

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment & Infrastructure

Subject: Investing in Canada Infrastructure Program: Public Transit
Stream Intake 3

Date: January 11, 2022

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the Civic Administration **BE DIRECTED** to submit the projects identified herein to Intake 3 of the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP).

Linkage to the Corporate Strategic Plan

The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This funding program and report recommendation promotes projects that create an efficient, inclusive, and connected active transportation network.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments
- Strategic Priorities and Policy Committee – March 20, 2019 – ICIP Public Transit Stream Transportation Projects List for Consideration
- Strategic Priorities and Policy Committee – October 28, 2019 – ICIP Public Transit Stream Approved Projects
- Civic Works Committee – March 30, 2021 – ICIP Public Transit Stream Approval of Transfer Payment Agreement
- Civic Works Committee - Active Transportation Infrastructure Plan - Nov 17, 2020

2.0 Discussion and Considerations

2.1 Purpose

This report recommends a list of projects for submission to the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP).

2.2 Discussion

On June 1, 2021, the launch of the next application process, Intake 3, for funding under the Public Transit Stream of the ICIP was announced. Intakes 1 and 2 were launched in 2019 and were targeted at municipalities located inside and outside of the Greater Toronto and Hamilton Area (GTHA). The City of London participated in the previous intake and was approved for funding of ten transit and active transportation projects.

Intake 3 is open for all eligible municipalities located both inside and outside the GTHA to utilize the balance of federal and provincial funding available to each municipality. The intake will be open for much longer to enable municipalities to submit projects that better align with their timelines and readiness. Intake 3 will remain open until March 28, 2024. Projects must be substantially completed by October 31, 2027.

Projects eligible for the Public Transit Stream (PTS) will be assessed using an outcomes-based approach. To be considered for funding, a project must be aligned with at least one of the following transit improvement outcomes. The fourth outcome is a new addition to the program.

- Improved capacity of public transit infrastructure
- Improved quality and/or safety of existing or future transit systems
- Improved access to a public transit system
- Improved capacity and/or quality of pathways and/or active transportation infrastructure

2.3 Proposed Projects

The City of London received a provision of PTS funding from the federal and provincial governments, of which a portion (\$29.3 million) has not yet been submitted and approved through the previous intake or committed to other capital projects. Use of the City's unallocated PTS funding would require the identification of a matching municipal contribution in accordance with the program requirements (40% Federal, 33% Provincial, 27% Municipal). This correlates to a \$40 M total value of capital projects.

At the current time, projects supporting the fourth outcome related to pathways and/or active transportation infrastructure are the most "shovel-ready" and suitable for this funding. The projects identified below are anticipated to be considered eligible under the Public Transit Stream and are recommended for submission.

Table 1: Projects Recommended for Submission

Project Name	Description	Estimated Capital Value (\$)
New On-Road Cycling Facilities	New cycling lanes in the road right-of-way as a first/last mile solution that increases transit's catchment area. Initial locations may include Bradley Avenue, Boler Road, Sarnia Road, Cheapside Street, Central Avenue and Pond Mills Road.	14,000,000
New Pedestrian Crossings	Implementation of improved street pedestrian crossings to improve transit connectivity. Improvements include pedestrian crossovers and signals as appropriate.	1,500,000

Boulevard Bike Lane Renewal	Renewal of aging boulevard bike paths along transit routes such as Wonderland Road and Adelaide Street.	4,000,000
Intersection Accessibility Compliance	Reconstruction of six to nine traffic signals to address signal compliance with the Accessibility for Ontarians with Disabilities Act (AODA) and create improved walking and cycling crossings. Locations will be in proximity to transit routes with higher pedestrian volumes.	4,300,000
Active Transportation Improvements across Bridge Pinch Points	Widening of bridges during near-term planned renewal projects to improve the quality and safety of pedestrian and cycling connections. Cost-efficiency is realized by implementing during required life-cycle rehabilitation. Locations may include Wharncliffe Road over Thames River, Kensington Bridge, Dundas Street over Pottersburg Creek and Queens Avenue Bridge over Thames River.	11,500,000
Bike Parking	Implementation of secured bicycle parking in proximity to rapid and conventional transit stops.	200,000
South Branch Thames Valley Parkway Extension (Old Victoria Hospital Lands Growth Area)	Extension of the Thames Valley Parkway and urban park promenade east from Wellington Street to Maitland Street through the Old Victoria Hospital Lands.	4,500,000
Total		40,000,000

The above list was derived from a longer list of potential projects. The additional projects include new streetlighting, new sidewalks, traffic signal bicycle detection, more intersection accessibility, more bridge widening locations and more new pathways.

2.4 Financial Considerations

City staff have identified capital projects in the Transportation and Parks capital budgets that could facilitate funding the City's contribution.

The projects recommended for submission will result in additional operating costs due primarily to increased maintenance required for operations like snow plowing, sweeping and signal maintenance. Preliminary estimates indicate the combined total operating costs for all identified projects will be in the order of \$830,000 annually, however the costs will be refined upon completion of design of each individual project. Based on the ensuing growth of the active transportation network, these costs would likely be addressed through annual assessment growth requests made at the appropriate time depending on the timing of project completion. It should be noted that assessment growth allocations are subject to availability of assessment growth revenues. Assessment growth allocations are also a highly competitive process and are reviewed relative to the merits of other business cases submitted at that time.

Conclusion

The ICIP Public Transit Stream funding presents an opportunity to construct infrastructure that supports Council's Strategic Plan. In particular, the recent addition of a fourth program outcome related to active transportation indicates more support for active transportation projects. The current intake is open until March 2024. The projects identified in this report for near-term submission would provide economic and equity benefits to the transportation system by improving multi-modal connectivity, giving London residents more transportation choices across a variety of neighbourhoods.

The projects identified are deliverable with current resources and have matching funding identified in the relevant capital budgets. There will be increased operating costs associated with these projects to be addressed through future assessment growth requests.

Submitted by: **Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility**

Recommended by: **Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**

December 21, 2021/

c: Anna Lisa Barbon, Finance Supports
Alan Dunbar, Financial Planning & Policy
Garfield Dales, Transportation Planning and Design
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