

TO:	CHAIR AND MEMBERS STRATEGIC PRIORITIES AND POLICY COMMITTEE MEETING ON MARCH 25, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER ANNA LISA BARBON, CPA, CGA MANAGING DIRECTOR, CORPORATE SERVICES AND CITY TREASURER, CHIEF FINANCIAL OFFICER
SUBJECT:	INVESTING IN CANADA INFRASTRUCTURE PROGRAM PUBLIC TRANSIT STREAM TRANSPORTATION PROJECTS FOR SUBMISSION

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer and Managing Director, Corporate Services and City Treasurer, Chief Financial Officer:

- a) The list of potential projects described herein **BE CONSIDERED** for the purposes of establishing an approved list that is within London's identified allocation and would be eligible for funding under the Public Transit Stream of the Federal Investing in Canada Infrastructure Program.
- b) That the financial considerations included in Appendix 'A' **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study
- Planning and Environment Committee – June 13, 2016 - The London Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – May 24, 2017 – Infrastructure Canada Phase One Investments Public Transit Infrastructure Fund Approved Projects
- Corporate Services Committee – January 23, 2018 – Corporate Asset Management Plan 2017 Review
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit – Environmental Assessment Initiative
- Civic Works Committee – March 14, 2019 – History of London's Rapid Transit Initiative
- Strategic Priorities and Policy Committee – March 20, 2019 – Investing in Canada Infrastructure Program Public Infrastructure Stream Transportation Project List for Consideration

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians, and cyclists. This report will help inform future directions for the creation of an efficient, inclusive and sustainable transportation system.

BACKGROUND

Purpose

At the March 25, 2019 meeting of Strategic Priorities and Policy Committee, the Committee will select the transportation projects to be submitted to the Province for consideration under the Public Transit Infrastructure Stream within the Investing in Canada Infrastructure Program funding. At the meeting, Council will review the transportation project list and select projects to be included in the submission to the Province.

An appendix to this report, “Appendix ‘B’ – Frequently Received Questions & Answers”, provides responses to questions raised by members of Council following the March 14th, 2019 Special Civic Work Committee meeting’s History of London’s Rapid Transit Initiative staff presentation.

Context

On February 13, 2019, Council directed staff to assemble a list of transportation projects that are both likely to be eligible for provincial and federal funding and able to be delivered within the program funding window of the Investing in Canada Plan, ending in March of 2028.

This report was prepared to provide a summary of the comments received from the March 20, 2019 public participation meeting and to provide background information to aid Council in selecting the projects for submission to the Province. In addition, appendix ‘B’ to this report provides further details on the program eligibility and financial considerations including funding availability, key financial assumptions, limitations, financial risks and budget implications.

DISCUSSION

Program Eligibility

On March 14, 2018, the Government of Canada and the Province of Ontario signed an Integrated Bilateral Agreement (the Agreement) to deliver up to \$7.47 B to Ontario for public transit infrastructure by March 31, 2028. The funds are distributed across Ontario based on transit ridership. London’s municipal transit ridership is the fifth largest in the province resulting in an allocation of \$204.88 M. Further details of the federal program are outlined in the [Canada-Ontario Integrated Bilateral Agreement](#).

The Agreement identifies a provincial target of increasing the modal share of public transit and active transportation by at least 25%. To be eligible, individual projects must meet at least one of the following outcomes as stated in the Agreement:

- improved capacity of public transit infrastructure;
- improved quality and/or safety of transit systems
- improved access to a public transit system

The Agreement also states that public transit projects and active transportation projects that connect citizens to a public transit system need to be consistent with a land-use or transportation plan or strategy.

These overarching targets and outcomes helped to shape Civic Administration's efforts to identify projects. The Smart Moves Transportation Master Plan also identifies a strategic program of road widenings for all modes of traffic. These projects are not identified on the list because they would not contribute to the program target of increased transit and active transportation.

Provincial Intake Process

The Province of Ontario is currently developing the details of the municipal project intake process for the Public Transit Infrastructure Stream (PTIS) funding envelope. At this point in time, the overall eligibility criteria laid out in the Canada-Ontario Integrated Bilateral Agreement remain as the overall guidance for federal and provincial eligibility criteria for municipal projects. On March 18, 2019, Ontario opened the first stream of funding for rural and northern communities through a streamlined online portal. The PTIS intake process is expected to be announced in the coming weeks.

On March 12, 2019, the Honourable Jeff Yurek, Minister of Transportation provided a letter to Mayor Holder which outlined his guidance and recommendations for submitting projects to the Province for funding consideration. Specifically, Minister Yurek recommended that the City of London submit "individual projects with standalone business cases in priority sequence." Given the short timeframe for the review and approval of projects, this would allow the province to review each project in a timely manner while allowing for submissions for projects requiring additional time for development to be reviewed as they are prepared.

Public Input Summary

On March 20, 2019, the Strategic Priorities and Policy Committee held a public participation meeting to hear feedback on the list of 19 potential transportation projects. Between 200 and 300 people attended the meeting, and just over 60 people shared their thoughts on the transportation priorities.

The need to improve transit and transportation for all Londoners was an overarching theme, with dozens of attendees expressing support for Council's direction to try to leverage provincial and federal funding to help London achieve improvements. Most participants discussed some or all elements of the Bus Rapid Transit plan in their comments.

Around three dozen people expressed support for components of the BRT plan, with the majority preferring all five legs. Among BRT supporters, several questioned its potential impacts to traffic flow on Richmond, while an equal number noted it as an important connection to Western University. The need to make London accessible for people with varying income and mobility levels was an underlying theme among supporters, as was building a sustainable, environmentally sound city that can recruit and retain young people.

Approximately a dozen community members expressed opposition to the BRT plan, with many specifically concerned over the proposed removal of a traffic lane in each direction on Richmond Street and the overall cost of the plan. Among this group, there was criticism over the level of service the plan would offer to the Argyle area, southwest London, the city's industrial areas and the airport. Several speakers questioned the urgency of approving the plan now, in light of potential federal and provincial funding opportunities down the road. Several people voiced concern over the potential fiscal implications of moving forward with BRT, questioning the viability of the business case and specifically, its ridership projections.

Other projects on the list that received attention included smarter traffic signals, which were widely supported, and the proposal for active transportation connections at the Adelaide Underpass. Bus stop amenities and expansion buses that could improve current LTC service levels were also supported by several attendees. Cycling and active transportation improvements received support from those in attendance.

In addition to the opinions voiced at the meeting, 34 written submissions were received by the City Clerk and added to the agenda prior to the meeting. The contents of all submissions – verbal and written – will be captured in the March 20th, 2019 Special Strategic Priorities and Policy Committee meeting minutes.

PROJECTS FOR CONSIDERATION

The list of London projects for consideration for submission to the Investing in Canada Infrastructure Program Public Transit Stream was developed following two criteria.

1. The first criteria was alignment with the federal program objectives. The bilateral agreement sets a provincial target for an increase in the modal share for public transit and active transportation. The agreement identifies the projects must meet at least one of the program outcomes of: improved capacity of public transit infrastructure, improved quality and/or safety of transit systems and improved access to public transit. In addition to transit projects, the agreement also makes reference to active transportation projects if they connect citizens to a public transit system. This is sometimes referred to first mile / last mile connectivity. Finally, the agreement also requires that projects are consistent with a land-use or transportation plan or strategy.
2. Administration applied scrutiny to the project selections with respect to the current degree of technical and financial analysis for each project. This was to minimize risk with respect to cost estimates, project implementation and the City's capital and operating budgets.

The list of projects for consideration is provided below and are categorized as transit and transit supportive streetscapes. All projects meet at least one of the identified program outcomes. Projects such as road widenings for all modes of traffic do not contribute to the identified travel mode change so are not proposed. The actual eligibility of the project is subject to review and acceptance by the provincial and federal governments.

List of Potential Projects		Estimated Cost (\$ Million)*
Transit	1. Downtown Loop	\$28.5
	2. Wellington Road Gateway	\$131.8
	3. East London Link	\$120.2
	4. North Connection	\$147.3
	5. West Connection	\$72.2
	6. Intelligent Traffic Signals (TIMMS)	\$28.0
	7. Expansion Buses	\$25.2
	8. On-Board Information Screens	\$5.0
	9. Bus Stop Amenities	\$1.1
Transit Supportive	10. Pedestrian Street Connectivity Improvements to the Transit Network	\$21.8
	11. New Sidewalks	\$11.1
	12. Adelaide Street Underpass Active Transportation Connections	\$18.9
	13. Active Transportation Improvements across Transit Route Bridges	\$31.4
	14. Dundas Place Thames Valley Parkway Active Transportation Connection	\$4.0
	15. Dundas Street Old East Village Streetscape Improvements	\$8.2
	16. Oxford Street / Wharncliffe Road Intersection Improvements	\$17.8
	17. Cycling Routes Connecting to Downtown Transit	\$7.7
	18. Cycling Routes Connecting to Transit throughout the City	\$38.7
	19. Enhanced Bike Parking	\$4.0

* Estimated costs include inflation.

Financial Considerations Summary

The \$500 M approved budget for rapid transit includes three components; \$130 M municipal contribution, a \$170 M provincial allocation and a \$200 M federal allocation. The total federal and provincial contribution is 74% of the total project. This approved budget has been included in the Development Charges Background Study process and is part of the Council's approved capital plan. In order to develop the financial analysis to support Council's decision making, a number of assumptions are required. These assumptions as well as limitations, financial risks, and budget implications are outlined in appendix 'A' attached hereto.

NEXT STEPS

Investing in Canada Infrastructure Program

Upon direction from Council, Civic Administration will continue to work closely with officials from the Ministry of Transportation and the Ministry of Infrastructure to ensure that London's project submissions progress as seamlessly as possible. Project submissions will be staged and prioritized based on the status of project documentation and provincial knowledge.

Adjustment of capital programs and any required future City budget amendments would occur upon receiving feedback from the senior government program administrators on project eligibility and acceptance.

Rapid Transit Process

On May 8, 2018, City Council approved the Rapid Transit project preliminary design, launching the Transit Project Assessment Process (TPAP). The initial phase of TPAP is a 120-day consultation phase. The TPAP consultation phase will end on March 28, 2019 and will be marked with a circulated notice of completion. This will trigger the start of a 30-day public comment period. The comment period will be followed by a final 35 days for a Minister's decision.

It is anticipated that the Environmental Assessment will be completed in early June. Completing the TPAP process for the Rapid Transit project will provide Council a completed Environmental Assessment that does not bind future decisions of Council, can be amended if necessary, and provides flexibility in future project implementation.

CONCLUSION

The Investing in Canada Public Transit Infrastructure Stream presents a significant opportunity for London. The program requires submissions consistent with transportation and land use plans. Leveraged investments from programs like the Public Transit Stream support current plans and can also benefit the infrastructure gap with lifecycle renewal benefits.

The requested project list is provided for Council consideration. The list of potential projects was developed based on the PTIS eligibility criteria and an assessment of individual project engineering and financial risk. It is noted that the City is obligated to fund a portion of the capital costs and all ongoing operating costs. Therefore, the selection of projects will need to consider the impact on the budget.

Acknowledgements

This report was prepared with the assistance of Alan Dunbar, Jason Davies, Adam Thompson, Jason Senese, Kevin Edwards and Kelly Paleczny.

SUBMITTED BY:	REVIEWED & CONCURRED BY:
DOUG MACRAE, P.ENG., MPA DIRECTOR ROADS AND TRANSPORTATION	JENNIE RAMSAY, P.ENG. DIRECTOR RAPID TRANSIT
RECOMMENDED BY:	RECOMMENDED BY:
ANNA LISA BARBON, CPA, CGA MANAGING DIRECTOR, CORPORATE SERVICES AND CITY TREASURER, CHIEF FINANCIAL OFFICER	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER

Attachment: Appendix 'A' – Financial Considerations
Appendix 'B' – Frequently Received Questions & Answers

c: Kelly Paleczny, LTC

APPENDIX 'A'

Financial Considerations

Funding Availability and Eligibility

The federal program stipulates maximum contribution levels and detailed eligibility criteria. Depending on the nature of the projects submitted, the total value of the program that leverages the full senior government investments allocated to London would exceed \$500.0 M.

On May 8, 2018, Municipal Council approved the funding mix for the \$500.0 M rapid transit project which included a \$130.0 M municipal contribution, \$8.9 M in Federal Public Transit Infrastructure Fund (PTIF) Phase 1 funding, \$191.1 M in Federal Public Transit Infrastructure Stream (PTIS) allocation, and \$170.0 M in Provincial PTIS allocation. The total federal and provincial contribution (PTIF and PTIS) is 74% of the total project. This breakdown is provided in Table 1 below.

Table 1 – Sources of Funding, Rapid Transit Capital Budget (\$millions)

Source of Available Funding	Rapid Transit Capital Budget	Extra Funding Allocated	Total
Municipal - Matching Federal PTIF Phase 1	\$8.9		\$8.9
Municipal - Matching Federal PTIS	\$121.1		\$121.1
Federal Government - PTIF Phase 1 Allocation	\$8.9		\$8.9
Federal Government - PTIS Allocation	\$191.1	\$13.8	\$204.9
Provincial Government - PTIS Allocation	\$170.0		\$170.0
Total	\$500.0	\$13.8	\$513.8

The total Federal PTIS allocation for London is \$204.9 M. This allocation exceeded the required funding for rapid transit by \$13.8 M. The use of this additional allocation will require a matching municipal contribution to be identified through the budget development process, and potentially an additional matching contribution from the Province. Neither of these matching contributions have been confirmed. In theory, if both matching contributions materialized, this additional allocation would afford the City of London approximately \$34.4 M in additional funding for transit projects. Should the matching provincial portion not materialize that amount would be significantly less. Use of this additional allocation of federal funding can be considered during the 2020-2023 Multi-Year Budget development process.

Key Financial Analysis Assumptions

The following assumptions have been made in the analysis of the submitted project list:

1. It is **assumed** that the City of London will be approved for approximately 74% of the total project cost from the Public Transit Infrastructure Stream (PTIS) for every project on the list. 74% represents the approximate average PTIS contribution across all currently budgeted capital projects included in the Rapid Transit capital plan. Program limitations on the eligible components of projects may differ upon submission, thereby changing the required financing mix. These future impacts are not quantifiable at this time.
2. The approximately \$12.0 M in life-to-date expenditures from rapid transit capital projects are **not** considered in the financial analysis. Until final decisions are made on which transit projects are approved for PTIS funding, the re-distribution of these expenditures is unknown. Some expenditures may be recoverable, e.g. property acquired on a rapid transit corridor that can be re-sold, while other expenditure balances will, in general and if applicable, be transferred, thereby reducing the available budget of a particular transit corridor capital project once a new capital project is established in the capital budget and old capital projects are closed.

3. From a financial perspective, this exercise **assumes approval** of the 2019 Development Charges (DC) Background Study as is.
4. The development charges growth / non-growth splits of the projects listed for consideration beyond the first five Rapid Transit projects are **estimates** based on best available information. Some of these projects are known and studied, while others are entirely new. Decisions made by Council to include/exclude individual projects may alter the ultimate growth / non-growth splits that drive the project funding mix in the capital budget. These impacts cannot be forecasted until the final project mix is established and properly studied in the context of the entire Transportation Master Plan and DC Background Study, both of which may be required to be re-studied at the conclusion of the transit priority setting process.
5. Project interdependencies exist within the list of potential projects presented.
 - I. Project #6, Intelligent Traffic Signals (TIMMS) – The \$28.0 M project cost is made up of \$15.0 M contributed by the overall \$500 M Council approved rapid transit project, with an additional \$13.0 M required. This \$13.0 M additional requirement is currently unidentified in the capital budget and subject to the 2020-2023 Multi-Year Budget development process. It is **assumed** that a prorated portion of the overall \$15.0 M is attributed proportionately to each of project #1 through #5 based on project cost.
 - II. Project #7, Expansion Buses – It is conservatively **assumed** that if any of the four rapid transit corridors (projects #2 through #5) are **not** approved for submission, the \$25.2 M project cost for expansion buses will need to increase. To meet the frequency envisioned in each rapid transit corridor project, the number of buses required will be equivalent to the number of planned rapid transit buses plus one to three more to account for operating in mixed traffic.
 - III. Project #13, Active Transportation Improvements across Transit Route Bridges – Included in this project is \$1.9 M to widen Queens Avenue Bridge deck. It is **assumed** that if the West Connection project is approved by Council for submission, the total project cost for active transportation improvements of \$31.4 M would be reduced by \$1.9 M; as the Queens Avenue Bridge widening component of this project would be funded from the West Connection project. If the West Connection is **not** approved by Council for submission the total project cost for active transportation improvements would remain \$31.4 M.

Limitations

The financial analysis of the potential project list has been developed to support **order of magnitude** decision making. Due to the complexity of funding capital projects from multiple available sources, the final impacts to the capital budget will require certainty in: 1) the projects approved for PTIS funding; 2) the capital projects being removed from the capital budget; and, 3) consideration within the context of the entire capital budget development process.

The financial analysis has been completed at the project cost level. It is **not capable** of providing detailed cost breakdowns, or roll ups, of project components e.g. asphalt, bus bays etc. The analysis was developed to ensure the decisions made by Council do not exceed the financing limitations available in the City's capital budget and do not contravene the financial policies of the corporation.

Financial Risks

Deviation from the Council approved rapid transit capital budget inherently brings about additional financial risks. Risks of note include the following:

1. PTIF Phase 1 Funding

Included in the capital budget for rapid transit is \$8.9 M in Federal PTIF Phase 1 funding with a matching municipal contribution of \$8.9 M; resulting in combined available funding of \$17.8 M. As of December 31, 2018, \$5.6 M of this funding has been spent, leaving \$12.2 M available for transit projects. The eligibility period for use of PTIF Phase 1 funding ends on March 31, 2020. It is unknown if the City would be approved for an extension to this deadline, but when the program was introduced, the deadline was March 31, 2018. Should deviation from the original rapid transit plan be approved, Finance staff have identified that expending the remaining \$6.1 M Federal allocation (plus matching municipal contribution) may be at risk of not meeting the March 31, 2020 deadline; thereby forfeiting this portion of the City's Federal funding allocation.

This risk can be somewhat mitigated by substituting a portion of the extra \$13.8 M allocated to the City under the Federal PTIS program discussed in the Funding Availability and Eligibility section above.

2. PTIS Funding Life Cycle Work Limitation

Included in the program eligibility framework is a 15% national cap on life cycle work. There is risk that projects submitted for approval may be deemed to include more life cycle work than is considered acceptable under this restriction.

At the current time this risk is not quantifiable. Should this situation materialize further adjustments to the capital budget to forego other capital works could be required.

3. Total Project Cost & Reliance on Receipt of PTIS Funding

Some of the potential projects presented in the list above have significant project costs. Some have approved capital budget available to support the City's matching funding requirement; some have a portion of the funding available; many do not have any identified funding. For many projects, reliance on the PTIS program to provide 74% of the project cost is a significant risk. In most cases, should a project not be approved for PTIS funding, the City would not have the ability to fund the entire project cost on its own. Funded or planned projects already identified/approved in the capital plan present less risk in securing the municipal funding requirement.

At the current time this risk is not quantifiable. Should this situation materialize further adjustments to the capital budget to forego other capital works could be required.

4. Degree of Project Maturity

In general, more mature projects have greater cost certainty and therefore less financial risk related to scope changes, cost increases, etc. Whether a project is currently unplanned or planned and the degree to which it is planned (i.e. in the environmental assessment process or not, in detailed design, approved, etc.) will impact the final project cost and therefore the budget that should be established for it.

Operating Budget Implications

The operating impacts of the various projects vary depending on the nature of the project. Detailed impacts on the tax levy in a particular year for alternate projects are not available at this time. Detailed impacts will be calculated based on options selected and incorporated in the upcoming budget development cycle. Transit related projects, including extending transit into the industrial areas, will have a significant impact to the LTC operating budget.

In general, substituting passive pathways, bike parking, etc. for buses requiring drivers, fuel and routine maintenance will reduce the gross impact on the operating budget.

Capital Budget Implications

Given the potential impacts of transit project decisions on the Council Approved Capital Budget, it is administratively prudent to delay any formal changes to the City's capital budget until such time that certainty surrounding each transit project's status is available. Depending on the timing of submissions, the receipt of eligibility decisions from the PTIS program, and potentially re-studying impacts to the London Plan, Development Charges Background Study, etc. the capital budget implications may be brought forward in future reports to Council or incorporated into the 2020-2023 Multi-Year Budget Process (this includes the potential for these decisions to carry over into the subsequent annual budget updates).

Some projects outside of the original BRT plan included on the list have approved capital budget identified to contribute to and/or satisfy the City's requirement to match PTIS program funding. For any project not currently receiving PTIS funding, receiving 74% of the project cost from PTIS will free up municipal funding in the current capital plan. This funding could potentially be reallocated to other projects which may be required if an update to the Transportation Master Plan is necessary.

1. Tax-Supported Financing Implications

As noted above, the majority of the municipal funding supporting the current BRT capital plan comes from development charges with a much smaller portion coming from tax-supported sources. As the final transit project list evolves, the more that it diverges from the current capital plan, the more likely it is to **increase** the amount of tax-supported funding that is required and **decrease** the amount eligible for development charges funding. In general, this is because within the Development Charges Study, transit projects are eligible for more Development Charges funding than their transit supportive counterparts. Therefore, these transit supportive projects require a higher proportion of tax-supported funding to make up the difference.

Decisions made on transit projects will have impacts on other categories of infrastructure managed by the Corporation (e.g. water, sanitary, storm). These impacts cannot be forecasted until the final project mix is established and properly studied in context of the entire Transportation Master Plan and Development Charges (DC) Background Study.

2. Development Charges Financing Implications

The Council approved budget for the rapid transit project is based on receiving a 74% contribution from the Federal and Provincial government. A large portion of the remaining municipal portion (26% of the overall cost) is funded through a combination of tax supported sources and development charges.

The Provincial government regulates the setting of Development Charge (DC) rates through the *Development Charges Act, 1997* (DCA). Every five years (at a minimum), the City of London conducts a DC Background Study to examine the infrastructure and servicing requirements for anticipated new development over a 20 year period. The current DC By-law will expire on August 3, 2019.

Included in the draft 2019 DC Background Study and By-law is the Bus Rapid Transit (BRT) project with a portion of the total project cost to be funded from DCs. The costs included in the 2019 DC Background Study for BRT are aligned with the Draft Environmental Project Report approved by Council in May 2018 and reflect earmarked Provincial and Federal grants.

The 2019 DC process is well underway with the draft 2019 DC Background Study and By-law posted online for public review. Council approval of the 2019 DC Background Study and By-law is scheduled for May 7, 2019.

Council's decision regarding the future of BRT may have a significant impact on DCs. Should Council decide to either not approve BRT or make material modifications to the BRT project, then the transportation network will need to be re-evaluated. This would trigger the need for the transportation model to be re-run to determine the new suite of road infrastructure required to service growth, an updated Transportation Master Plan to be completed and the DC Background Study and By-law to be updated. In addition, modification to the transportation component of the DC may result in changes to other hard service works (i.e. Water and Sewer) included in the DC to ensure proper coordination in order to reduce restoration works and improve construction efficiencies. It is anticipated this work would not be completed until 2020.

Appendix 'B'

Frequently Received Questions and Answers

Below is a compilation of some questions that have arisen during the recent discussions regarding the list of potential projects.

1. Why doesn't the list include alternative designs for the rapid transit legs, HOV lanes, or road widenings like Wonderland Road?

The federal program requires projects to be consistent with a transportation plan or strategy. Additionally, to be eligible for 2019 submission, projects must be supported by sufficient planning and analysis that can be outlined and submitted in a business case by March 31, 2019. In order to have the level of detail required for the business cases, staff worked with projects already included in the City's Transportation Master Plan and the Rapid Transit Master Plan.

To be eligible, projects must also meet at least one of the following outcomes as stated in the Canada-Ontario Integrated Bilateral Agreement:

- improved capacity of public transit infrastructure;
- improved quality and/or safety of transit systems; and
- improved access to a public transit system.

The agreement sets a target to increase the number of people who use transit and active transportation systems. Non-transit road widening projects and HOV lanes would not contribute to this target and were not included in the project list.

2. What are the cost estimate details, development charge impact, and benefit/cost ratio for the following projects:

- a. Wellington Gateway
- b. East London Link
- c. Downtown Loop
- d. North Connection
- e. South Connection
- f. Intelligent Traffic Signals

The estimated costs for the first five listed projects are as follows:

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

The estimated cost of the sixth project, Intelligent Traffic Signals is \$28 Million. Approximately half of that value is included in the above rapid transit projects.

The five rapid transit projects listed above are included in the 2019 draft Development Charges Background Study and are funded predominantly with development charges. Development charge impacts will depend on the combination of projects selected. Any combination that removes a portion of rapid transit and approves alternative projects is likely to reduce development charges and increase tax supported funding, but will have to be confirmed through an update to the Development Charges Background Study.

The calculation of benefit cost ratios are underway, and must be completed by March 31 for inclusion in the submission to the Province. While there are benefits to transit on each leg as a standalone project, it is anticipated that benefit/cost ratios for individual sub-project will be lower than the system as a whole.

3. Is Finance able to provide financial details that can provide Council with the combined impact of different project combinations?

Quantifying the combined impact of project combinations would be very difficult and would require administration to presuppose project combinations. A financial analysis has been undertaken on the potential project list and will enable staff to provide financial status updates during Council's discussion based on whatever combinations are proposed.

4. What are the ridership numbers for the Wellington Gateway, the East London Link, the Downtown Loop, the North Connection and the South Connection?

The current annual ridership numbers are as follows:

- Wellington Gateway: 1,401,300
- East London Link: 3,330,800
- Downtown Loop: 3,215,000
- North Connection: 6,010,700
- West Connection: 1,247,800

5. If one element of BRT is not approved, what would the impact be on the approved legs in terms of travel time?

The estimated travel time savings for each corridor, presented in [Exhibit 4.4 of the 2017 business case](#), are independent of the other corridors. This means that if one segment is not approved, BRT time savings on the other legs will not change. However, if components are removed, overall ridership will drop and network-wide travel times benefits would be impacted.

6. What are potential sites for transit hubs to move people to industrial areas in the south and the industrial area and Argyle Mall in the east?

In the south, local bus connections will be consolidated at the White Oaks Mall transit stop. Additionally, should the Wellington Gateway be extended to the proposed park-and-ride facility south of Highway 401, the park-and-ride facility could act as a hub to move people to the industrial areas. In the east, Fanshawe College and Argyle Mall would be the hubs.

7. At the March 14th Special Civic Works Committee it was mentioned that there is the potential for improved LTC routes to the industrial areas and Argyle Mall. Are there further details?

Route 30 from White Oaks Mall will have extended operating hours with two late evening trips (approximately 10:45 p.m. to midnight) to the Wilton Grove Industrial area as of September 2019. At the same time, Route 28 will be modified to serve the Exeter and White Oak Road Industrial areas from White Oaks Mall during weekday peak periods. Alternative service delivery models are being assessed in 2020 from Argyle Mall to serve the Sovereign Road Industrial area and the Innovation Park Industrial area.

8. What are the City's plans for parking and deliveries for businesses located on the Downtown Loop?

The Downtown Loop would reduce parking in the downtown by 82 spots from of a total 711 on-street spots and approximately 10,000 parking spaces downtown. These displacements were considered in the recent Downtown Parking Strategy. As part of the detailed design of the Loop, staff would review parking on side streets and attempt to maximize parking in these areas, including considering angled parking. In terms of loading and deliveries, staff would also work one-on-one with impacted businesses to understand their individual needs to determine options. In addition to loading areas maintained along the route, staff would explore options for designating short-term loading areas or off-service time deliveries.

9. Is it correct that projects cannot be reconfigured for the March 31 submission but could be re-examined by Staff for Council review and submission down the road?

The projects on the list are the projects that will be considered for the March 31 submission. However, in the future, it will still be possible to explore options for further study and continue discussions around each individual rapid transit leg.

The Transit Project Assessment Process allows for amendments to be made to plans after the fact, although it should be noted that not every type of amendment would be covered by the TPAP process. TPAP is a streamlined approval process specifically for transit projects, which means that not all amendments would be covered by this process. Depending on the type of amendment and future road use being explored, it is possible that a separate Environmental Assessment processes could be required.

Any fundamental changes could also trigger the need for further public consultation of design alternatives, in addition to re-opening past studies.

10. How would Londoners be impacted if the federal and provincial funding is not realized and the City must make infrastructure improvements on municipal dollars alone? Would there be a tax increase?

If the municipality were required to fund these infrastructure improvements on its own it would take longer, require additional capital funding and/or deplete currently available capital sources of financing, and it would likely require additional debt in the capital program (likely to exceed the City's current internal debt cap of \$26m/year on average). Additional debt would be accompanied by increased debt servicing costs that would directly impact the tax levy. The magnitude of any tax increases would depend on the amount of additional debt required. This additional debt load could also negatively impact the City's credit rating.

11. Is there further information or confirmation that federal funding rules are very clear that non-transit focused projects such as road widening for car traffic will not be eligible to access the current funds?

At the current time, the Canada-Ontario Integrated Bilateral Agreement provides the eligibility criteria for municipal projects. This agreement identifies a provincial target for an increase in the modal share for public transit and active transportation of least 25 percent. It also specifies that projects must provide improved capacity, quality or access to a public transit system. Projects that widen roads for general purpose traffic would not contribute to the identified travel mode change target in the Canada-Ontario agreement.

12. What is the timing for the Province's transit intake process?

The Province has signaled that this process will begin on or near the City's planned March 31 submission date.

13. What are the next steps for Rapid Transit if Council approves any of the projects for inclusion in the funding submission to the province?

The Rapid Transit Implementation Office would continue work to prepare for detailed design and procurement of construction, all subject to funding and Council approval.