



AGENDA

- TPAP update
 - Feedback
 - Safety audit
 - Heritage
- What's next
 - Quickstart update
 - Coordination with downtown works
 - Procurement options analysis
- Update: LTC Integration Plan



TPAP

- 3 phases
- Includes formal consultation with public and agencies



PUBLIC FEEDBACK

- 2 Open Houses, 10 Transit Tuesdays + online components
- Tracking all input for Final EPR
- Helped refine designs:
 - Added bike lanes and paths on Ridout and Dundas
 - Parking, loading and delivery areas



AGENCY FEEDBACK

- Feedback from provincial ministries and agencies on:
 - ✓ Record of consultation & engagement
 - ✓ Noise and vibration
 - ✓ Air quality
 - ✓ Environmental impacts
 - ✓ Stormwater management
 - ✓ Geotechnical
 - ✓ Archaeology
 - ✓ Cultural heritage
- Minimal ministry comments (addressed)



SAFETY AUDIT

- Independent design review can be done at several design stages
- Provides fresh lens for key design elements
- Finds opportunities to enhance safety
- Where feasible, refinements incorporated into Draft EPR design
- Examples of design refinements coming out of the Safety Audit:
 - Tighten curb radii
 - Extend medians past crosswalk to provide pedestrian refuge at long crossings
 - Clarity where crosswalks and cycling facilities may conflict

CULTURAL HERITAGE WORK

Pre-planning for Transit Project Assessment Process (TPAP)



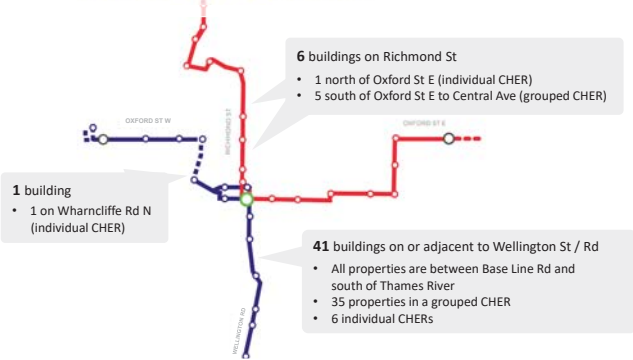
Transit Project Assessment Process (TPAP)

EXPANDED CULTURAL HERITAGE SCREENING REPORT

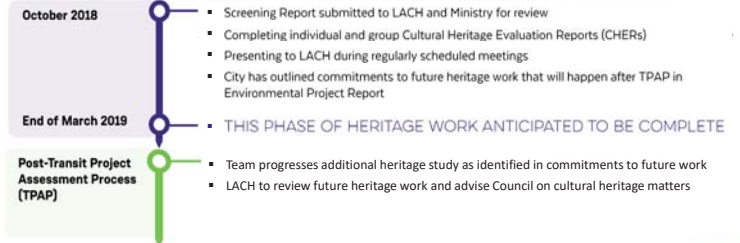
UNIVERSITY	MUNICIPAL ADDRESS	DATE LISTED	IMAGE	DESCRIPTION	IMPACT DETAILS	LEVEL OF IMPACT	MITIGATION RECOMMENDATIONS
U1	1000	1984		Historic building with significant architectural details.	Impact from proposed development.	High	Preserve building through adaptive reuse or relocation.
U2	1000	1984		Historic building with significant architectural details.	Impact from proposed development.	High	Preserve building through adaptive reuse or relocation.
U3	1000	1984		Historic building with significant architectural details.	Impact from proposed development.	High	Preserve building through adaptive reuse or relocation.



48 DIRECT IMPACTS



NEXT STEPS

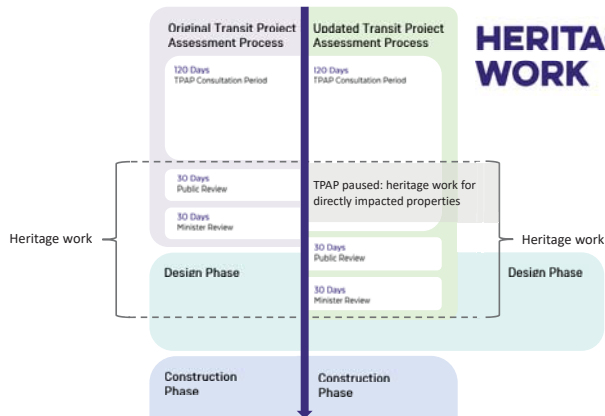


LOOKING AHEAD TO 2019

- Quickstart
- Construction coordination
- Procurement options



HERITAGE WORK





QUICKSTART

- Options considered:
 - Operational Quickstart
 - Quickstart with early construction elements
- Challenges:
 - Construction feasibility
 - Avoiding “throw-away” costs
 - Minimizing social impacts
- Expanding opportunities for construction coordination



CONSTRUCTION COORDINATION

- Opportunities to coordinate with other planned City projects:
 - King Street
 - Clarence Street
 - Wellington Street
- Benefits of coordinating construction
 - Financial
 - Minimize disruption
- Allows time for thorough, transparent procurement process

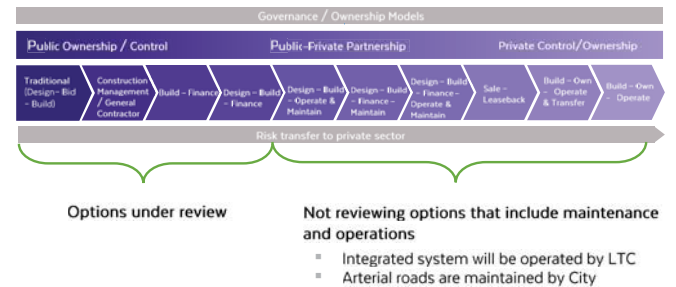


PROCUREMENT OPTIONS

- Key influencing factors:
 - Project size
 - Legislative and regulatory requirements
 - Tolerance for risk
 - Schedule
 - Local market knowledge
 - Desired level of involvement
- Informed decision-making
- Finding the best fit for London and this project

MODELS UNDER CONSIDERATION

Broad spectrum of delivery models:



MODELS UNDER CONSIDERATION



Options under review include procurement models focusing on:

- Designing
- Building
- Financing



MODELS UNDER CONSIDERATION

Design-Bid-Build (DBB)	Construction Management/General Contractor (CMGC)	Design-Build-Finance (DBF)
PROS: <ul style="list-style-type: none"> • Well understood, historically well-executed by the City • Project remains in City control • More flexibility for changes during construction phase 	PROS: <ul style="list-style-type: none"> • Harnesses contractor knowledge and experience in design phase • Highly collaborative • Contracts can be structured to provide price guarantees • Potential to accelerate schedule 	PROS: <ul style="list-style-type: none"> • Compressed construction schedule • Strictest schedule adherence • Third-party financing
CONS: <ul style="list-style-type: none"> • Slower construction time • Higher potential for adversarial relationship between consultant and contractor 	CONS: <ul style="list-style-type: none"> • No financing option • Less industry experience 	CONS: <ul style="list-style-type: none"> • Longer, more complex procurement process • Least control by the City • Biggest benefits come with innovation; very little to innovate in this contract



NEXT STEPS

- Continue learning about models, interviewing industry experts
- Fit models to London's BRT system
- Determine recommended model and schedule



GOING FORWARD



QUESTIONS?

LTC Rapid Transit Integration Strategy Update



STUDY UPDATE

- Public and operator engagement summary – rapid transit integration principles
- Confirmation of design principles
- Integration of proposed 2019 service plan
- Small changes to the proposed 2035 network based on feedback
- Impacts to service hours, bus requirements and recommendations
- Financial plan



DESIGN PRINCIPLE ENGAGEMENT



CHANGES TO FREQUENCY AND ALIGNMENTS

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REVENUE SERVICE HOURS

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System	2018	2019	2035
Local-Fixed Routes	627,480	646,140	704,090
Community Bus	15,297	15,505	15,505
Local ASD Services	-	2,008	6,024
North-east BRT Route	-	-	50,630
South-west BRT Route	-	-	32,760
Total	642,777	663,653	809,009



FINANCIAL PLAN

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System	2017	2035
Population	389,000	458,698
Annual Revenue Service Hours	614,210	809,009
Revenue Passengers	22,918,096	31,762,070
Boardings Per Capita	58.92	69.24
Boardings Per Revenue Service Hour	37.31	39.26
Financial Performance		
Annual Revenue	\$32,333,199	\$57,747,143
Annual Operating Cost	\$64,854,162	\$113,569,000
Total Revenue/Total Operating Cost Ratio	49.86%	50.85%
Net Operating Cost	\$32,520,963	\$55,821,857



2019 Draft Service Plan Highlights

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- Extended Service Day to 1am Monday through Saturday
- Sunday service beginning at 7am on remaining routes
- Introduction of 2 new Express Routes
 - 93 connecting White Oaks Mall to Masonville Place via Wharcliffe
 - 94 connecting Argyle Mall and Western University via Dundas & Western/Wharcliffe
- Introduction of a Community Bus in the Berkshire Village Area
- Adjustments to route alignments in effort to simplify the network
- Frequency and schedule improvements on many routes to address on time performance and overcrowding