

DATE OF MEETING SEPTEMBER 21, 2022
AUTHORED BY DEANNA WALKER, FINANCIAL ANALYST
SUBJECT BC ACTIVE TRANSPORTATION INFRASTRUCTURE GRANT

OVERVIEW

Purpose of Report

To provide Council with information on potential projects for the B.C. Active Transportation Infrastructure Grant and obtain a Council resolution supporting applications for two projects.

Recommendation

That Council direct staff to submit two applications under the Active Transportation Infrastructure Grant Program as follows:

1. Submit an application for the cycling and sidewalk portion of the Albert and Fourth Complete Street Ph 2 project, and confirm the local share of \$847,793 is available and supported, the project is a municipal priority, and the project is "shovel ready" and intended to be complete within the required timeline.
2. Submit an application for the multi-use path portion of the Midtown Gateway project, and confirm the local share of \$580,000 is available and supported, the project is a municipal priority, and the project is "shovel ready" and intended to be complete within the required timeline.

BACKGROUND

The focus of the Active Transportation Infrastructure Grant program is to build a cleaner and greener future for British Columbians by investing in infrastructure that supports safe, human-powered modes of active transportation for daily commuting to school, recreation, work, socializing and errands. This includes; walking, cycling, using a wheelchair or other mobility device, rolling and other modes that are winter focused or water based.

This program offers funding up to 50% of eligible project costs to a maximum of \$500,000. Stacking rules apply, with the exception of Community Works Funding, which is considered part of a local government's general revenue and not third party funding.

Two applications may be submitted and the application deadline is 2022-OCTOBER-21. A Council resolution is required authorizing the project and confirming that the City's funding share is secured.

Projects with a cost under \$1 million must be completed by March 2024, and projects over \$1 million complete by March 2025.

Eligible projects include:

1. Active Transportation Infrastructure
2. End-of-trip facilities and amenities (must complement the current active transportation infrastructure).

To be eligible proposed projects must be part of an Active Transportation Network Plan, Cycling Network Plan, Active Transportation Policy or referenced in an Official Community Plan.

Preferred project criteria include:

1. Improved community connectivity (connections to destinations, linages/multi-modal integration etc.)
2. Improved safety (intersection improvements, lighting, separation from motor vehicle etc.).
3. Improved economic activity (local resources, tourism enhancements)
4. Improved physical and mental health, improves air quality (encourages active transportation, incorporation environmental innovation and best practices)]

DISCUSSION

Staff have short listed four projects for consideration under the current funding stream.

Albert and Fourth Complete Street Ph 2 – Cycling and Sidewalk

The Albert / Fourth Street corridor is identified in the Nanaimo Transportation Plan and City Plan as a Primary Active Mobility route as it provides a critical walking and cycling link between Vancouver Island University and Downtown. Over the past 10 years the City has been systematically adding walking and cycling infrastructure along this corridor. The Albert Street (Pine to Milton) section is one of the most challenging yet important pieces of the route. The existing infrastructure is not cycling friendly and is a barrier to most users and the topography makes improvements costly. The project will eliminate the barrier by creating an AAA facility for walking and biking.

Midtown Gateway – Multi Use Path

The Midtown Gateway Project will be creating a new mobility link within the Transportation system. A key element of this project will be a Multi Use Path which will provide a connection between the adjacent residential neighbourhood, a future retail development, the Beban Park site, and the Off Bowen Bikeway. The Multi Use Path will provide a walking and cycling connection through Central Nanaimo, as part of a Secondary Active Mobility Route in the City Plan.

Trans Canada Highway W: Cranberry to 12th Sidewalk

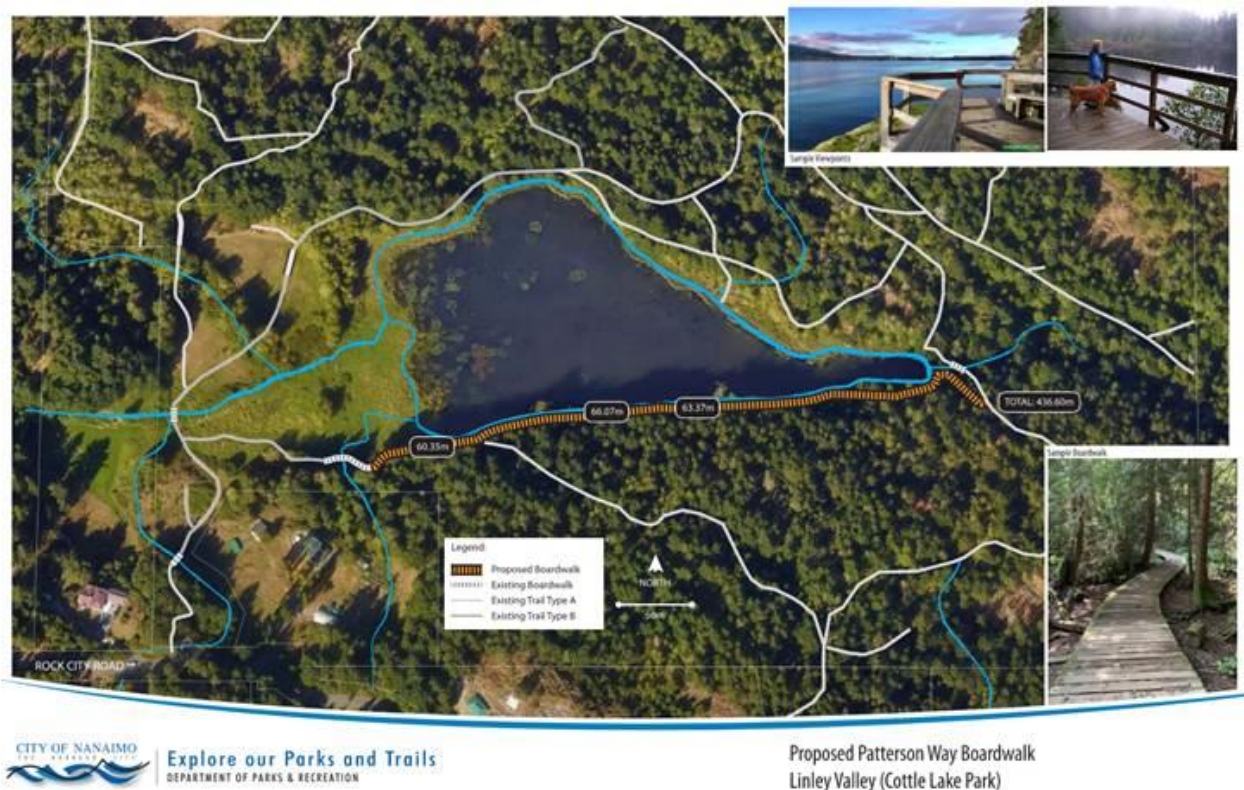
The Chase River/Extension Neighbourhoods are separated by the Nanaimo Parkway. This is a barrier for those wanting to walk to the retail area on Tenth Street or to the schools south of the

parkway. This project will create a walking link along the west side of the Trans Canada Highway between Cranberry Ave and 12th Street which will connect people to the services they need.

Cottle Lake Southside Trail Boardwalk

Cottle Lake Park is located at 3669 Rock City Road. The existing walking trail along the south side of the lake has eroded and as a result there are significant tripping hazards due to tree roots, rocks and boulders. The new trail will mitigate the tripping hazards along the 400m south section, and preserve the riparian area.

Preliminary design work has been started, but the remaining work could be delayed until after the grant application deadline of 2022-OCTOBER-21, in order to make the bulk of the project costs eligible for grant funding.



Other projects discussed amongst staff, and rationale for exclusion of consideration are listed in Appendix A.

FINANCIAL IMPLICATIONS

Albert and Fourth Complete Street Ph 2 – Cycling and Sidewalk

The grant application would focus on the cycling lane and sidewalk components of this project. These two improvements are currently in the approved 2022-2026 Financial Plan with a construction budget of \$1,540,000 and are funded from reserves. A successful grant application

would provide up to \$500,000 of project costs reducing the required funding from reserves which could than be allocated to future projects.

Midtown Gateway – Multi Use Path

The Midtown Gateway project is currently in the approved 2022-2026 Financial Plan with a construction budget of \$1,080,000 for the Multi Use Path which is a DCC project and is funded from DCC's and reserves. A successful grant application would provide up to \$500,000 of project costs reducing the required funding from reserves which could than be allocated to future projects.

Trans Canada Highway W: Cranberry to 12th Sidewalk

The Trans Canada Highway Cranberry to 12th Sidewalk project is currently in the approved 2022-2026 Financial Plan with a construction budget of \$350,000 and is funded from reserves. A successful grant application would provide 50% funding, or up to \$175,000 of project costs reducing the required funding from reserves which could than be allocated to future projects.

Cottle Lake Southside Trail Boardwalk

Cottle Lake Southside Trail Boardwalk is currently in the approved 2022-2026 Financial Plan with a budget of \$383,200 and is funded from reserves. \$10,563 has already been spent on preliminary design work, and would therefore be ineligible for grant funding. The remaining work could be delayed until after the grant application deadline of 2022-OCTOBER-21, in order to make the bulk of the project costs eligible for grant funding. A successful grant application, would provide 50% funding, or up to \$186,319 of project costs reducing the required funding from reserves which could than be allocated to future projects.

OPTIONS

1. That Council direct staff to submit two applications under the Active Transportation Infrastructure Grant Program as follows:
 1. Submit an application for the cycling and sidewalk portion of the Albert and Fourth Complete Street Ph 2 project, and confirm the local share of \$847,793 is available and supported, the project is a municipal priority, and the project is "shovel ready" and intended to be complete within the required timeline.
 2. Submit an application for the multi-use path portion of Midtown Gateway project, and confirm the local share of \$580,000 is available and supported, the project is a municipal priority, and the project is "shovel ready" and intended to be complete within the required timeline.
 - The advantages of this option: Completion of the Albert and Fourth Complete Street Ph 2 project will improve existing infrastructure to increase the accessibility and safety of both walkers and cyclists travelling the corridor between downtown and Vancouver Island University. The Midtown Gateway project will improve the safety of pedestrians and cyclists through Central Nanaimo.
 - Financial Implications: The Albert Street Pine to Milton project is currently in the 2022-2026 Financial Plan funded from reserves. If the grant application is successful, \$500,000 of funding would return to reserves to fund other priorities. The Midtown Gateway project is currently in the 2022-2025 Financial Plan and funded from reserves. If the grant application is successful, \$500,000 of funding would return to DCC's and reserves to fund other priorities.

2. That Council direct staff to submit an application for the Trans Canada Highway W: Cranberry to 12th Sidewalk project, confirm the local share of \$175,000 is available and supported, the project is a municipal priority, and the project is “shovel ready” and intended to be complete within the required timeline.

- The advantages of this option: The Trans Canada Highway W: Cranberry to 12th Sidewalk project will provide a safer, more accessible way for pedestrians to access retail services and schools nearby.
- The disadvantages of this option: Does not allow the City to maximize the available grant funding.
- Financial Implications: This project is currently in the 2022-2025 Financial Plan and funded by reserves. If the grant application is successful, \$175,000 of funding would return to reserves to fund other priorities.

3. That Council direct staff to submit an application for the Cottle Lake Southside Boardwalk project, confirm the local share of \$373,637 is available and supported, the project is a municipal priority, and the project is “shovel ready” and intended to be complete within the required timeline.

- The advantages of this option: Eliminating existing tripping hazards would make the south side of the park easier and safer to access.
- The disadvantages of this option: Does not allow the City to maximize the available grant funding.
- Financial Implications: This project is currently in the 2022-2026 Financial Plan and funded from reserves. If the grant application is successful then \$186,319 of funding would return to reserves to fund other priorities.

4. That Council provide alternative direction to staff for a project to submit an application the Active Transportation Infrastructure Grant Program. |

SUMMARY POINTS

- The Active Transportation Infrastructure Grant program provides 50% funding up to \$500,000 for eligible project costs.
- The City may submit two applications.
- Applications are due by 2022-OCTOBER-21

ATTACHMENTS:

Appendix A – Listing of Other Considered Projects |

Submitted by:

Deanna Walker
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Jamie Rose
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Concurrence by:

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Works