

Committee: **london transit commision**

Name: **william h. brock**

Occupation: **retired**

Work experience: **38 years LTC management; (1962- 2000) 20 years Public school trustee (1980-2000) 14 years children's safety village (1996- 2010) 4 years Block Parents Board (2005 - 2009) 4 years MCBN (Neuts) Children's Ass. Board (2006-2009)**

Education: **post secondary; Canadian Institute of Management (C.I.M.)**

Skills: **38 years in management including positions such as purchasing, treasury, operations, maintenance, marketing, negotiations, led team in purchase of low floor natural gas buses to meet our needs; led team that implemented new communications system in the 90's, created first business plan for LTC in 80's with Marg Gallagher.**

Interest reason: **My experience in the industry would serve the city well as transit looks to filling needs of citizens as an integral part of a transportation strategy in the future.**

Contributions: **Knowledge base and experience to move transit to an integral part of a master transportation plan which complements city transportation needs as a full partner. Change from a competing mode to one that builds on the mass transit benefit to city growth where appropriate.**

Past contributions: **My record with London Transit as an administrator speaks for itself; noting I did whatever was required as a team player, to ensure employees were part of a team and the best interests of transit users was front and centre.**

Interpersonal: **I was the manager at LTC who took a mechanic and a body shop employee to Toronto to make sure the staff in the trenches had a say in design of the equipment they had to service and repair. Twice Chair of London Public School Board; who as a politician (including heading negotiation team) ensured administration and politicians knew their roles. Took the Children's Safety Village from verge of disaster in 1996 to a success in 2001 raising over 2 million dollars. Now in 10th year!**

I would like to clarify as an update high lite some involvement noting much of what is indicated is on the public record whether as a brief or presentation. All of this as a citizen not part of any group!

The below is a partial reflection of involvement.

Starting with the Downtown Master Plan East London Community centre process.

Buses off of Dundas Street

Kiwanis Park Changes

Compensation Task Force (special involvement)

Poverty Panel Presentation (special involvement)

School Zone Speed limits

Glencoe overpass safety concerns if demolished

Ranked Balloting presentation

Briefs to implementation rapid transit working group

Priority of Transit

Governance working group

High Speed Rail

Protection of farm land

Ongoing dialogue about London Plan; Shift, Transportation changes, Developement Charges, Roles of Councillors and staff; greater accountability, High Speed Rail; Prioritizing need verses nice to have; data based rationale for various changes; taking issue with being told what to do as opposed to making a choice.

This is a quick scenario of some topics. Validation of data and reality of London Plan being a guide not a law!

All of this is supported by emails or briefs to all Councillors and senior staff; especially the last five years.

Currently City Council has a brief which was referred to Integrity Commissioner (?).

In examining previous application there is a theme that hasn't changed.

I look forward to an opportunity to address the group making the selection.

Also noting that theme of Council is to do what is best in the interests of all Londoners!

William H. Brock

## **Council – May 31, 2016**

### 2. Shift Rapid Transit – Business Case

That on the recommendation of the City Manager, the following actions be taken with respect to the Shift Rapid Transit initiative:

- a) the Full Bus Rapid Transit Network Alternative BE APPROVED as the preferred option, based on the cost benefit analysis and other findings of the Rapid Transit Environmental Assessment and Business Case, giving preference to the use of electric vehicles, and subject to the final approval of the Rapid Transit Master Plan;
- b) a Rapid Transit conversion to Light Rail Transit technology BE ENDORSED as a strategic direction subject to a review of transit technologies undertaken as part of future updates to the Transportation Master Plan and confirmation through a new business case;
- c) the Civic Administration BE DIRECTED to design the Full Bus Rapid Transit Network Alternative taking into consideration a future transition to a Light Rail Transit technology and utility infrastructure lifecycle renewal requirements;
- d) the Civic Administration BE DIRECTED to utilize the Full Bus Rapid Transit Network Alternative, as the preferred alternative for the completion of the Rapid Transit Environmental Assessment Master Plan;
- e) the Shift Rapid Transit Business Case, substantially in the form attached as Appendix A to the staff report dated May 5, 2016, BE APPROVED;
- f) the Shift Rapid Transit Business Case BE SUBMITTED to the Provincial and Federal Governments and Civic Administration continue to pursue available funding opportunities;
- g) the Financial Model for the Full Bus Rapid Transit Network Alternative BE RECEIVED; it being noted that the costs and expenses for the plan were provided by the consultant, IBI; it being further noted that the plan will be subject to update and revision as a result of the ongoing Environmental Assessment process, analysis on the impact of Bill 73 on the contribution from Development Charges, and commitment of funding from other levels of government; and
- h) the Civic Administration BE DIRECTED to provide a future report detailing the needs and approach to establishment of a Rapid Transit Implementation Office;
- i) the following written submissions **BE RECEIVED**:
  - i) a communication from L. McCardle, 31 Cartwright Street;
  - ii) a communication from B. Brock;

- iii) a communication from Dr. Don Millar;
- iv) a communication from K.E. Risler;
- v) a communication from C. Butler, 863 Waterloo Street;
- vi) a communication from S. Hunt;
- vii) a communication from M. Drangova, Old East Village Board Chair;
- viii) a communication from J. Eray;
- ix) a communication from London Tech Companies;
- x) a communication from A. Nathoo;
- xi) a communication from J. Weststar, Assistant Professor, Western Social Science;
- xii) a communication from J. Fisher;
- xiii) a communication from E. Jones, Stitch Media;
- xiv) the attached communication from G. Gallacher, Chair London Downtown Business Association, D. McCallum, Chair, MainStreet London and J. MacDonald, CEO, Downtown London;
- xv) a communication dated May 26, 2016 from J. Kennedy, President, London Development Institute; and
- xvi) a communication dated May 26, 2016 from J. Kennedy, President, London Development Institute, M. Carter, Executive Director, London & District Construction Association, T. McKenzie, McKenzie Homes, President, London Home Builders' Association, S. Evoy, President London & St. Thomas Association of Realtors;

it being noted that the Strategic Priorities and Policy Committee received the attached information from the Director, Roads and Transportation, the General Manager, London Transit Commission, B. Hollingworth, IBI and E. Peissel WSP, with respect to this matter;

it being pointed out that at the public participation meeting associated with this matter, oral submissions were made as detailed on the attached public participation meeting record.

### **Council – March 2, 2017**

#### 3. 4th Report of the Rapid Transit Implementation Working Group

That the 4th Report of the Rapid Transit Implementation Working Group from its meeting held on February 9, 2017, **BE RECEIVED**; it being noted that the Civic Works Committee received a communication dated February 12, 2017, from B. Brock, with respect to this matter.

### **Council – April 4, 2017**

#### 3. B. Brock - Bus Rapid Transit Discussions

(Refer to the Civic Works Committee Stage for consideration with clause 12 of the 6th Report of the Civic Works Committee)

## 12. 5th Report of the Rapid Transit Implementation Working Group

That the following actions be taken with respect to the 5th Report of the Rapid Transit Implementation Working Group, from its meeting held March 9, 2017;

- a) the Civic Administration BE DIRECTED to take the following actions with respect to the Rapid Transit Implementation Project:
  - i) bring forward two alternate route options including an alternative north-south route and an alternative east-west route, with a high-level cost analysis included;
  - ii) develop an analysis of potential business impacts by zone, with mitigation strategies in consultation with businesses on Richmond Row, from Oxford Street to Central Avenue, on King Street and with Budweiser Gardens and the Covent Garden Market; and,
  - iii) hold a public participation meeting related to the above-noted alternate routing options; and,
- b) clauses 1 to 6, **BE RECEIVED**;

it being noted that the Civic Works Committee received the attached presentation from K. Scherr, Managing Director, Environmental and Engineering Services and City Engineer, as well as a communication dated March 20, 2017, from D. Mitchell, Chair, Cycling Advisory Committee with respect to the Rapid Transit Implementation Project as it relates to the Queens Avenue and Colborne Street Cycletracks. (2017-T05)

### **Council – May 16, 2017**

#### 10. Rapid Transit Corridors

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the concurrence of the City Manager, the following actions be taken with respect to the rapid transit initiative:

- a) the King Street/Queens Avenue couplet system BE APPROVED as the preferred downtown east-west corridors;
- b) the Richmond Street corridor BE APPROVED as the preferred northern corridor through the downtown;

- c) an at-grade level crossing at the CP Railway with dedicated bus lanes BE APPROVED as the preferred cross section on the Richmond Street corridor at this time;
- d) alternative methods to separate both automobile and transit vehicles from the railway in the downtown (for example, a tunnel or grade separation, etc.) BE EVALUATED for long term implementation, noting that this evaluation would be subject to a separate assessment and future business case for implementation;
- e) staff BE AUTHORIZED to contact the Canadian Transportation Agency (CTA) to request they facilitate discussion between CP and CN Rail in order to negotiate an agreement for CP operations to relocate and merge onto the CN operational tracks within the City of London limits;
- f) the Bus Rapid Transit Network, with the above noted modifications BE APPROVED as the preferred alternative for the completion of the Rapid Transit Master Plan, as the basis for the updated Business Case and the undertaking of a Transit Project Assessment Process (as per Regulation 231/08);
- g) subject to the approval of c), the implementation of the Adelaide Street / CP railway grade separation BE CONSIDERED a necessary element of the rapid transit system and a request for funding under the Public Transit Infrastructure Fund Phase II program be advanced;
- h) options to support Back to the River and service to Via and the Airport be explored further during the Transit Project Assessment Process;
- i) Civic Administration BE DIRECTED to report back with a communications plan for bus rapid transit; and
- j) the ~~attached~~ presentation from the Managing Director, Environmental and Engineering Services and City Engineer, the staff report dated May 15, 2017 and the added communications from Councillor J. Zaifman, B. Meehan, Executive Director, Museum London, C. Richards, D. Sylvester, Principal, King's University College and B. Brock **BE RECEIVED**.

### **Council – March 6, 2018**

#### 5. Brief to Rapid Transit Implementation Working Group - B. Brock

That the communication dated January 25, 2018, from B. Brock, with respect to a brief to the Rapid Transit Implementation Working Group on various matters, BE RECEIVED.

#### 2nd Report of the Rapid Transit Implementation Working Group

Motion made by: V. Ridley

That the 1st Report of the Rapid Transit Implementation Working Group, from its meeting held on February 8, 2018, **BE RECEIVED**.

### **Council – June 12, 2018**

#### (2.7) Railway Rationalization

Motion made by: V. Ridley

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken with respect to Railway Rationalization initiative:

- a) a strategy of strategic grade separations combined with the implementation of technologies or infrastructure aimed at improving the safety of the rail/urban interface **BE ENDORSED** as the long term approach to mitigating the impact of rail activity in the City of London;
- b) the Civic Administration **BE DIRECTED** to identify, review and prioritize locations for the implementation of technologies and infrastructure for inclusion in the Capital Budget and Development Charges processes; and,
- c) the Mayor **BE REQUESTED** to submit a letter to the Federal Minister of Transport and Federal Minister of Infrastructure and Communities, and London MPs, outlining the need for increased sustained funding for railway grade crossing improvements;

it being noted that a communication from W. Brock, with respect to this matter, was received. (2018-T10)

### **Council – November 26, 2019**

#### 12. (4.6) West Transit Motion

Motion made by: J. Helmer

That the Civic Administration **BE REQUESTED** to review and report back with recommendations for providing higher order transit service and/or transit improvement projects to West London, including but not limited to potential modifications of the West Connection project that address:

- a) options for higher order transit serving West London, including the extension of service further west;
- b) local service integration opportunities;
- c) additional road design alternatives along the corridor, including a review of lane configurations and options for phased delivery;

- d) the possibility of a quick-start program that includes prioritized intersections with mixed traffic routes;
- e) opportunities for park and ride; and
- f) the possible need for electric bus infrastructure;

it being noted that the Strategic Priorities and Policy Committee received a communication, dated November 22, 2019, from B. Brock with respect to this matter.

### **Council – January 28, 2020**

#### 2. (3.1) 2020-2023 Multi-Year Budget

Motion made by: J. Helmer

That the following written submissions for the 2020-2023 Multi-Year Budget 2020 Public Participation Meeting **BE RECEIVED** for consideration by the Municipal Council as part of its Multi-Year Budget approval process:

- a) a communication dated May 2, 2019 from B. Brock;
- b) a communication dated November 28, 2019 from G. Macartney, CEO, London Chamber of Commerce;
- c) a communication dated December 5, 2019 and petition from G. LaHay;
- d) a communication dated January 7, 2020 from A. Oudshoorn, RN, Assistant Professor, Arthur Labatt Family School of Nursing;
- e) a communication dated January 7, 2020 from D. Whitelaw, Executive Director, Ark Aid Street Mission;
- f) a communication dated January 7, 2020 from J. M. Thompson, Deacon, St. John the Evangelist Church;
- g) a communication dated January 8, 2020 from J. Parent;
- h) a communication dated January 7, 2020 from S. Cassidy;
- i) a communication dated January 9, 2020 from A. McClenaghan, Chair, London Downtown Business Association and D. McCallum, Chair, MainStreet London, Downtown London;
- j) a communication dated January 7, 2020 from V. Ezukuse, MSc Candidate-Health Promotion, Health and Rehabilitation Sciences, Western University;
- k) two communications dated January 12, 2020 from Councillor van Holst;
- l) a communication dated January 7, 2020 from T. Dam, Resettlement Assistance Program Manager, London Cross Cultural Learner Centre;

- m) a communication dated January 15, 2020 from K. Cassidy;
- n) a communication and presentation dated January 15, 2020 from M. Powell, President and Chief Executive Officer, F. Galloway, Chair BTTR, Community Mobilization Committee and G. Playford, Past Board Chair, London Community Foundation;
- o) a communication dated January 17, 2020 from J. Sheffield, Nicholson Sheffield Architects Inc.;
- p) a communication dated January 20, 2020 from E. and D. Kipfer;
- q) a communication from M. Laliberte and J. Thompson, London Community Advocates Network;
- r) a communication dated January 17, 2020 from S. Kopp, Ph.D Candidate, Department of Visual Arts, Western University;
- s) a communication dated January 21, 2020 from B. Cowie, PhD Earth and Planetary Sciences;
- t) a communication dated January 22, 2020 from D. Hall, London Cycle Link Board and Western Active Transportation Society;

it being pointed out that at the public participation meeting associated with this matter, the individuals on the ~~attached~~ public participation meeting record made the oral submissions regarding these matters.