
TO: GENERAL COMMITTEE

SUBJECT: ONTARIO MUNICIPAL COMMUTER CYCLING GRANT

WARD: 7 AND 8

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SUBMITTED BY: R. SUTTON, P. Eng.
DIRECTOR OF ENGINEERING

GENERAL MANAGER APPROVAL: R. FORWARD, M.B.A., M.Sc., P. Eng.
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Mayor and City Clerk be authorized to execute on behalf of the City of Barrie a Transfer Payment Agreement (Agreement) with the Province of Ontario for funding under the Ontario Municipal Commuter Cycling (OMCC) grant allocated in the provincial fiscal year 2017/2018.
2. That the City of Barrie commits to implementing the projects and spending of the 2017/2018 grant funding in accordance with all provisions specified within the Agreement.
3. That the Director of Finance and Director of Engineering be delegated the authority to execute any and all additional required documentation on behalf of the City of Barrie as required by the OMCC associated with the 2017/2018 funding subsequent to the execution of the Agreement.
4. That the City of Barrie commits to providing funding equivalent to a minimum of twenty percent of the 2017/2018 funding provided to the City of Barrie under the OMCC.
5. That the funding awarded to the City of Barrie through the 2017/2018 OMCC program be allocated to the following locations:
 - a) Mapleview Drive West – Highway 27 to Essa Road – Reconstruction of multi-use trail; and
 - b) Hurst Drive – Brennan Avenue to Minet’s Point Road – Construction of multi-use trail.
6. That the 2018, 2019 and 2020 phases of the capital project Citywide Cycling Network Program (capital project Z382) be adjusted and approved to a gross cost of \$1,330,000 with funding of \$1,013,539 from the OMCC grant and \$316,462 from the Tax Capital Reserve (TCR).
7. That the City of Barrie commits to obtaining all required approvals for each project prior to use of OMCC funding.

PURPOSE & BACKGROUND

8. The OMCC program was introduced in 2017 and is intended to provide direct, dedicated annual funding to Ontario municipalities to support the implementation of commuter cycling infrastructure to encourage people to get out of their cars and onto bikes for their daily commute or other frequent trips. All Ontario municipalities are eligible for annual OMCC funding to support up to 80% of costs associated with implementation of eligible commuter cycling projects. The City applied for the OMCC grant in September 2017 and was awarded the grant in December 2017.
9. The funding amounts for participating municipalities with populations over 15,000 were determined using an allocation formula based on a combination of commuter cyclists and population. Based on the total funding available and the number of municipalities that applied, the City of Barrie has been allocated \$1,013,539 for the provincial fiscal year 2017/2018. Projects completed with OMCC grant funds must be completed by 2020.
10. The program material available through the Ministry of Transportation indicates that the City can apply for additional funds through future intakes of the OMCC in 2018, 2019 and 2020, however the completion date for all projects, regardless of what year the funds are allocated, remains December 30, 2020. The OMCC is a multi-year program, and as with any new program, the requirements and criteria may be subject to change as lessons are learned through initial implementation. Staff will continue to monitor the program and submit future applications as may be appropriate.
11. In order to execute the Agreement, the province requires City Council to pass an enabling by-law with the specific conditions noted above.

ANALYSIS

12. The original grant submission in September 2017 proposed a number of candidate locations which were identified through the 2014 Multi-Modal Active Transportation Master Plan (MMATMP), as well as the draft of the 2018 capital plan that was available at the time.
13. As noted in the December 18, 2017 memorandum to Council just after the provincial funding announcement, not all of the program details were immediately available at that time and staff had anticipated that there would be an opportunity to review draft results from the MMATMP update, which is currently underway, prior to seeking Council endorsement of the preferred locations. However, the timelines for finalizing locations and executing the enabling by-law are accelerated beyond what was originally expected, and the City must execute the Agreement and provide the province with the associated by-law by March 15, 2018.
14. While the MMATMP update may provide additional insight into future locations for, and priority of commuter cycling infrastructure, the OMCC program will have future intakes. Staff have reviewed the existing candidate locations further and recommend the approved funding be applied to two (2) locations which are strong candidates in terms of meeting the requirements of the grant program and achieving Barrie's active transportation goals. The recommended locations are:
 - a) Mapleview Drive West – Highway 27 to Essa Road – Reconstruction of multi-use trail; and
 - b) Hurst Drive – Brennan Avenue to Minet's Point Road – Construction of multi-use trail.

15. The existing multi-use trail on Maplevue Drive West from County Road 27 to Essa Road is in poor condition and requires rehabilitation. Application of the grant funding to this project presents an opportunity to improve this section of the City's existing active transportation network. The 2018 capital plan includes a project to construct a sanitary forcemain in the Maplevue Drive West right-of-way from County Road 27 to Essa Road. It is anticipated that the multi-use trail rehabilitation will be included in the same tender as the sewer construction, and be completed in 2018. This project is low risk in terms of completion by the December 30, 2020 grant deadline.
16. A multi-use trail currently exists on Hurst Drive from Cox Mill Road to Brennan Avenue. Between Brennan Avenue and Minet's Point Road, cyclists must share the travelled lane with vehicles. By addressing this missing link between Brennan Avenue and Minet's Point Road, the City will be connecting the southeast portion of the City with the waterfront trail system, the downtown, and beyond.

ALTERNATIVES

17. The following alternative is available for consideration by General Committee:

Alternative #1 General Committee could choose to not accept the OMCC grant.

This alternative is not recommended as the grant funding provides a financial benefit to the City, and helps to further the City's active transportation goals.

FINANCIAL

18. The 2018 capital plan includes the capital project Z382 Citywide Cycling Network Program (page 92 of the 2018 capital plan detail binder), with some committed funds in 2018 and forecast dollars in future years. The City was successful in obtaining a grant of \$1,013,539 in 2017, and has until 2020 to complete projects with those funds. At a grant funding rate of 80%, this amount closely matches the amounts included in the first three (3) years of the 2018 capital plan.
19. The application of the grant to the Maplevue Drive West and Hurst Drive locations will result in an increased draw from the TCR in 2018 and 2019, however, the impacts over the course of 2018 to 2020 are minimal and are considered affordable. The impacts are summarized below:

| | 2018 | 2019 | 2020 | Total |
|---|-----------|-----------|------------|-------------|
| Existing capital plan | | | | |
| TCR | \$8,000 | \$22,000 | \$240,000 | \$270,000 |
| Provincial Grant | \$32,000 | \$88,000 | \$960,000 | \$1,080,000 |
| Proposed capital plan | | | | |
| TCR | \$136,462 | \$180,000 | \$0 | \$316,462 |
| Provincial Grant | \$293,539 | \$720,000 | \$0 | \$1,013,539 |
| Impact on 2018-2020 capital plan | | | | |
| TCR | \$128,462 | \$158,000 | -\$240,000 | \$46,462 |
| Provincial Grant | \$261,539 | \$632,000 | -\$960,000 | -\$66,461 |

20. As identified on page 92 of the 2018 capital plan detail binder, the forecast years include a reduced program funded from the TRC (\$400,000 per year). The outer year forecast is subject to the recommendations of the MMATMP update, future grant opportunities, prioritization exercises and Council approval.

LINKAGE TO 2014-2018 STRATEGIC PLAN

21. The recommendation(s) included in this Staff Report support the following goals identified in the 2014-2018 Strategic Plan:
- Vibrant Business Environment
 - Responsible Spending
 - Inclusive Community
 - Well Planned Transportation
22. Both of these projects support the Vibrant Business Environment because they not only provide increased commuter cycling to certain business sectors of the City, but they also indirectly increase the recreational use of the trails to these sectors as well.
23. The use of grant funding to offset other City funding sources promotes Responsible Spending for the City.
24. The provision of an active transportation network allows for safer cycling rather than vehicular commuting and is accessible to all residents of the City, thereby contributing to an Inclusive Community.
25. Finally, these projects improve and/or create linkages between residential and commercial areas, and build the active transportation network. Providing the residents of Barrie with increased and safer means of active transportation supports the Well Planned Transportation goal set out in the 2014-2018 Strategic Plan.