

Kelly S. Paleczny
London Transit Commission, General Manager

Copy: Kelly Scherr, Jay Stanford, Kyle Murray

July 17, 2023

RE: Multi-year Budget Business Cases and Service Reviews

We are a group of concerned residents and organizations in London who have formed a group we are calling “London Collective Action” to further engage with local issues. In the spirit of the Strategic Priority Plan section “Well-Run City” and in particular relating to *“Increase transparency and accountability in decision making”* and *“improve the quality, inclusivity, and accessibility of public participation opportunities”* we would like to submit a number of priority items for consideration in your multi-budget preparations.

We understand the budget process, and that the official public participation portion would happen after the draft budget was presented at Council (likely mid December). However, this only allows the public to comment on what is in the draft budget and not what might be missing. We understand the challenges of having a long list of action items, and the reality of having limited funds. We offer this list of items we feel are a priority to making the city more equitable and also lead to economic and environmental advantage. These priorities were gathered from a collaborative effort from a variety of stakeholders. We hope that you take these ideas in the spirit in which they are offered – an indication of where we would like to see a focus for the future.

In appreciation to the June 23, 2023 Budget Update provided to the Accessible Public Transit Service Advisory Committee we would recommend a strong growth budget of both conventional and specialized transit service. This would be consistent with many priorities established in the Strategic Priorities Plan, the Climate Emergency Action Plan and the considerable investments being made through the Rapid Transit projects.

Recommendations for Priority – See Appendix for details

- LTC Funding based on growth requirements
- Electric Buses for LTC

To further the spirit of community engagement, we hope that the City does undertake regular, meaningful engagement with Local Indigenous communities and organizations on matters of shared interest that would include many areas and not strictly water. Have they had a chance to submit their priority actions?

These priority recommendations are a compilation of suggestions made by a collaborative group. Not every person listed below may agree with every comment.

Laith Amad

Teresa Bell, Council of Canadians - Blue Communities

Mary Beth Blokker, London Greening Health Collaborative

Lella Blumer

Samuel Brewer

Lynn Brown, Council of Canadians

Judi Fisher, Greening Sacred Spaces / London Greening Health Collaborative

Norah Fraser, Council of Canadians

Mary Ann Hodge, Climate Action London

Nicole Karsch, London Environmental Network

Loretta Manzara, Sisters of St. Joseph

Bob Morrison, Climate Action London

Brendon Samuels

Luis Patricio, Pillar NonProfit Network

Sue Wilson, Sisters of St Joseph

Johann Wong, Climate Action London

Appendix - Multi-year budget recommendations

Short Description	Details	Areas of Focus - Strategic Priorities
<p>LTC Funding based on growth requirements</p>	<p>In anticipation of increased ridership and appropriate level of service for neighbourhoods, the necessary funding for drivers, support staff and technology should be built into the budget.</p> <p>We wish for the budget to reflect not just maintaining the existing level of service but growth in the service and an increase in the quality of service. The increased service level is needed so that public transit is seen as a viable choice by most Londoners.</p> <p>Public Transit is an equity issue as low income households need reliable, cost effective transportation to travel to and from employment. How we design our cities can force car ownership onto low income households, effectively increasing the percentage of their monthly transportation budget.</p> <p>Public Transit is also climate action as the largest source of emissions for individuals is transportation. New Londoners should not be required to purchase a car simply because adequate reliable public transit is not available.</p> <p>Reliable public transit supports intensification in accordance with the London Plan to occur and avoids sprawl which would increase the number of road kilometres that the City would be responsible to create and maintain.</p> <p>An increase in public transit service can also be a key economic driver as employers already consider it a basic requirement to recruit employees. Smaller connection</p>	<p>Mobility and Transportation: <u>Outcome 1.2</u> Increased access to sustainable mobility options <u>Outcome 1.3</u> More equitable access to reliable public transportation options for people with disabilities including paratransit "Continue to provide an enhanced level of sidewalk and bus stop snow clearing <u>Outcome 1.4</u> Improve ridership and ridership satisfaction <u>Outcome 1.6</u> Public transit that better meets the needs of our workforce. Climate Action and Sustainable Growth: <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027; on the path to community milestone target 2030 and to be a net zero community by 2050" <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>

<p>Electric Buses for LTC</p>	<p>services in neighbourhoods to connect with Rapid Transit. Bus Only Lanes (during certain times)</p> <p>Our understanding is that during 2023 final approval of senior level funding will be approved for the Electric Bus pilot project that will involve the Electric Bus Procurement project and the Highbury Avenue Facility Replacement. We hope that the awarding of a turnkey program providing 10 electric buses and related charging infrastructure along with a contract associated with the facility replacement will proceed immediately without delay.</p> <p>We hope that in the later part of the budget will reflect expansion of the electric bus fleet so that London will be in a position to tap into further levels of funding from other levels of government as soon as they are available.</p> <p>As the new ReZoning allows for multi-residential buildings constructed very close to high traffic roads, air quality for these residents will be greatly improved with a larger percentage of electric buses on these streets and from an optics point of view, it will be important to have a fleet of electric buses servicing these Rapid Transit corridors.</p> <p>Electric buses will also further reduce the GHG emissions by the corporation and reflect well on the City as it looks to secure more employers.</p>	<p>Mobility and Transportation: Outcome 1.4 Improve ridership and ridership satisfaction Outcome 1.6 Public transit that better meets the needs of our workforce.</p> <p>Climate Action and Sustainable Growth: Outcome 2.1 London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050" Outcome 3.2 Infrastructure is built maintained and secured to support future growth and protect the environment</p>
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