

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Contract Award: Tender No. 2022-238
East London Link and Municipal Infrastructure Improvements
Phase 2

Date: January 10, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for the East London Link and Municipal Infrastructure Improvements Phase 2 project; it being noted that in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy Request for Tender (RFT) contract awards greater than \$6,000,000 require approval of City Council:

- (a) the bid submitted by Bre-Ex Construction Inc. at its tendered price of \$16,897,237.39 excluding HST, for the East London Link and Municipal Infrastructure Improvements Phase 2 project, **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Inc. was the lowest of four bids received and meets the City's specifications and requirements in all areas;
- (b) Archibald, Gray and McKay Engineering 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 \$1,501,150, 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 2022-238); and
- (f) 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 inspection and contract administration for the East London Link and Municipal Infrastructure Improvements Phase 2 project, which will reconstruct King Street from Lyle Street to Ontario Street, Ontario Street from King Street to Dundas Street and Dundas Street from Ontario Street to Egerton Street. Figure 1 below depicts the East London Link corridor and the approximate limits of the Phase 2 assignment.



Figure 1: East London Link Project and the Phase 2 Construction Limits

Context

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 Public Transit Infrastructure Stream (PTIS) program, including the East London Link.

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 East London Link corridor covers approximately seven (7) kilometers of roadway connecting to the Downtown Loop and through eastern London connecting to a proposed transit hub located internally at Fanshawe College. The project will implement dedicated transit lanes with the goal of increasing transit frequency and reliability. Removing buses from mixed traffic will also improve capacity in general traffic lanes.

In addition to being a planned rapid transit corridor, the East London Link contains aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure and update private utility services to support infrastructure renewal, population growth, re-development and revitalization along rapid transit corridors. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

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;
- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2019 – The History of London’s Rapid Transit Initiative;
- 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 – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – February 1, 2022 – East London Link and Municipal Infrastructure Improvements Phase 1.
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure.

2.0 Discussion and Considerations

2.1 East London Link Rapid Transit Corridor

The East London Link corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, and heavy industrial uses. The corridor is anchored by Downtown London at the western end and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg Lane, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College’s main campus.

Local bus routes are currently focused on Dundas Street east of Wellington Street. Constructing the East London Link will repurpose and/or widen existing traffic lanes to introduce rapid transit operations and improve 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 approximately seven (7) kilometers of roadway in the core and east London. 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.

Phase 1 of the East London Link reconstructed King Street from Wellington Street to Lyle Street and was constructed in 2022. East London Link Phase 1 reopened to traffic in December of 2022 with minor carryover works required in the spring/summer of 2023.

2.2 East London Link Phase 2 Contract

This is a large and complex project involving significant reconstruction of King Street from Lyle Street to Ontario Street, Ontario Street from King Street to Dundas Street and Dundas Street from Ontario Street to Egerton 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;
- Along King Street, a contraflow bus lane will be added that will introduce westbound bus traffic adjacent to the existing easterly one-way traffic operations;
- Conversion of Ontario Street from one-way to two-way operations that will support both general purpose vehicles, as well as transit;
- Curbside bus-only lanes with priority signals to improve traffic and safety;
- The addition of new rapid transit stops along Ontario Street at King Street totalling two (2) stations;
- New street lights and traffic signal upgrades;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections; and
- Hydro and other private utility improvements.

2.3 East London Link Environmental Assessment Update

The rapid transit environmental assessment design concepts had proposed centre-running dedicated transit lanes for Ontario and Dundas Streets. While centre-running bus lanes provide optimal rapid transit operations, applying this configuration to Dundas Street came with drawbacks such as limited left turn access to businesses and side streets, large stop spacing and considerable private property impacts.

The constrained Dundas Street segment of the east corridor presented further challenges through detailed design. An updated curbside dedicated lane design was reviewed that still includes a centre median but allows for added left/u-turn points and significantly reduced land acquisition needs. Curbside bus lanes also created the opportunity to include an additional stop servicing 100 Kellogg Lane, breaking up the longest stop spacing on the corridor of over 1.1km. Balancing benefits versus impacts of the two configurations, the Ontario and Dundas Street sections of the corridor were revised to curbside bus lanes.

In accordance with provincial legislation, the design revisions were not deemed significant in relation to matters of provincial importance. As such, a note-to-file was sufficient to satisfy provincial environmental assessment addendum requirements.

2.4 Archaeological Monitoring

The project is being undertaken in area of high archaeological sensitivity due to former St. Paul's Anglican Cemetery (1852-1880) and early Western Fair facilities.

Archaeological monitoring is required within the identified areas of archaeological concern (monitoring zones) including:

- King Street between Rectory Street and Ontario Street
- Western Fair Property east of Ontario Street
- Ontario Street between King Street and Dundas Street

- Dundas Street from west of Ontario Street to edge of Western Fair property at Egerton Street

Given the sensitivity associated with area construction, the contractor will coordinate all work with a licensed consultant archaeologist hired by the City.

The contractor will be required to receive training on and follow an Archaeological Construction Monitoring and Contingency Plan for the Project. They will work with the City and licensed consultant archaeologist hired by the City to ensure construction monitoring conforms with provincial requirements (Ontario Heritage Act (Reg. 170/04), Funeral Burials and Cremation Services Act, 2011 Standards & Guidelines for Consultant Archaeologists). The contractor must coordinate all work with the licensed consultant archaeologist and ensure the archaeologist is on site for all below-ground excavation work. They will be required to take instruction from the archaeologist should archaeological resources be found.

For scheduling purposes, the contractor shall carry out work in the area of archaeological concern (monitoring zone) as early in the construction schedule as possible to avoid delays. They will also coordinate proposed construction activities to allow flexibility to work in several areas at once, should archaeological finds be made.

The fees of the licensed archaeologist will be paid directly by the City if discovery of significant archaeological finds occur. Any additional costs incurred by the contractor in support of additional investigations will be treated as an extra and reimbursed by the City, upon prior approval.

2.5 Construction Staging

Mitigation of construction impacts is a priority for this project to minimize the impacts on local businesses, residents and the public. Due to the large volume of work to be completed in a single construction season, multiple stages/substages may have to be constructed at the same time.

It will be the contractor's responsibility to manage business and local traffic through these areas as documented in the contractor's traffic management plan. The contract includes a pay item for the City, Contractor and the Contract Administrator to work collaboratively and review opportunities to streamline construction staging and overall project schedule in an effort to reduce resident, business, and social impacts. The proposed construction limits are shown in **Figure 2**.

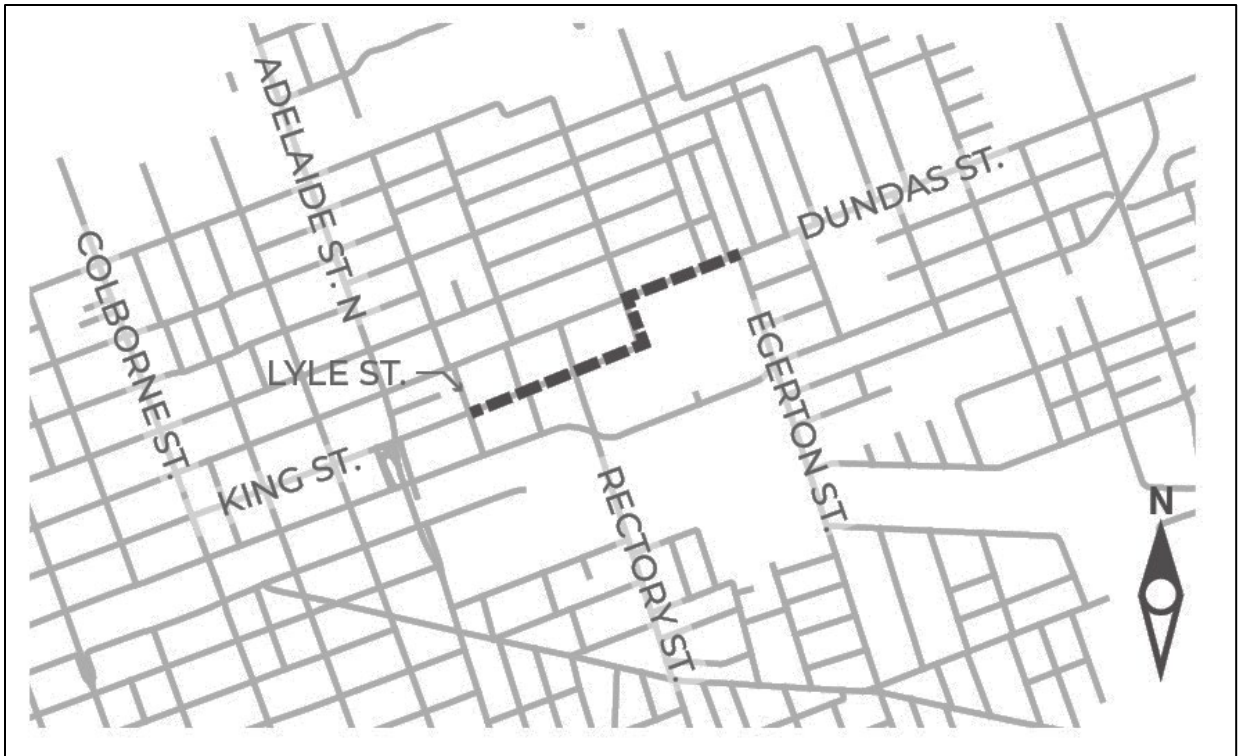


Figure 2: East London Link Phase 2 Construction Limits

The contractor will be permitted to work on King Street, Ontario Street and Dundas Street at any time during construction. However, key restrictions and milestones have been identified in the contract special provisions, such as:

- Dundas Street, Quebec Street and Egerton Street intersections to be complete by September 1, 2023 to allow uninterrupted traffic for the Western Fair
- When working on King Street, only one intersection can be closed at a time.
- Dundas Street from Quebec Street to Egerton Street is largely surface works which the contractor will stage to allow two-way traffic through the construction zone.
- Work within the archaeological monitoring zone will be completed as early in the construction schedule as possible to mitigate delays.
- Substantial completion by December 1, 2023
- Surface asphalt placed June, 2024

2.6 Traffic Mitigations

Temporary road closures will be required for each stage of work, however, local access to properties will be maintained at all times. Temporary access roads and use of alternative accesses to properties may be required and will be coordinated directly with property owners. Pedestrian access through the project area will be maintained at all times.

York Street will serve as the primary detour route during construction, and temporary detour signage will be installed to assist motorists navigating the area.

Work in the vicinity of the Western Fair Grounds is planned to be completed by the end of summer to minimize impacts to the fall event schedule and access will be maintained for other routine programming and special events throughout the project

Staff will be closely coordinating this project and its traffic impacts with other construction projects planned for 2022 and 2023, including the East London Link Phase 1 spring carry-over work, Adelaide Grade Separation project, Quebec Street Phase 1 project, and Lyle Street and Elizabeth Street projects.

2.6 Public Engagement and Consultation

To share the near-final designs and information on project status and next steps, the City of London hosted a virtual Public Information Centre (PIC) and two-week consultation period between September 23, 2022 and October 7, 2022, with subsequent “Transit Tuesday” drop-in sessions available for the public to discuss the project in-person with the project team on Tuesday, September 27, 2022 and Tuesday, October 4, 2022, at the Major Project’s office. In addition, City representatives hosted an information booth at the Western Fair Farmer’s Market on Sunday, September 25, 2022, which is located along the East London Link Phase 2 area.

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 2022, including the Western Fair Association, Old East Village BIA, Queens Park, Open Door Christian Fellowship, among many others. The proposed staging of construction was communicated to property and business owners to identify access needs and alternative entry and exit points, and outline potential impacts during construction, including – but not limited to – traffic, waste collection, and noise and vibrations.

The City will continue to issue timely communications and traffic detour information 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; and
- Ensuring Londoners know the area is open for business during construction through targeted, strategic marketing.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the East London Link and Infrastructure Improvements Phase 2 project were opened on December 13, 2022. Four contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	Bre-Ex Construction Inc	\$16,897,237.39
2	L82 Construction Ltd	\$17,354,502.17
3	CH Excavating (2013)	\$18,634,056.42
4	J-AAR Excavating Limited	\$18,852,979.47

All tenders have been checked by Construction & Infrastructure Services and Archibald, Gray and McKay Engineering Ltd. No mathematical errors were found, and 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, with an advanced tender posting notice completed. The tender estimate just prior to tender opening was \$18M excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. All tenders include a contingency allowance of \$2,000,000.

3.2 Consulting Services

Dillon Consulting Limited/AECOM Canada were awarded the detailed design of the East London Link and Infrastructure Improvements project by Council on August 25, 2020, as a partnership with Archibald, Gray, and McKay Engineering Ltd as a sub-consultant. The East London Link in terms of Consultant lead was broken up into four design phases as follows including who was to lead that respective section:

1. Phase 1 – King Street from Wellington Street to Lyle Street – AECOM.
2. Phase 2 – King Street from Lyle Street to Ontario Street, Ontario Street from King Street to Dundas Street, and Dundas Street from Ontario Street to Egerton Street – AGM (sub-consultant under Dillon).
3. Phase 3 – Dundas Street from Egerton to Highbury Avenue North, Highbury Avenue North from Dundas Street to Oxford Street East – Dillon.
4. Phase 4 – Oxford Street East from Highbury Avenue North to Second Street, including an internal transit hub at Fanshawe College – AECOM.

Due to the Consultant's knowledge and positive performance on the detailed design, a proposal for contract administration and construction observation was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for construction administration and construction observation of this project, 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 rapid transit and 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 of site-specific issues, including property/parking access, multiple simultaneous construction work areas, extended working hours, utility reconstruction, etc. Fees also include a provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

The continued use of Archibald, Gray and McKay Engineering Ltd. on this project for resident inspection and contract administration and construction observation 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 overarching East London Link consulting assignment agreement is between Dillon Consulting Limited and the City, with Archibald, Gray and McKay Engineering Ltd. acting as a sub-consultant under Dillon Consulting Limited. As Archibald, Gray and McKay Engineering Ltd. is a pre-approved firm and the consulting firm that "satisfactorily partially completed a project", award of this work directly to Archibald, Gray and McKay Engineering Ltd. is consistent with the requirements under Section 15 of the Procurements of Goods and Services Policy.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that Archibald, Gray and McKay Engineering Ltd. be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$1,501,150, excluding HST. These fees are associated with the construction contract administration and resident inspection services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services to \$9,180,258 excluding HST, as of August 2020.

3.3 Operating Budget Impacts

This phase of the project will revitalize King Street, Ontario Street and Dundas Street within the proposed right-of-way resulting in the potential for marginal annual operating budget impacts to transportation, and parks operations. No water operational cost increases are expected. The following table summarizes anticipated additional increases from East London Link Phase 2:

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Transportation Operations	Additional 1km of lane summer and winter maintenance	\$10,000
Parks Operations	Additional Planters and Streetscape enhancements	\$36,000

The new bus shelters for the East London Link will follow a separate procurement process which is currently underway. More detailed information on the operational budget impact of the shelters will come through that process.

Any property tax supported operational budget impacts will be addressed as part of the annual assessment growth process where appropriate, while the additional Water, Sewer Engineering, and Stormwater Engineering costs will be addressed in future budget processes.

Conclusion

Civic Administration has reviewed the tender bids and recommends Bre-Ex Construction Inc. be awarded the construction contract for East London Link and Municipal Infrastructure Improvements Phase 2 project at the submitted tender price of \$16,897,237.39.

Archibald, Gray and McKay Engineering Ltd. 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 \$1,501,150, excluding HST.

Prepared by: Ted Koza, P.Eng., Division Manager, Major Projects

Submitted by: Jennie Dann, P.Eng., Director, Construction & Infrastructure Services

Recommended by: Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment & Infrastructure

Appendix A – Sources of Financing report

Appendix "A"

#23003

January 10, 2022
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. 2022-238
East London Link and Municipal Infrastructure Improvements Phase 2
(Subledger RD220004)
Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254022 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376523 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-3A - East London Link - Construction Rapid Transit
Capital Project RT1430-3D - East London Link - Stops Rapid Transit
Capital Project RT1430-3C - East London Link - TIMMS Rapid Transit
Bre-Ex Construction Inc. - \$16,897,237.39 (excluding HST)
Archibald, Gray and McKay Engineering Ltd. - \$1,501,150.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports 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 Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241422 - Infrastructure Renewal Program - Sanitary Sewer					
Engineering	2,000,000	2,000,000	963,093	66,602	970,305
Construction	10,409,529	10,409,529	1,358,611	749,202	8,301,716
City Related Expenses	25,000	25,000	630	0	24,370
ES241422 Total	12,434,529	12,434,529	2,322,334	815,804	9,296,391
ES254022 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Engineering	2,000,000	2,000,000	723,438	123,276	1,153,286
Construction	10,334,529	10,334,529	8,917,644	1,388,246	28,639
City Related Expenses	100,000	100,000	630	0	99,370
ES254022 Total	12,434,529	12,434,529	9,641,712	1,511,522	1,281,295
EW376523 - Infrastructure Renewal Program - Watermains					
Engineering	2,500,000	2,500,000	0	239,829	2,260,171
Construction	15,787,375	15,787,375	0	2,699,442	13,087,933
EW376523 Total	18,287,375	18,287,375	0	2,939,271	15,348,104
RT1430-3A - East London Link - Construction Rapid Transit					
Engineering	7,195,778	7,195,778	4,657,631	867,355	1,670,792
Engineering (Utilities Share)(note 3 and 4)	0	80,762	0	80,762	0
Construction	46,223,169	46,223,169	12,556,246	9,765,227	23,901,696
Construction (Utilities Share)(note 3 and 4)	0	907,770	0	907,770	0
Utilities	18,704,000	18,704,000	1,592,637	1,228,161	15,883,202
City Related Expenses	2,415,000	2,415,000	8,238	0	2,406,762
RT1430-3A Total	74,537,947	75,526,479	18,814,752	12,849,275	43,862,452
RT1430-3D - East London Link - Stops Rapid Transit					
Engineering	297,851	297,851	264,515	34,371	-1,035
Construction	8,623,149	8,623,149	356,435	386,240	7,880,474
RT1430-3D Total	8,921,000	8,921,000	620,950	420,611	7,879,439
RT1430-3C - East London Link - TIMMS Rapid Transit					
Engineering	100,000	100,000	19,542	13,747	66,711
Construction	3,650,000	3,650,000	268,479	154,573	3,226,948
RT1430-3C Total	3,750,000	3,750,000	288,021	168,320	3,293,659
Total Expenditures	\$130,365,380	\$131,353,912	\$31,687,769	\$18,704,803	\$80,961,340

Appendix "A"

#23003

January 10, 2022
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. 2022-238
East London Link and Municipal Infrastructure Improvements Phase 2
(Subledger RD220004)

Sources of Financing	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241422 - Infrastructure Renewal Program - Sanitary Sewer					
Capital Sewer Rates	7,934,529	7,934,529	2,322,334	815,804	4,796,391
Drawdown from Sewage Works Renewal Reserve Fund	2,250,000	2,250,000	0	0	2,250,000
Canada Community-Building Fund	2,250,000	2,250,000	0	0	2,250,000
ES241422 Total	12,434,529	12,434,529	2,322,334	815,804	9,296,391
ES254022 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Capital Sewer Rates	1,269,668	1,269,668	1,269,668	0	0
Drawdown from Sewage Works Renewal Reserve Fund	8,914,861	8,914,861	6,122,044	1,511,522	1,281,295
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES254022 Total	12,434,529	12,434,529	9,641,712	1,511,522	1,281,295
EW376523 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	12,193,444	12,193,444	0	2,939,271	9,254,173
Drawdown from Water Works Renewal Reserve Fund	4,668,931	4,668,931	0	0	4,668,931
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
EW376523 Total	18,287,375	18,287,375	0	2,939,271	15,348,104
RT1430-3A - East London Link - Construction Rapid Transit					
Capital Levy	1,255,242	1,255,242	284,924	206,533	763,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,834,292	28,834,292	6,545,014	4,744,297	17,544,981
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	24,026,173	24,026,173	5,453,632	3,953,186	14,619,355
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	8,970,022	8,970,022	4,078,964	2,956,727	1,934,331
Debt Quota (Serviced through City Services - Roads Reserve Fund (Development Charges)) (note 1 and 2)	9,000,000	9,000,000	0	0	9,000,000
Other Contributions (note 3)	2,452,218	3,440,750	2,452,218	988,532	0
RT1430-3A Total	74,537,947	75,526,479	18,814,752	12,849,275	43,862,452
RT1430-3D - East London Link - Stops Rapid Transit					
Capital Levy	1,356,162	1,356,162	94,397	63,941	1,197,824
Public Transit Infrastructure Stream (PTIS) - Federal Funding	3,568,400	3,568,400	248,380	168,244	3,151,776
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	2,973,369	2,973,369	206,962	140,190	2,626,217
Drawdown from City Services - Transit Reserve Fund (Development Charges) (note 2)	1,023,069	1,023,069	71,211	48,236	903,622
RT1430-3D Total	8,921,000	8,921,000	620,950	420,611	7,879,439
RT1430-3C - East London Link - TIMMS Rapid Transit					
Capital Levy	65,008	65,008	4,993	2,918	57,097
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,500,000	1,500,000	115,208	67,328	1,317,464
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,249,875	1,249,875	95,997	56,101	1,097,777
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	935,117	935,117	71,822	41,973	821,322
RT1430-3C Total	3,750,000	3,750,000	288,021	168,320	3,293,659
Total Financing	\$130,365,380	\$131,353,912	\$31,687,769	\$18,704,803	\$80,961,340

Appendix "A"

#23003

January 10, 2022
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: Tender No. 2022-238
East London Link and Municipal Infrastructure Improvements Phase 2
(Subledger RD220004)

Financial Note (Engineering)	ES241422	ES254022	EW376523	RT1430-3A	RT1430-3A Utilities
Contract Price	\$65,450	\$121,143	\$235,681	\$852,353	\$98,475
Add: HST @13%	8,509	15,749	30,639	110,806	12,802
Total Contract Price Including Taxes	73,959	136,892	266,320	963,159	111,277
Less: HST Rebate	-7,357	-13,616	-26,491	-95,804	-11,069
Net Contract Price	\$66,602	\$123,276	\$239,829	\$867,355	\$100,208

	Start				
	London Hydro	Communications	Bell Canada	Rogers	Telus
Contract Price	\$39,480	\$1,201	\$6,305	\$32,125	\$1,651
Add: HST @13%	5,132	156	820	4,176	215
Total Contract Price Including Taxes	44,612	1,357	7,125	36,301	1,866
Less: HST Rebate	-5,132	-156	-820	-4,176	-215
Net Contract Price	\$39,480	\$1,201	\$6,305	\$32,125	\$1,651

	RT1430-3D	RT1430-3C	Total Engineering
Contract Price	\$33,776	\$13,510	\$1,501,150
Add: HST @13%	4,391	1,756	195,151
Total Contract Price Including Taxes	38,167	15,266	1,696,301
Less: HST Rebate	-3,796	-1,519	-170,151
Net Contract Price	\$34,371	\$13,747	\$1,526,150

Financial Note (Construction):	ES241422	ES254022	EW376523	RT1430-3A	RT1430-3A Utilities
Contract Price	\$736,244	\$1,364,235	\$2,652,754	\$9,596,332	\$1,108,444
Add: HST @13%	95,712	177,351	344,858	1,247,523	144,098
Total Contract Price Including Taxes	831,956	1,541,586	2,997,612	10,843,855	1,252,542
Less: HST Rebate	-82,754	-153,340	-298,170	-1,078,628	-124,589
Net Contract Price	\$749,202	\$1,388,246	\$2,699,442	\$9,765,227	\$1,127,953

	Start				
	London Hydro	Communications	Bell Canada	Rogers	Telus
Contract Price	\$444,343	\$13,385	\$70,373	\$361,268	\$18,401
Add: HST @13%	57,765	1,740	9,148	46,965	2,392
Total Contract Price Including Taxes	502,108	15,125	79,521	408,233	20,793
Less: HST Rebate	-57,765	-1,740	-9,148	-46,965	-2,392
Net Contract Price	\$444,343	\$13,385	\$70,373	\$361,268	\$18,401

	RT1430-3D	RT1430-3C	Total Construction
Contract Price	\$379,559	\$151,899	\$16,897,237
Add: HST @13%	49,343	19,747	2,196,642
Total Contract Price Including Taxes	428,902	171,646	19,093,879
Less: HST Rebate	-42,662	-17,073	-1,915,226
Net Contract Price	\$386,240	\$154,573	\$17,178,653

	Other Works (including utilities)		
Financial Note Total Award:	Rapid Transit Total	Total	Total
Contract Price	\$11,027,429	\$7,370,958	\$18,398,387
Add: HST @13%	1,433,566	958,227	2,391,793
Total Contract Price Including Taxes	12,460,995	8,329,185	20,790,180
Less: HST Rebate	-1,239,482	-845,895	-2,085,377
Net Contract Price	\$11,221,513	\$7,483,290	\$18,704,803

Note 1: Note to City Clerk: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary by-laws.

An authorizing by-law should be drafted to secure debenture financing for project RT1430-3A - East London Link - Construction Rapid Transit for the net amount to be debentured of \$9,000,000.00.

Note 2: 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 3: Negotiations with London Hydro, Start Communications, Bell Canada, Rogers Communication, and Telus confirming their contributions towards this project are ongoing. The cost allocations among the projects will be adjusted accordingly when negotiations are complete. The expenditures have increased to accommodate their anticipated contributions.

Note 4: There will be annual operating costs of \$10,000 to Transportation Operations and \$36,000 to Parks Operations.

Jason Davies
Manager of Financial Planning & Policy

hb