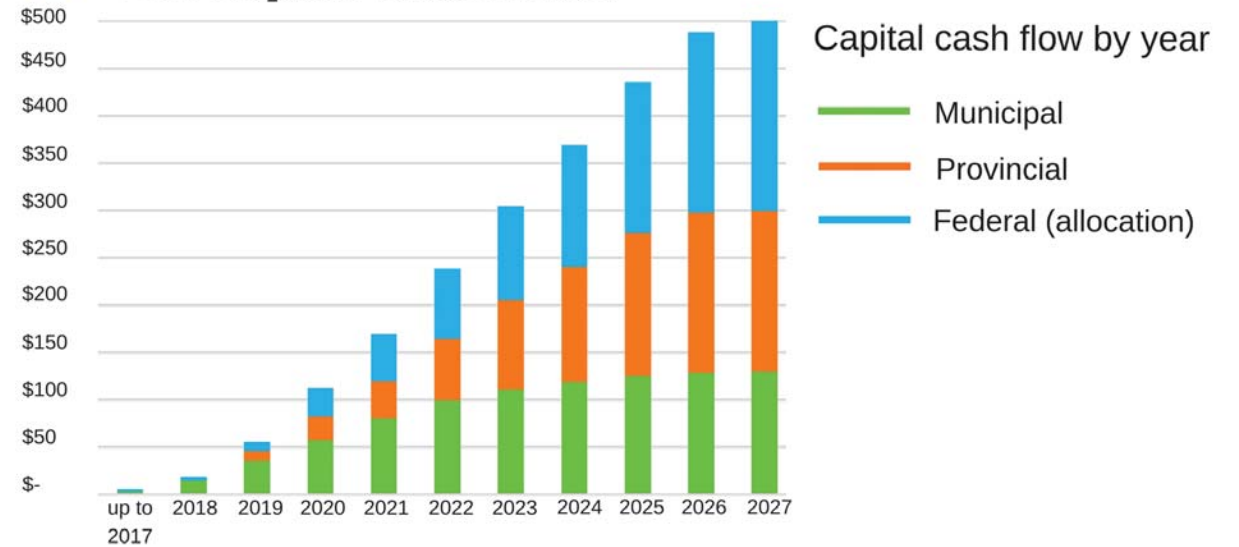


## capital cost update

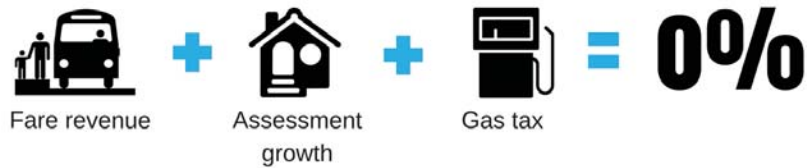
Infrastructure (\$ Millions)	North	South	East	West	Downtown	System Total
<b>Construction Costs</b> (incl. 25% contingency)	\$ 80.5	\$ 63.4	\$ 56.8	\$ 30.0	\$ 15.6	\$ 246.3
<b>Engineering</b>	\$ 11.5	\$ 9.0	\$ 8.2	\$ 4.1	\$ 2.3	\$ 35.1
<b>Project Management</b>						\$ 26.8
<b>Property</b> (incl. contingency: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



## 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





## 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?

