

To: Finance Committee

From: Stephanie Sinnott, Commissioner,
Finance Services

Report Number: FIN-22-20

Date of Report: February 9, 2022

Date of Meeting: February 14, 2022

Subject: Active Transportation Fund

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this report is to provide Council with information on the Active Transportation Fund and provide a list of proposed projects with funding details prior to the application submission deadline of March 31, 2022.

2.0 Recommendation

That the Finance Committee recommend to City Council:

1. That pursuant to Report FIN-22-20 dated February 9, 2022, the following proposed projects be endorsed for submission and consideration of partial funding from the Active Transportation Fund:
 1. Oshawa Creek Trail
 2. A.T.M.P. Trail Link 3 – Taunton Part II Plan
 3. Michael Starr Trail - Paving
 4. Downtown Streetscape Redevelopment
2. That the Commissioner, Finance Services be authorized to submit and attest to the accuracy of the costs claimed under the Active Transportation Fund on behalf of the Corporation of the City of Oshawa.
3. That the Commissioner, Finance Services be authorized to execute any other agreements required to implement the funding program, in a form acceptable to the Commissioner, Finance Services and the City Solicitor.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

- Community Services
- Development Services
- Grant Steering Committee

5.0 Analysis

5.1 Overview

On February 10, 2021, the Prime Minister, Minister of Infrastructure and Communities, and Minister of Environment and Climate Change announced \$5.9 billion in new funding for public transit and active transportation over 5 years, beginning in 2021-22, with a permanent annual envelope of \$3B ongoing beginning in 2026-27.

This funding included the creation of an Active Transportation Fund (the Fund), a \$400 million, 5-year investment to fund projects that expand and enhance active transportation networks in communities of all types and sizes, and support Canada's National Active Transportation Strategy.

Active transportation refers to the movement of people or goods powered by human activity. Active transportation includes walking, cycling and the use of human-powered or hybrid mobility aids such as wheelchairs, scooters, e-bikes, rollerblades, snowshoes and cross-country skis, and more.

The objective of the Fund is to increase the total amount, usage, and quality of active transportation infrastructure throughout Canada. The Fund will support capital and planning projects that encourage a modal shift away from cars and improve the safety and security of Canadians.

In advancing this objective, the Fund will also support the goals of the Strengthened Climate Plan and improve the resilience of communities. In recognition that almost every journey begins and ends with a form of active transportation, the Fund will seek to enhance the impact of other modes of transit by supporting first-and-last kilometer connections to existing and planned infrastructure.

5.2 Eligible Projects and Maximum Program Contributions

There are two streams of projects eligible for funding: capital projects and planning projects.

5.2.1 Planning and Design Projects (Grant Program)

Planning and design projects refer to the development or enhancement of formal active transportation strategic planning documents or stakeholder engagement. This could entail

the development of an Active Transportation Strategy, that could support the National Active Transportation Strategy, or the development of an active transportation component which can be added to other planning documents, such as Official Community Plans, Sustainability Plans, and Transportation Plans. Eligible projects include:

- Research, including case studies, data collection initiatives, mapping of walkability and bikeability, community audits/assessments;
- Public and/or stakeholder engagement and outreach, education programs;
- Policy development, including drafting objectives/actions for inclusion in community land use and/or transportation plans;
- Feasibility studies, business cases, and detailed costing estimates relating to the design of a project or program;
- Projects which support the implementation of Canada's national active transportation strategy, such as events raising awareness and encouraging adoption of active transportation.

Planning projects will be funded up to 100% and the maximum amount payable will not exceed \$50,000. The project's activities must be completed within 24 months.

5.2.2 Capital Projects (Contribution Program)

Capital projects refer to new infrastructure construction, enhancement of existing infrastructure, and fixed design and safety features that encourage increased active transportation.

Eligible capital projects include:

- Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways (this could include nature trails and other infrastructure which could support recreation, so long as this infrastructure can be demonstrated to reflect evaluation criteria);
- Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometers of infrastructure, but quality improvements that support greater usage;
- Building or enhancing design features and facilities which promote active transportation, such as storage facilities, lighting, greenery, shade, and benches;
- Building or enhancing safety features which promote active transportation, such as crosswalks, medians, speed bumps, and wayfinding signage.

Ineligible projects include:

- Proposals to build or enhance infrastructure for which the primary users would be passenger and commercial vehicles;
- The purchase of non-fixed, removable assets, such as bikes for bike share systems (non-removable infrastructure in such systems may be eligible).

If construction is underway, the project is ineligible. However, applicants may apply for funding for future/subsequent phases of an ongoing project. Projects must be completed by March 31, 2026.

The maximum amount payable for a capital project is up to \$50 million. Municipal capital projects will be funded up to a maximum program contribution of 60%. Maximum federal contributions allowed from all sources is 60%. The total Canadian federal, provincial and municipal contribution (government stacking) is 100%.

5.3 Project and Application Evaluation

All applications received during the application intake period (January 27, 2022 and March 31, 2022) will be evaluated.

There is no limit on the number of applications that may be submitted by an eligible applicant. An applicant may submit multiple planning or capital projects at the same time. There can only be one point of contact for all applications from an organization. Each application must describe a stand-alone project that will achieve clear results and create benefits on its own.

Final project selection will be undertaken with a view to balancing funding support by taking into consideration such factors as regional distribution, the type of project, and equitable access. The Active Transportation Fund has a funding capacity of \$400 million for five (5) years, and the funds will be used to support small, medium, and large projects from coast to coast to coast. Value for money will be a final project selection consideration.

Municipal applicants do not require a municipal Council endorsement, resolution or other form of attestation at the time of application. Should the application be approved, such an attestation may be required as a condition of the funding agreement.

Applications will be evaluated based on the information provided and how it addresses the various elements below:

5.3.1 Planning and Design Projects (Grant Program)

- **Need:** There is a high need for the project, to help vulnerable communities and address structural inequities, given the demographics and/or current state of active transportation. The project will promote and/or raise awareness or will allow for a subsequent active transportation capital project.
- **Scope:** The project supports and integrates transportation or land use planning, active transportation planning, and/or identifies shovel worthy projects for future development.

- **Viability:** The project has significant community support, and the project's activities will be completed within 24 months.

5.3.2 Capital Projects (Contribution Program)

- **Improved Community Connectivity and Accessibility:** The project strategically improves active transportation connectivity and enhances accessibility within and/or to other communities, particularly for vulnerable populations.
- **Economic Benefits:** The project provides economic value to the community through increased construction, tourism and/or active transportation access to business districts.
- **Environmental and Climate Benefits:** The project results in environmental benefits, such as GHG reductions, land use intensification, protection of green spaces, and/or the use of green technologies.
- **Improved User Mobility and supports a Safe and Secure Environment:** The project provides enhancements in non-automotive mobility and contains measures to ensure a safe and a secure environment, including for vulnerable populations.
- **Project Viability:** The project is part of an active transportation strategy, has significant community support, and planning work is in an advanced state (i.e. design, permits, matching funds secured).

5.4 Proposed projects

Staff undertook a review of the City's existing and future capital needs including planned projects and recommendations from Council approved studies. The capital needs were assessed against the grant criteria.

Staff recommended projects where planning work is in an advanced state as required by the funder (Project Viability), is part of the City's current work plan and is deliverable with current resources.

The following are the projects identified and prioritized as the top candidates for consideration by Committee/Council for grant submission:

Details	Project 1
Title	Oshawa Creek Trail
Location	b. from Bloor St. W. to 340m south of Bloor St. W. c. from 130m east of Oxford St. to 225m east of Oxford St. d. from 190m west of Erie St. to Erie St.
Category	Capital Projects (Contribution Program) - Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometers of infrastructure, but quality improvements that support greater usage.
Description	The scope of the work is to reconstruct trails to meet accessibility standards. The design within the current project for erosion control and structure replacement below.
Rationale	The trail work would complement and be completed in conjunction with approved capital project 21540064 Oshawa Creek Main Branch (Wentworth St. W. to Bloor St. W.) and project 227100092 Pedestrian Structure Replacements (350m south of Bloor St. W. and 200m west of Erie St.). Staff are currently working towards replacing two pedestrian structures, creek erosion and land drainage concerns. Incorporating the trail work with these two projects will result in economies of scale and align with the Active Transportation Master Plan and accessibility standards.
Cost	Total \$431,000 (\$258,600 Active Transportation Fund + \$172,400 Parks and Recreation Facilities)

Details	Project 2
Title	A.T.M.P. Trail Link 3 – Taunton Part II Plan (Project 22500016)
Location	Esterbrook Dr. to Conlin Rd. E.
Category	Capital Projects (Contribution Program) - Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways.
Description	This project is for the design of the recreational trail connecting Esterbrook Drive, Arborwood Drive and Conlin Road East as identified in the Active Transportation Master Plan. The project will cover the costs and scope of the design work including all required background and feasibility studies. The design work is planned to begin in Q4 2022 and is expected to take 1-2 years to complete (2022 approved budget \$250,000). Trail construction will be undertaken upon design completion as a future phase (2023 – 2026 forecast budget \$1,000,000 based on 2018 estimate; as design has not been started, the budget has been updated based on order of magnitude cost estimate +/- 100%).
Rationale	This trail link has been identified for development in the Active Transportation Master Plan (A.T.M.P.) as endorsed by Council as well as being included in the City's Development Charge By-Law. Council approved report CS-21-89 on September 27, 2021 to advance the trail design from 2023 to 2022 as identified in the Development Charges By-law update.
Cost	Total \$2,500,000 (\$1,500,000 Active Transportation Fund + \$900,000 Parks, Recreation and Trails Development D.C. + \$100,000 Growth Related (Non-DC))

Details	Project 3
Title	Michael Starr Trail Paving (2022 Potential Adjustment per Council direction October 25, 2021)
Location	Hillcroft St. to Mary St.
Category	Capital Projects (Contribution Program) - Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometers of infrastructure, but quality improvements that support greater usage.
Description	The Michael Starr Trail is a 5 kilometer multi-use recreational trail with 2.82 kilometer of granular surface. The granular portions of the trail will be surfaced with asphalt. Design and technical background investigations to commence mid-2022 at an estimated cost of \$112,000 (costs incurred before funding is approved are not eligible for funding). Construction is anticipated to commence in 2023 at a cost of \$1,128,000 (as design has not been started, the construction budget has been updated based on order of magnitude cost estimate +/- 100%).
Rationale	Paving the existing granular trail will improve accessibility and much needed remedial work will ensure the trail continues to be safe for all users. This will also allow for future 4-season access. Existing approved budget may not be sufficient due to potential site challenges which remain unknown until detail design and technical investigations are completed.
Cost	Total \$2,300,000 (\$1,380,000 Active Transportation Fund + \$920,000 Infrastructure Reserve)

Details	Project 4
Title	Downtown Streetscape Redevelopment (Project 22210015)
Location	King St. W. - Centre St to McMillan Dr.
Category	Capital Projects (Contribution Program) - Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways.
Description	Phase 4 of this project includes the widening of sidewalks on the north side of King St. W. from Centre St. to McMillan Dr. to enhance pedestrian amenities and increase accessibility. The scope includes background design investigation costs, sidewalk and curb redevelopment, tree and landscape plantings and street furnishings. Design and public engagement has commenced. (2022 approved budget \$700,000)
Rationale	The Downtown Streetscape Redevelopment program includes the design and construction of the streetscape as per the design principles established in the Council endorsed Oshawa Downtown Streetscape Design Vision. Implements the Council Approved Downtown Oshawa - Plan 20Twenty Strategic Plan, the Vision is to have a safe, appealing, accessible environment, conducive to vibrant business and residential growth. The Vision is to create a new modern appearance of the downtown streetscape furniture.
Cost	Total \$700,000 (\$420,000 Active Transportation Fund + \$280,000 Civic Property Development)

6.0 Financial Implications

If the City is awarded a grant from the Active Transportation Fund:

- The City's contribution for Project 1, Oshawa Creek Trail, can be funded from the Park and Recreation Facilities Reserve (\$172,400). If the funding is not awarded, this work will not be undertaken until approved by Council in the future.
- The City's contribution for Project 2, A.T.M.P. Trail Link 3 – Taunton Part II Plan, can be funded from the Growth Related (Non-D.C.) Reserve (\$100,000) and Parks, Recreation and Trails Development D.C. Reserve (\$900,000) as reflected in the forecast budget. If the funding is not awarded, this work will not be undertaken until approved by Council in the future.
- The City's contribution for Project 3, Michael Starr Trail, is funded from the Infrastructure Reserve (\$920,000) resulting in a potential savings of \$208,000 (2022 approved construction budget \$1,128,000).

- The City's contribution for Project 4, Downtown Streetscape Redevelopment, will be funded from the Civic Property Development Reserve (\$280,000) as approved in the 2022 budget resulting in a savings of \$420,000 (\$245,000 Civic Property Development + \$175,000 Downtown Revitalization).

The total grant funding for the four identified projects requested from the Active Transportation Fund is \$3.559 million.

7.0 Relationship to the Oshawa Strategic Plan

This report meets the Oshawa Strategic Plan goals of Accountable Leadership, Social Equity and Cultural Vitality.



Stephanie Sinnott, Commissioner,
Finance Services