

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2017

Item 8, Report No. 6, of the Finance, Administration and Audit Committee, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2017.

**8 ONTARIO MUNICIPAL CYCLING INFRASTRUCTURE PROGRAM AND OTHER GRANT
FUNDING OPPORTUNITIES**

The Finance, Administration and Audit Committee recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, the Deputy City Manager, Public Works, the Director of Development Engineering and Infrastructure Planning, the Director of Parks Development, the Director of Financial Planning & Development Finance and Deputy City Treasurer, and the Director of Transportation Services, Parks and Forestry Operations, dated June 6, 2017, be approved;
- 2) That the following be approved in accordance with Communication C1, memorandum from the Deputy City Manager, Public Works, dated June 2, 2017:
 1. That an application package be submitted for a grant opportunity from the Federation of Canadian Municipalities' (FCM) Municipal Asset Management Program for "Work Management Improvements to Track Asset Life Cycle Costs and Events";
 2. That, should the application be approved, the City commits to conducting the activities proposed in the application to the FCM's Municipal Asset Management Program;
 3. That the City fund its portion of the cost of this initiative from approved Capital Project EN-1958-13; and
- 3) That the following be approved in accordance with Communication C4, memorandum from the the Director, Financial Planning and Development Finance/Deputy City Treasurer, Director, Development Engineering and Infrastructure Planning, Director, Parks Development and Director, Infrastructure Delivery, dated June 6, 2017:
 1. That a capital project(s) be created in the capital plan for any project(s) submitted to the Ontario Municipal Commuter Cycling Program (OMCC) that are not currently approved in the capital plan, subject to the project(s) receiving funding approval, with the City funded portion to be accommodated from within existing approved capital funding envelope(s); and
 2. That any projects that require an amendment to the capital plan be reported through the City's Quarterly Fiscal Health Report presented at the Finance, Administration and Audit Committee.

Recommendation

The Deputy City Manager, Planning and Growth Management, the Deputy City Manager, Public Works, the Director of Development Engineering and Infrastructure Planning, the Director of Parks Development, the Director of Financial Planning & Development Finance and Deputy City Treasurer, and the Director of Transportation Services, Parks and Forestry Operations, in consultation with the Director of Infrastructure Delivery and the Chief of Corporate Initiatives and Intergovernmental Relations, recommend:

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1. That the City submit an application package for the second intake of the Ontario Municipal Cycling Infrastructure Program, once a call for applications is received;
2. That delegated authority be granted to the City Manager and Chief Financial Officer and City Treasurer to submit an application package to the York Region Pedestrian and Cycling Municipal Partnership Program and other grants from senior levels of government that may become available during the summer hiatus;
3. That upon notification of grant award(s), the City Clerk be authorized to execute any necessary agreements in a form satisfactory to the City Solicitor; and
4. That the City Clerk circulate this report to the Provincial MPP, Federal MP and Regional Municipality of York.

Contribution to Sustainability

The City's Community Sustainability and Environmental Master Plan, Green Directions Vaughan embraces a Sustainability first principle and states that sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Accessing funding from other levels of government aids financial sustainability by releasing capital funds and providing the City with an opportunity to invest in other priority infrastructure projects.

Consistent with the goals and objectives of Green Directions Vaughan, the funding would advance priority cycling/ active transportation projects that support:

- Transformation of the transportation network and system supporting intensification, sustainable growth and development (Goal 2)
- Ensuring that Vaughan is a city that is easy to get around with a low environmental impact (Goal 3) through:
 - Establishing green and complete street network of sidewalks, paths and trails that support all modes of non-vehicular transportation (Objective 3.1)
 - Reducing single occupant vehicle (SOV) trips by supporting active transportation, carpooling and public transit (Objective 3.3)

Economic Impact

It is anticipated that additional funding will become available this year under the Ontario Municipal Cycling Infrastructure Program (OMCIP) program. Although the program's guidelines and criteria have not yet been released, work has begun on developing a proposed list of projects for submission to ensure the City is well prepared for when a call for applications is announced.

Staff from a number of Departments have been reviewing capital projects that exist in the current capital plan and assessing additional priority projects. A list of projects that staff propose to submit an application for will be brought forward for consideration to the Finance, Administration and Audit Committee via a communication.

York Region Pedestrian and Cycling Municipal Partnership Program (MPP) and other grant opportunities from senior levels of government

The York Region Pedestrian and Cycling Municipal Partnership Program guidelines have been released and the Region will contribute up to 50% of the construction cost of a project under this program. The partnership program is funded in the amount of \$500,000 per year and will be based on approved submissions for a particular budget year. Staff are seeking delegated

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authority to submit an application package for this program and for other grants from senior levels of government that may become available during the summer hiatus to ensure all opportunities can be explored during this period.

Should any of the grant applications submitted be successful, projects not currently approved would need to be added to the 2017 Capital Project Program with a funding source identified for the City portion. Any projects that require an amendment to the 2017 Capital Plan will be reported through the City's Quarterly Fiscal Health Report that is presented at the Finance, Audit and Administrative Committee. The required City portion of funding for these new or amended projects will need to be accommodated from within the existing approved capital funding envelope(s).

It should be noted that the successful award of applications for projects may require staff to review and reprioritize Department workloads.

Communications Plan

This report will be circulated to Provincial and Federal Members of Parliament, Regional Municipality of York Chair and CAO.

Although a formal communication plan is not required, successful grant applications may have required communication standards such as inclusion of funding partner logos and multi-stakeholder news releases etc. If so, Staff will ensure that the City remains compliant.

In addition, if not already undertaken, some of the identified projects will require public consultation.

Purpose

The purpose of this report is to request Council's approval to submit application(s) for the anticipated second intake of the Ontario Municipal Cycling Infrastructure Program (OMCIP) once program guidelines and intake procedures are announced. In addition, staff is seeking delegated authority to submit an application package for the York Region Pedestrian and Cycling Municipal Partnership Program and for other grants from senior levels of government that may become available during the summer hiatus and to execute any agreements upon notice of successful award of funding.

Background - Analysis and Options

On April 27, 2017, the Provincial Government released the 2017-2018 budget which included \$50 million for commuter cycling infrastructure

Investing in cycling infrastructure is part of the provincial government's economic plan to build Ontario up and deliver on its number-one priority to grow the economy and create jobs.

In 2014, the Ontario government released #CycleON: Ontario's Cycling Strategy, a 20-year vision to encourage the growth of cycling and improve safety for cyclists across the province with a commitment to establish Ontario as a premier cycle tourism destination.

The #CycleON plan received \$25 million in provincial investments when it was originally announced. As part of #CycleON Action Plan 1.0, the Ministry of Transportation (MTO) established a \$10 million Ontario Municipal Cycling Infrastructure Program (OMCIP), to help municipalities build new and improve existing cycling infrastructure. The two-year program was

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launched in 2015 and helped 37 municipalities pay for 50 percent of eligible local project costs to a maximum of \$325,000. The program objectives include developing better cycling networks, promoting safety, encouraging innovation, supporting partnerships, collecting data and enabling cycling to be better recognized as a viable transportation option.

It is anticipated that additional funding through the Ontario Municipal Cycling Infrastructure Program (OMCIP) will become available before the end of the year

As part of Ontario's climate change strategy, the Province is investing \$50 million in 2017-2018 for commuter cycling infrastructure to give Ontarians a safer and low-cost commuting alternative that effectively reduces GHG emissions. It is anticipated that a second intake of the Ontario Municipal Cycling Infrastructure Program (OMCIP) will become available before the end of the year.

Strategically anticipating the provincial budget announcement, as well as planning for the 2018 municipal budget, staff were already reviewing approved 2017 capital projects and 2018-2019 recognized capital projects as well as identifying new projects to determine a list of priorities.

Staff from Development Engineering and Infrastructure Planning, Infrastructure Delivery, Parks Development as well as Transportation Services, Parks and Forestry Operations have been reviewing a list of priority projects and discussing feasibility of delivery. The purpose of these meetings is to ensure preparatory work takes place to ensure the City is ready to submit any grant applications and other information when requested by the Province.

To assist in refining the review of projects, the following criteria has been applied:

- Alignment with program objectives – projects that directly aligned with the program objectives and anticipated evaluation considerations
- Alignment with City's strategic objectives – projects that support the City's vision for a broad transportation system
- Network connectivity – projects that connect existing and planned cycling infrastructure, and/or connect to key destination points
- Project readiness and feasibility of implementation – non-controversial projects that are likely able to be completed within a 2-year timeframe, preference has been given to projects that are underway and public consultation has been initiated or completed, if deemed necessary
- Cost of project – projects that are under \$1 million in total project costs

A detailed list of proposed projects will be brought forward for consideration to the Finance, Administration and Audit Committee via a communication.

The timeframe and funding anticipated for the second intake of the OMCIP has required staff to consider projects that have not yet been approved. Those projects that are selected as part of the prioritized list and receive program approval would need to proceed and conditional approval of those projects would be sought. Projects that do not receive program approval will be prioritized for the 2-5 year Pedestrian and Cycling Strategy Action Plan.

The timing of the provincial budget announcement and anticipated funding is aligned with a number of existing cycling-related initiatives and will help support the advancement of cycling projects in the City of Vaughan.

Staff will continue to monitor announcements on the OMCIP and for any other senior level of government grant opportunities. Once grant intakes are announced, staff will complete

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application packages that align with the announced program guidelines for submission in accordance with the program deadlines established. As this may occur during Council's hiatus, it is recommended that Council pass a resolution authorizing the submission of applications at this time.

The City has the opportunity to capitalize on existing and anticipated funding opportunities to advance the implementation of some high-priority projects in support of the City's new Pedestrian and Cycling Strategy

Staff recently commenced the development of the City's new Pedestrian and Cycling Strategy with anticipated completion by Q2-2018. One of the Strategy deliverables will be a 2-5 year action plan which will identify "quick wins" for immediate implementation as well as other priority projects for the next 5 years. The City has the opportunity to capitalize on funding opportunities and advance the implementation of some high-priority projects in the short-term. The implementation of projects shortly after the completion of the study will support the momentum that is anticipated to be generated during the execution of the study.

In addition, accessing funding from other levels of government aids financial sustainability by releasing capital funds and providing the City with an opportunity to invest in other priority infrastructure projects.

The Cycling and Pedestrian Advisory Task Force Findings Report recommended actively pursuing applications for funding

In addition, earlier this year the Cycling and Pedestrian Advisory Task Force completed its mandate. On April 19, 2017 the recommendations outlined in the Cycling and Pedestrian Advisory Task Force Findings Report as well as the Vaughan Super Trail Concept were presented and received by Council. A total of 18 recommendations were tabled including the recommendation to actively pursue applications for funding. The anticipated OMCIP and other funding would also directly support the following recommendations:

- Moving forward with the Vaughan Super Trail concept
- Connecting off-road cycling and hiking pathways
- Establishing priorities for cycling and hiking infrastructure
- Working with York Region and the Ministry of Transportation to establish safe, connected cycling infrastructure
- Improving safety with protected cycle routes

Provincial and other funding can support the opportunity to provide a grid network of separated cycling facilities in the Vaughan Metropolitan Centre

Significant development is occurring in the Vaughan Metropolitan Centre (VMC), the City's new downtown. The vision for the VMC, as established in the Secondary Plan, is to build a diverse, sustainable, pedestrian and bicycle-friendly, transit-oriented downtown for the City of Vaughan – a hub of social, economic and cultural activity. The mobility hub consists of major transit stations with surrounding areas of high development and vibrant destinations supported by all modes of transportation. A mix of uses and appropriate densities will support transit use and promote walking and cycling.

As part of the Pedestrian and Cycling Strategy update, staff are revisiting the VMC Cycling Network as proposed in the Streetscape and Open Space Plan and are looking at opportunities to provide a grid network of separated cycling facilities.

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In the last five years there has been significant advancement in the planning, design, implementation and operation of active transportation facilities. Nearly all major cities across North America are building protected cycling infrastructure many of which are now retrofitting their downtowns to include a network of cycle tracks. These cities have seen major economic benefits by making the City more attractive to live, work and play.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

Aligned with the City's strategic vision of being "a city of choice that promotes diversity, innovation and opportunity for all citizens, fostering a vibrant community life that is inclusive, progressive, environmentally responsible and sustainable", the recommendations of this report support the following Term of Council priorities:

- T02 – Continue to develop transit, cycling and pedestrian options to get around the City
- T03 – Facilitate the development of the VMC
- T06 – Invest, renew and manage infrastructure and assets
- T07 – Continue to ensure the safety and well-being of citizens
- T10 – Attract investment and create jobs
- T12 – Continue to cultivate an environmentally sustainable city

Regional Implications

There are no Regional implications anticipated as a result of the recommendations of this report. The proposed projects are in support of both the City's, as well as the Region's overall vision for active transportation in Vaughan. If it is determined that there are Regional implications during the detailed design or implementation phase of specific projects, staff will engage and consult with the Region at that time.

Conclusion

Since the 1970s, Vaughan has been one of the fastest growing municipalities in Canada. This growth has taken place in a primarily suburban form and auto-oriented structure. The historical pattern of growth has created a number of significant issues for the City including increased traffic congestion and strain on the transportation system.

The 2012 Transportation Master Plan travel forecast indicated that it will take more than just very large investments in transit infrastructure to manage future transportation demand. A substantial change in travel behaviour will also be needed in order to manage future congestion on the road network that serves the City. Investment in infrastructure that supports alternate modes of transportation such as cycling and walking will support the City's broad transportation vision and will provide the framework for a major transformation in how Vaughan residents and workers travel throughout the City.

The City has an opportunity to capitalize on existing and anticipated funding opportunities to provide critical infrastructure to support the viability of cycling in Vaughan and improve safety for our vulnerable road users.

Attachments

None

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