



To: Mayor and Council  
From: Malcolm Morris, CAO  
Date: April 30, 2019  
Committee of the Whole Date: May 6, 2019  
Title: Connecting Link and ICIP funding project selection

For Direction  
 For Information  
 For Adoption  
 Attachment \_\_ pages

### Recommendation:

**THAT Council pass a resolution to support the Beckwith Street Renewal – Phase 1 as the priority project for funding under the 2019 Intake of the Connecting Link Funding program;**

**And further;**

**THAT Council pass a resolution to support the Beckwith Street bridge structures as the priority project for funding under the Investing in Canada Infrastructure Plan (ICIP) – Rural and Northern Fund;**

**And further;**

**That Council authorize the CAO to submit a Connecting Link funding application to the Ministry of Transportation and an ICIP Rural and Northern Fund application to the Ministry of Infrastructure.**

### Purpose:

The purpose of this report is to seek support from Council for project selection for funding consideration under the 2019 Intake of the Connecting Link funding program, and the ICIP – Rural and Northern Fund.

### Background:

On April 18th, 2019, the Ministry of Transportation announced the launch of the 2019-2020 Connecting Link funding program. The Connecting Link program provides dedicated provincial funding for road and bridge projects on designated connecting link highways; there are 77 Ontario municipalities with designated connecting links that may be eligible for funding. The amount of funding available across the province was not made available. Other relevant criteria include:

- A one step application process directly to the Ministry of Transportation.
- Tendering for work must occur after April 1, 2019.
- Eligible municipalities can only submit one project application for each connecting link highway in their community.
- Application deadline is May 31<sup>st</sup>.
- Projects must be completed by December 31, 2021.
- Maximum total funding per project is \$3 million.
- Connecting Link funding to a maximum of 90% of eligible project costs.
- OCIF formula-based funding is permitted to be used as part of the municipality's cost sharing to support a road or bridge project.

On March 12th, 2019, the Ministry of Infrastructure announced the Province of Ontario's contribution to a \$30 Billion infrastructure funding program called the Investing in Canada Infrastructure Program. The ICIP is a 10-year infrastructure program cost-shared between federal, provincial and municipal governments. Ontario's share per project will be up to 33 per cent, or \$10.2 billion spread across four streams: 1. Rural and Northern 2. Public Transit 3. Green 4. Community, Culture and Recreation. The focus of this report is the Rural and Northern stream targeting road, bridge, air or marine infrastructure in rural and northern communities with populations under 100,000. Several other salient criteria include:

- The application process is 2 step – the first being submission of an application to the province through the Grants Ontario website. A successful review leads to a nomination by the province to the federal government for final approval.
- Contracts must be awarded after federal approval of funding. Contracts awarded before approval of funding are not eligible for reimbursement.
- Each eligible applicant can submit a maximum of one project.
- Application deadline is May 14<sup>th</sup>.
- Projects must be completed by October 31, 2026.
- Maximum total funding per project is \$5 million.
- The cost sharing formula for municipalities with populations between 5,000 and 100,000 is: federal 50%; provincial 33.33% and applicant share 16.67%.

### **Analysis and Options:**

In order to be eligible for funding, the municipality must have an approved asset management plan that is publicly posted indicating asset condition, capital and maintenance needs, investment priorities and a financial strategy that includes road, bridge, water and wastewater assets.

When reviewing candidate projects, staff looked at several potential projects and identified that a limited number of infrastructure projects met the test of:

- a) the criticality of the program (health and safety);
- b) alignment with the near-term priorities in the Asset Management Plan;
- c) optimizing the funding amounts available; and
- d) project readiness: likelihood of meeting completion deadlines.

### Connecting Link candidate projects

Candidate projects for this funding stream are limited by the nature of the funding program. Staff identified the following as having potential:

- a) Beckwith Street Redevelopment – Phase 1
- b) Lombard/Abbott intersection efficiency improvements and reconstruction of Lombard Street from Abbott to Ferrara Drive.
- c) Beckwith Street Redevelopment – Phase 2

The staff analysis concluded the Beckwith phase 1 project represents the best alignment with the funding criteria. A few key elements of this project include:

- Eligibility Criteria – EA work is complete. Detailed designs are complete. Project will meet program requirements of improved traffic operations and extended service life of Connecting Link Assets.
- Asset Management - Currently identified in 2016 AMP for 2016 which meets window of eligibility for construction on or before December 31, 2021
- Scope of Eligible Work: Full depth road reconstruction (travel way only), curbs, sidewalk reinstatements (grade transitions only), pavement markings, medians, detours, traffic signal upgrades, PXO installation, illumination (at signalized intersections only) and contingencies;
- Ineligible Work – Water, sewer, drainage, parking areas, cycle tracks, sidewalks, and landscaping

The other projects may very well be solid candidates for future intakes of the Connecting Link program should it continue to exist.

### ICIP candidate projects

The candidate project selection for the new ICIP is broader owing to the range of infrastructure categories this program targets; specifically, road, bridge, air or marine infrastructure.

The Town does not currently have air or marine infrastructure projects identified in the near-term horizon of the Asset Management Plan. Consequently, staff focused candidate project identification on road and bridge projects only. The following were identified for consideration:

- a) Beckwith Street bridges over the combined lock and pedestrian underpass rehabilitation.
- b) Beckwith Street Redevelopment – Phase 1
- c) Beckwith Street Redevelopment – Phase 2
- d) Lombard Street reconstruction from Abbott to Ferrara to include traffic signal upgrades, accessibility improvements and new sidewalks.

The staff analysis concluded the Beckwith Street bridges project represents the best alignment with the ICIP funding criteria, particularly as it relates to timelines for completion as well as health and safety criticality. A few key considerations include:

- Eligibility Criteria – Bridges – Project is near shovel ready (engineering was 90% completed in 2018 – only need to add new parapet walls and update new tender document)
- Asset Management - Currently identified in 2016 AMP for 2026 and 2025 which meet window of eligibility for construction on or before October 2026
- OSIM Assessments in 2017 recommends rehabilitation for 5 year horizon (preferred in 2023)
- Scope of Eligible Work: Rehabilitate deck and install new waterproofing, repair horizontal and vertical concrete surfaces, remove parapet walls, install new decorative parapet walls and railings, contingencies;

The Beckwith redevelopment phase 1 and 2 projects along with Lombard Street are arguably better aligned with the Connecting Link program criteria.

### **Budget/Financial Implications:**

#### Beckwith Street Renewal – Phase 1

The Beckwith Street Phase 1 project eligible expenses represent a total estimated cost of \$2,333,809. The maximum provincial contributions at 90% funding would equate to \$2,100,428.

#### Beckwith Street Bridges

The Beckwith Street bridges project eligible expenses represent a total estimated cost of \$2,001,338. Since this is scheduled to be a 2023 project, an inflation factor of 3% per annum is applied yielding a projected future cost of \$2,252,524. The maximum federal and provincial contributions at 83.33% funding in the year of construction would equate to \$1,877,028.

### **Link to Strategic Plan:**

#### Vision Statement

- Item 4 – Investing in infrastructure to keep pace with needs
- Item 5 – Redeveloping our waterfront and downtown

#### Strategic Priority # 2 - Financial Sustainability

Objective 2.10 of the Strategic Plan outlines that the municipality will continue to research funding and grant opportunities with the objective of increasing the ratio of grant funding to taxation revenue. The applications for funding under the Connecting Link and ICIP programs align with this objective.

#### Strategic Priority # 5 – Waterfront Development

- Objective 5.1.5 – Undertake a complete Beckwith Street Redevelopment Plan.

**Existing Policy:**

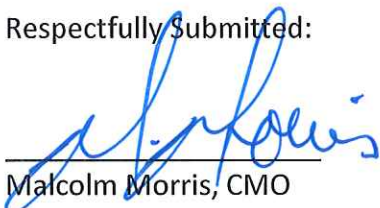
- 2016 Asset Management Plan,
- Downtown Revitalization and Waterfront Integration Master Plan, 2013

**Consultations:**

Troy Dunlop, Director of Public Works & Utilities  
Janet Koziel, Treasurer

**Notes/Action (space for Council Member's notes):**

Respectfully Submitted:



Malcolm Morris, CMO  
Chief Administrative Officer