

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Managing Director, Environmental & Engineering
Services & City Engineer

Subject: Contract Award: Tender No. 21-01
Downtown Loop and Municipal Infrastructure Improvements
Phase 1

Date: February 9, 2021

Recommendation

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for the Downtown Loop and Municipal Infrastructure Improvements Phase 1 Project:

- (a) the bid submitted by L82 Construction Ltd. at its tendered price of \$8,177,280.64, excluding HST, for the Downtown Loop and Municipal Infrastructure Improvements Phase 1 Project, **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd. was the lowest of five bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd., **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$849,690, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender 21-01); and
- (g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor, and continuation of consulting services, for construction services for the Downtown Loop and Municipal Infrastructure Improvements Phase 1 project, which will reconstruct King Street from just east of Ridout Street to just west of Wellington Street. Figure 1 depicts the approximate limits of the works.



Figure 1: Approximate Limits of Downtown Loop Phase 1 Project

Context

On March 20, 2019, a public participation meeting was held to provide background information to aid Council in selecting projects to submit an application for provincial and federal funding through the Public Transit Infrastructure Stream (PTIS) program. On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the PTIS program, including the Downtown Loop.

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

The Downtown Loop will remove buses from mixed traffic into dedicated transit lanes and maintain general lanes of traffic. The goal is to increase transit frequency and reliability while also improving traffic capacity. Approximately 51,000 people travel to the Downtown core every day for work, and roughly 11,800 people call the Downtown home. Today there is, on average, a bus every 90 seconds running along the Downtown Loop.

In addition to being a planned Rapid Transit corridor, the Downtown Loop contains aging municipal infrastructure. There is a need to separate sanitary and storm sewers in select areas, and update water and private utility services to support infrastructure renewal, population growth, redevelopment and revitalization in the city core. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment that covers approximately 2 km of roadway in the downtown.

Linkage to the Corporate 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 riders, automobile users, pedestrians, and cyclists.

This report also supports the Strategic Plan through the strategic focus area of “Growing Our Economy” by supporting revitalization of London’s downtown and urban areas.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Civic Works Committee – October 7, 2013 – Bus Rapid Transit Strategy;
- Civic Works Committee – July 21, 2014 – Rapid Transit Corridors Environmental Assessment Study Appointment of Consulting Engineer;
- Civic Works Committee – June 2, 2015 – Rapid Transit Funding Opportunities;
- Civic Works Committee – August 24, 2015 – Shift Rapid Transit Initiative Appointment of Survey Consultants;
- Strategic Priorities and Policy Committee – November 9, 2015 – Shift Rapid Transit Update;
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination;
- Strategic Priorities and Policy Committee – May 5, 2016 – Shift Rapid Transit Business Case;
- Strategic Priorities and Policy Committee – September 12, 2016 – Rapid Transit Implementation Working Group;
- Strategic Priorities and Policy Committee – May 3, 2017 – Rapid Transit Alternative Corridor Review;
- Strategic Priorities and Policy Committee – May 15, 2017 – Rapid Transit Corridors;
- Civic Works Committee – July 17, 2017 - Shift Rapid Transit Additional Engineering and Legal Survey;
- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – September 18, 2017 – Project Management Plan, Communications Plan and Consulting Fees Amendment;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2018 – The History of Rapid Transit;
- Strategic Priorities and Policy Committee – March 25, 2018 – Investing in Canada Infrastructure Program - Public Transit Stream Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – March 14, 2019 – London’s Rapid Transit Initiative; and
- Civic Works Committee – January 7, 2020 - Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer

2.0 Discussion and Considerations

2.1 Existing Conditions

With the recent construction of Dundas Place, London's first flex street, all east-west buses in the core have already been rerouted to operate along the proposed Downtown Loop. This loop frames Dundas Place, circling buses along Queens Avenue, King Street, Ridout Street and Wellington Street.

Constructing the Downtown Loop will formalize the transit operations already in place, improving capacity in general traffic lanes by keeping buses in transit lanes. While rebuilding the roads, the project will address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing 2km of roadway surrounding Dundas Place. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

2.2 Project Description

This is a large and complex project that involves significant reconstruction of King Street from Ridout Street to Wellington Street. The reconstruction will include the following improvements:

- Full road reconstruction to incorporate Rapid Transit dedicated lanes, including new asphalt, boulevard enhancements, curb and gutter and sidewalks.
- The addition of new Rapid Transit stops on King Street at Talbot Street and Wellington Street
- New street lights and traffic signal upgrades
- Repair and replacement of aging watermain, storm and sanitary sewers
- Separation of existing combined sewers with new sanitary and storm sewer between Clarence and Wellington Street, including private drain connections
- Curbside bus lanes with left-turn priority signal to improve traffic capacity and safety; and
- Hydro and other private utility improvements

2.3 Domestic Action Plan

One of the municipal actions identified in the City of London's Domestic Action Plan (DAP) for Phosphorus Reduction is combined sewer replacement. The DAP states,

"The City of London will accelerate plans to separate combined sewers, including the design and construction of necessary stormwater outlets, with the target of separating 80 per cent (17 kilometres) of its combined sewer system by 2025."

This target for combined sewer replacement is contingent on federal and provincial funding. The following table provides the length of combined sewer replacement achieved for this project in relation to the DAP targets.

2016 – 2025 Combined Sewer DAP Target (km)	Prior DAP Combined Sewer Removed/Separated (km)	This Project – Combined Sewer Removed/Separated (km)	Remaining Combined Sewer (km) to achieve target
17 km	6.2 km	0.4 km	10.4 km

This project achieves the removal of approximately 400m of combined sewer, as the City continues to work towards achieving its DAP targets.

2.4 Construction Considerations

This first phase of the Downtown Loop will renew four blocks of King Street, including extensive upgrades to municipal and private infrastructure from Richmond Street to Wellington Street.

Mitigation of social impacts is a priority for this project and to minimize the construction impacts on local businesses, residents and the public, it is proposed to undertake the work in the following stages:

- Stage 1A - Talbot Street to Richmond Street
- Stage 1B - Ridout Street to Talbot Street
- Stage 2A - Richmond Street to Clarence Street
- Stage 2B - Clarence Street intersection to east of Clarence Street
- Stage 3A - East of Clarence Street to east of Citi Plaza parking garage exit
- Stage 3B - East of Citi Plaza parking garage exit to Wellington Street

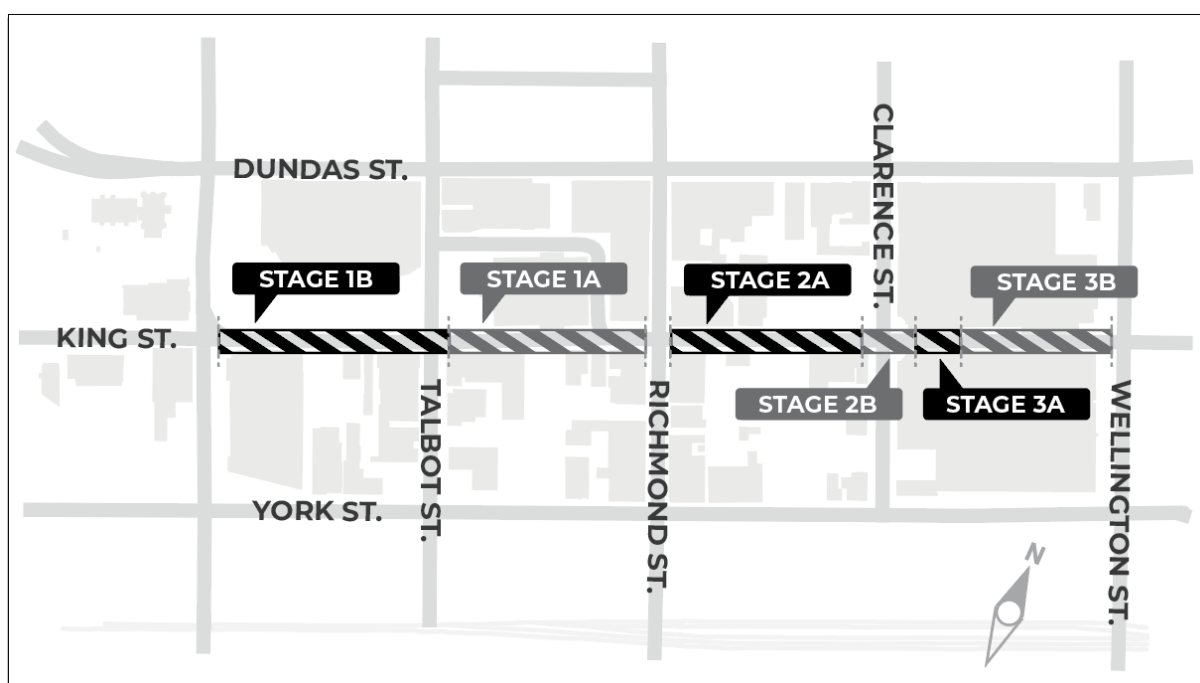


Figure 2: Downtown Loop Phase 1 Construction Staging

Due to the large volume of work to be completed in a single construction season, Stages 1 and 2 will be constructed at the same time with multiple crews.

Stage 1 construction is planned to be completed in advance of the 2021 Canadian Country Music Awards, which are planned to be held at Budweiser Gardens in September 2021.

Stage 1 will maintain one lane of traffic and loading areas where possible, with short duration closures occurring as required for construction. Stages 2 and 3 will require long duration full road closures for the following reasons:

- To avoid unforeseen circumstances (poor soils, unforeseen underground infrastructure issues, Ministry of Labour orders, etc.) that might result in an unscheduled road closure thus causing confusion and driver frustration.
- To allow the contractor to work in a more efficient and unrestricted manner thus allowing the work to be undertaken in a more expeditious manner.
- To allow the contractor to work in a safer environment with less safety related distractions.
- To avoid the time and cost of building and removing temporary road surfaces.
- To avoid the need and cost of providing temporary traffic signals.

Signed detour routes for buses and vehicles will direct road users to travel eastbound via York Street. Cyclists will be detoured to Dundas Street. Signage within the project area will assist pedestrians to reach their destinations.

While there are limitations with the narrow right-of-way of King Street, significant efforts have been made to review options to minimize construction impacts, including traffic modelling of closures and detours in order to best support mobility around the construction zone. While roadway closures will have operational impacts to some extent that cannot be mitigated, adjustments to temporary traffic signal timing will be done to minimize these disruptions. Pedestrian access through the project area will be maintained at all times.

As the temporary bike lane is replaced with transit-only lanes, cycling will move onto Dundas as recommended in the East-West Bikeway Feasibility Study. Construction staging for the Downtown Loop project will ensure cycling connections are in place prior to removing the temporary King Street bike lane.

The contract is set up to coordinate upgrades of all required City-owned services plus private utilities under one contract to execute the work as seamlessly as possible. This is the least impactful way to reconstruct King Street, but it can create additional scheduling challenges and construction complexity.

2.5 Public Engagement and Consultation

A Public Information Centre (PIC) was held over a two week period that began on October 28, 2020. This engagement period was an opportunity for property owners, businesses and residents within and immediately bordering the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project.

The project team also consulted directly with individual property owners and businesses throughout the fall, including Covent Garden Market, Budweiser Gardens and Citi Plaza. The proposed staging of construction was communicated to property owners and businesses to identify alternate business vehicle access and traffic impacts. The project team has also kept Downtown London apprised of plans throughout detailed design.

The City will continue to issue timely communications and traffic detour coordination to minimize potential impact to residents and businesses during construction. Some key ways to support this include:

- Devoting dedicated business relations resources to the project, to act as a liaison between the City and individual businesses
- Maintaining access to buildings and driveways throughout construction or providing alternative arrangements wherever needed
- Ensuring Londoners know downtown is open for business during construction through targeted, strategic marketing

3.0 Financial Impact/Considerations

3.1 Tender Summary

Tenders for the Downtown Loop and Infrastructure Improvements Phase 1 Project were opened on January 29, 2021. Five contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	L82 Construction Ltd	\$8,177,280.64
2	Bre-Ex Construction Inc	\$8,397,427.11
3	J-AAR Excavating Limited	\$9,065,866.25

4	Amico Infrastructure (Oxford) Inc.	\$9,896,315.30
5	Nabolsy Contracting Inc.	\$10,964,294.1

All tenders have been checked by the Environmental and Engineering Services Department and AECOM. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender was advertised early and for an extended period of time to account for the larger scope of work. The tender estimate just prior to tender opening was \$9.8 M excluding HST. This tender estimate also includes values for coordinated City and external utility works, see Source of Financing Appendix for cost sharing details. All tenders include a contingency allowance of \$900,000.

3.2 Consulting Services

AECOM was awarded the detailed design of the Downtown Loop and Infrastructure Improvements Phase 1 Project by Council on January 7, 2020. Due to the consultant's knowledge and positive performance on the detailed design, a proposal for contract administration was requested and the scope and fees were negotiated.

Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope, noting that this assignment is relatively greater in length and incorporates unique transit infrastructure elements including two (2) transit station platforms and related electrical and Information Technology Systems (ITS) support. It is also anticipated that greater consultant effort will be required to progress construction due to a number a site specific issues included parking access and overhead walkways between Clarence Street and Wellington Street. Fees also include a provision to support proper management of on-site and excess construction soils through testing, tracking and registration.

The continued use of AECOM on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project, and has undertaken work for which duplication would be required if another firm were to be selected.

The City's construction administration requirement for the creation of record drawings following construction requires the reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes consultant accountability for the design. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that AECOM be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$849,690 excluding HST. These fees are associated with the construction contract administration and resident supervision services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services for this project to \$4,194,935 excluding HST, between 2020 and 2021.

3.3 Operating Budget Impacts

This phase of the project will revitalize King Street within the existing right-of-way resulting in marginal annual operating budget impacts to transportation, sewer and parks operations. No water operational cost increases are expected. The operational budget impacts for each phase of Downtown Loop will be captured through annual assessment growth cases.

The new bus shelters and red bus lane treatment for Phase 1 will follow a separate procurement process later in 2021, providing more detailed information on the operational budget impacts of these two items. Subsequent phases of the Downtown Loop will report the operational costs for these items with each contract.

Conclusion

Civic Administration has reviewed the tender bids and recommends L82 Construction Ltd. be awarded the construction contract for Downtown Loop and Infrastructure Improvements Phase 1 Project at the submitted tender price of \$8,177,280.64 .

AECOM has demonstrated an understanding of the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of \$849,690 (including contingency excluding HST).

Prepared by:	Ted Koza, P.Eng., Division Manager, Major Projects
Submitted by:	Jennie Dann, P.Eng., Director, Major Projects
Recommended by:	Kelly Scherr, P.Eng., MBA, FEC Managing Director, Environmental & Engineering Services and City Engineer

Appendix A – Sources of Financing report

Appendix "A"

#21016

February 9, 2021
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. 21-01
Downtown Loop and Municipal Infrastructure Improvements Phase 1
(Subledger RD190021)
Capital Project ES302519 - Wastewater Servicing Built Area Works (2019-2023)
Capital Project ES543619 - Storm Sewer Built Area Works (2019-2023)
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-7A - Downtown Loop - Construction Rapid Transit
Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit
Capital Project RT1430-7C - Downtown Loop - TIMMS Rapid Transit
L82 Construction Ltd.- \$8,177,280.64 (excluding HST)
AECOM - \$849,690.00 (excluding HST)

Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget, and that, subject to the approval of Managing Director, Environmental and Engineering Services, and City Engineer, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES302519 - Wastewater Servicing Built Area Works (2019-2023)					
Engineering	364,594	364,594	290,847	73,747	0
Construction	6,731,555	6,731,555	3,239,148	709,738	2,782,669
ES302519 Total	7,096,149	7,096,149	3,529,995	783,485	2,782,669
ES543619 - Storm Sewer Built Area Works (2019-2023)					
Engineering	800,000	800,000	220,198	135,859	443,943
Construction	14,498,491	14,498,491	2,467,998	1,307,496	10,722,997
ES543619 Total	15,298,491	15,298,491	2,688,196	1,443,355	11,166,940
EW376520 - Infrastructure Renewal Program - Watermains					
Engineering	2,915,735	2,915,735	2,831,908	83,827	0
Construction	14,402,355	14,402,355	11,386,278	806,737	2,209,340
City Related Expenses	96	96	96	0	0
EW376520 Total	17,318,186	17,318,186	14,218,282	890,564	2,209,340
RT1430-7A - Downtown Loop - Construction Rapid Transit					
Engineering	1,466,385	1,466,385	612,828	428,105	425,452
Engineering (Utilities Share)	0	60,649	0	60,649	0
Construction	8,523,615	8,523,615	0	4,120,027	4,403,588
Construction (Utilities Share)	0	583,666	0	583,666	0
Utilities	8,617,000	8,617,000	0	219,481	8,397,519
City Related Expenses	569,209	569,209	616	0	568,593
RT1430-7A Total	19,176,209	19,820,524	613,444	5,411,928	13,795,152
RT1430-7D - Downtown Loop - Stops Rapid Transit					
Engineering	21,647	21,647	0	21,647	0
Construction	4,421,353	4,421,353	0	208,331	4,213,022
RT1430-7D Total	4,443,000	4,443,000	0	229,978	4,213,022
RT1430-7C - Downtown Loop - TIMMS Rapid Transit					
Engineering	39,081	39,081	0	39,081	0
Construction	1,710,919	1,710,919	0	376,112	1,334,807
RT1430-7C Total	1,750,000	1,750,000	0	415,193	1,334,807
Total Expenditures	\$65,082,035	\$65,726,350	\$21,049,917	\$9,174,503	\$35,501,930

Appendix "A"

#21016

February 9, 2021
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. 21-01
Downtown Loop and Municipal Infrastructure Improvements Phase 1
(Subledger RD190021)

Sources of Financing	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES302519 - Wastewater Servicing Built Area Works (2019-2023)					
Drawdown from Sewage Works Renewal Reserve Fund	4,427,998	4,427,998	1,817,386	705,137	1,905,476
Drawdown from City Services - Wastewater Reserve Fund (Development Charges) (note 1)	2,668,151	2,668,151	1,712,609	78,349	877,194
ES302519 Total	7,096,149	7,096,149	3,529,995	783,485	2,782,669
ES543619 - Storm Sewer Built Area Works (2019-2023)					
Drawdown from Sewage Works Renewal Reserve Fund	6,807,829	6,807,829	1,462,938	1,299,020	4,045,872
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (note 1)	8,490,662	8,490,662	1,225,258	144,336	7,121,069
ES543619 Total	15,298,491	15,298,491	2,688,196	1,443,355	11,166,940
EW376520 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	10,753,000	10,753,000	10,753,000	0	0
Drawdown from Water Works Renewal Reserve Fund	6,565,186	6,565,186	3,465,282	890,564	2,209,340
EW376520 Total	17,318,186	17,318,186	14,218,282	890,564	2,209,340
RT1430-7A - Downtown Loop - Construction Rapid Transit					
Capital Levy	388,687	388,687	12,434	96,636	279,617
Public Transit Infrastructure Stream (PTIS) - Federal Funding	7,670,484	7,670,484	245,378	1,907,045	5,518,061
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	6,391,430	6,391,430	204,461	1,589,045	4,597,924
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	4,725,608	4,725,608	151,171	1,174,887	3,399,550
Other Contributions (note 2)	0	644,315	0	644,315	0
RT1430-7A Total	19,176,209	19,820,524	613,444	5,411,928	13,795,152
RT1430-7D - Downtown Loop - Stops Rapid Transit					
Capital Levy	675,420	675,420	0	34,961	640,459
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,777,200	1,777,200	0	91,991	1,685,209
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,480,852	1,480,852	0	76,652	1,404,200
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	509,528	509,528	0	26,374	483,154
RT1430-7D Total	4,443,000	4,443,000	0	229,978	4,213,022
RT1430-7C - Downtown Loop - TIMMS Rapid Transit					
Capital Levy	35,471	35,471	0	8,416	27,055
Public Transit Infrastructure Stream (PTIS) - Federal Funding	700,000	700,000	0	166,077	533,923
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	583,275	583,275	0	138,384	444,891
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	431,254	431,254	0	102,316	328,938
RT1430-7C Total	1,750,000	1,750,000	0	415,193	1,334,807
Total Financing	\$65,082,035	\$65,726,350	\$21,049,917	\$9,174,503	\$35,501,930

Appendix "A"

#21016

February 9, 2021
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. 21-01
Downtown Loop and Municipal Infrastructure Improvements Phase 1
(Subledger RD190021)

Financial Note (Engineering)	ES302519C	ES543619C	EW376520	RT1430-7A	RT1430-7A Utilities
Contract Price	\$72,472	\$133,510	\$82,377	\$420,702	\$20,302
Add: HST @13%	9,421	17,356	10,709	54,691	2,639
Total Contract Price Including Taxes	81,893	150,866	93,086	475,393	22,941
Less: HST Rebate	-8,146	-15,007	-9,259	-47,288	-2,282
Net Contract Price	\$73,747	\$135,859	\$83,827	\$428,105	\$20,659

	London Hydro	Start.ca	Bell Canada	Rogers	Telus
Contract Price	\$42,144	\$756	\$6,163	\$7,448	\$4,138
Add: HST @13%	5,479	98	801	968	538
Total Contract Price Including Taxes	47,623	854	6,964	8,416	4,676
Less: HST Rebate	-5,479	-98	-801	-968	-538
Net Contract Price	\$42,144	\$756	\$6,163	\$7,448	\$4,138

	RT1430-7D	RT1430-7C	Total Engineering
Contract Price	\$21,273	\$38,405	\$849,690
Add: HST @13%	2,765	4,993	110,458
Total Contract Price Including Taxes	24,038	43,398	960,148
Less: HST Rebate	-2,391	-4,317	-96,574
Net Contract Price	\$21,647	\$39,081	\$863,574

Financial Note (Construction):	ES302519C	ES543619C	EW376520	RT1430-7A	RT1430-7A Utilities
Contract Price	\$697,463	\$1,284,882	\$792,784	\$4,048,769	\$195,383
Add: HST @13%	90,670	167,035	103,062	526,340	25,400
Total Contract Price Including Taxes	788,133	1,451,917	895,846	4,575,109	220,783
Less: HST Rebate	-78,395	-144,421	-89,109	-455,082	-21,961
Net Contract Price	\$709,738	\$1,307,496	\$806,737	\$4,120,027	\$198,822

	London Hydro	Start.ca	Bell Canada	Rogers	Telus
Contract Price	\$405,592	\$7,271	\$59,307	\$71,676	\$39,820
Add: HST @13%	52,727	945	7,710	9,318	5,177
Total Contract Price Including Taxes	458,319	8,216	67,017	80,994	44,997
Less: HST Rebate	-52,727	-945	-7,710	-9,318	-5,177
Net Contract Price	\$405,592	\$7,271	\$59,307	\$71,676	\$39,820

	RT1430-7D	RT1430-7C	Total Construction
Contract Price	\$204,727	\$369,607	\$8,177,281
Add: HST @13%	26,615	48,049	1,063,048
Total Contract Price Including Taxes	231,342	417,656	9,240,329
Less: HST Rebate	-23,011	-41,544	-929,400
Net Contract Price	\$208,331	\$376,112	\$8,310,929

	Rapid Transit Total	Other Works (including utilities) Total	Total
Contract Price	\$5,103,483	\$3,923,488	\$9,026,971
Add: HST @13%	663,453	510,053	1,173,506
Total Contract Price Including Taxes	5,766,936	4,433,541	10,200,477
Less: HST Rebate	-573,633	-452,341	-1,025,974
Net Contract Price	\$5,193,303	\$3,981,200	\$9,174,503

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Telus, Bell Canada, Start Communications, Rogers Communications and London Hydro have confirmed their contribution towards this project. The expenditures have increased to accommodate their contributions.

Note 3: The contract price presented in the financial note for engineering is a portion of a total contract price of \$4,194,935. \$3,345,245 has been previously approved on prior sources of financing.

Note 4: The operational budget impacts for each phase of Downtown Loop will be captured through annual assessment growth cases.