



## The Corporation of the Town of Tecumseh

Public Works & Environmental Services

**To:** Mayor and Members of Council

**From:** Phil Bartnik, Director Public Works & Environmental Services

**Date to Council:** April 23, 2019

**Report Number:** PWES-2019-24

**Subject:** Investing in Canada Infrastructure Program:  
Rural and Northern Communities Funding Stream – 2019 Intake  
Manning Road Improvement Project Phases 2 and 3

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### Recommendations

It is recommended:

**That** Administration **be authorized** to submit an application to the federal government for funding under the Investing in Canada Infrastructure Program (ICIP): Rural and Northern Communities Funding Stream – 2019 Intake for a future commitment to the Manning Road Improvement Project Phases 2 and 3 to be completed in 2021-2022;

**And that** Administration **be authorized** to complete any business case(s), application(s) and/or to provide all information/documentation as required in order to constitute an application under ICIP;

**And further that** the Treasurer **be authorized** to sign any required documents necessary to complete the application and the subsequent documentation to ICIP;

**And furthermore that** the Mayor and Clerk **be authorized** to sign any documents/agreements (if required) for the application submissions and documentation to ICIP, in a form satisfactory to the Town's Solicitor, financial content satisfactory to the Town's Treasurer and technical content to the Town's Engineer.

## Background

### Program Overview

The Investing in Canada Infrastructure Program is a \$30 billion, 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 **first intake** for the Rural and Northern stream will support improved and/or more reliable road, bridge, air or marine infrastructure assets in rural and northern communities with populations under 100,000 people.

### Eligibility

Eligible projects must include a capital component for one of the following asset types: road, bridge, air or marine on one of the following project types: new construction, rehabilitation work or replacement work.

Applicants may bundle more than one eligible asset type (i.e. a project may have both road and bridge components). Bundled projects must demonstrate that each component of the project is inter-related and meets eligibility requirements.

### Timelines

Applications and all supporting documentation must be submitted through Grants Ontario by **May 14, 2019**.

Applicants will be notified if their project has been selected for nomination to the federal government for review and approval in **summer 2019** (estimated). Applicants will be notified of the federal funding decision in **summer/fall of 2019** (estimated).

Projects must be completed by **October 31, 2026**.

### Eligible Costs

The maximum total eligible cost per project for a single applicant is **\$5M**. Eligible costs include:

- Environmental assessment costs
- Design/engineering costs
- Project management costs
- Materials
- Construction
- Contingency costs (maximum 25%)

Project costs are eligible only if incurred **after** federal approval. Contracts must be awarded **after** federal approval of funding. Capital costs are only eligible once the project **receives** notification that Canada is satisfied that the applicant has met its Duty to Consult and Environmental Assessment requirements.

### Cost Sharing

The following breakdown defines the maximum cost share percentages of the total eligible cost:

Applicant Type	Individual Applicant Population Size	Federal Cost Share (max %)	Provincial Cost Share (max %)	Applicant Cost Share (min %)
Municipality	<5,000	60%	33.33%	6.67%
Municipality	Between 5,000 and 100,000	50%	33.33%	16.67%
Indigenous Community	<5,000	75%	18.33%	6.67%
Indigenous Community	Between 5,000 and 100,000	75%	8.33%	16.67%

### Stacking of Funding

Applicants **cannot** combine funding received through the Rural and Northern Communities Funding Stream and funding from another project-based capital program including, but not limited to, Small Communities Fund and the Northern Ontario Heritage Fund Corporation program to support the same.

Applicants **can** apply for a project at the same location as a project already receiving funding from another capital program, but the applicant must clearly scope out the component that is unique to the Rural and Northern Communities Funding Stream application.

Recipients of Ontario Community Infrastructure Fund (OCIF) formula-based funding are permitted to use this funding as part of their cost-share to support a road or bridge project.

### Comments

The Town completed a Class Environmental Assessment (EA) in April 2010 for improvements to the East Townline Drain (Manning Road) Storm Pump Station, and the road reconstruction of Manning Road from Riverside Drive to St Gregory`s Road. The proposed upgrades to the pump station and drain enclosure along Manning Road provided an opportunity to improve this portion of Manning Road by constructing an urban cross-section that accommodates

pedestrians, cyclists and urban design features to create an aesthetically pleasing gateway into Lakewood Park.

The Manning Road Reconstruction Project was approved at the June 28, 2011 Regular Council Meeting under Public Works & Environmental Services (PWES) Report No. 21/11 (Motion: RCM-210/11).

Phase 1 of the Manning Road Improvements was completed in 2014 and consisted of the construction of the East Townline Drain storm pump station and the reconstruction of a section of Riverside Drive including the roundabout at the Manning Road/Riverside Drive intersection. The Town received a grant for financial assistance in the amount of \$6.1M for Phase 1.

At the December 13, 2016 Regular Meeting of Council, Council approved the recommendations (Motion: RCM-442/16) of PWES Report No. 54/16 “2017-2021 Public Works & Environmental Services Capital Works Plan” that authorized Administration to proceed with finalizing the engineering design for Manning Road Improvement Project Phases 2 & 3, which was subsequently completed in 2018.

Phase 2 & 3 involve the reconstruction of Manning Road from Riverside Drive to St. Gregory’s Street to an urban cross-section, and will include:

- The enclosure of the existing East Townline Drain with a 3.0m x 1.8m box-culvert and redirection of flows into the recently constructed Lakewood Park Drainage Channel at St. Thomas Street to alleviate surface flooding within adjacent existing residential areas.
- The installation of a local storm sewer (525mm to 900mm dia.) on Manning Road from Riverside Drive to St. Thomas Street.
- The installation of a 250mm diameter watermain on Manning Road from Riverside Drive to St. Thomas Street.
- Complete road reconstruction to an urban cross-section with centre median and landscaping, including bike lanes, sidewalk, multi-use pathway, street lighting, and roundabouts at the intersections of Little River Boulevard and St. Thomas Street.

The Manning Road infrastructure project will improve safety of motorists, cyclists and pedestrians as the Town has adopted a “complete streets” approach to the planning, design, operation and maintenance of its roads. The complete streets framework seeks to balance the many roles of roads to maximize their potential as a public resource. A complete street is appropriate for all expected functions and offers safety, comfort, and convenience to all users regardless of age or ability. This framework aligns with ICIP objectives to make the province’s roads safer, commutes easier and communities healthier.

The 2019-2023 PWES Five Year Capital Works Plan had proposed the timing of Manning Road Phases 2 and 3 to be completed in 2020 and 2021 respectively. As part of the ICIP Application, the Town will be proposing to complete the construction of Phases 2 and 3 in a single construction season starting in 2021, with only surface asphalt and miscellaneous restoration carried over into 2022. This will reduce the disruption time for the adjacent

residents and also see efficiencies with not having to complete any temporary works that would have been required to bridge the two phases. The 2019 intake for the ICIP will request a future commitment to these phases of the project in accordance with this timing.

Accordingly, Administration recommends:

**That** Administration **be authorized** to submit an application to the federal government for funding under the Investing in Canada Infrastructure Program (ICIP): Rural and Northern Communities Funding Stream – 2019 Intake for a future commitment to the Manning Road Improvement Project Phases 2 and 3 to be completed in 2021-2022;

**And that** Administration **be authorized** to complete any business case(s), application(s) and/or to provide all information/documentation as required in order to constitute an application under ICIP;

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## Consultations

Financial Services

## Financial Implications

Should the Application for funding be successful, the following financial implications arise if the grant application is approved:

<b>Total project costs:</b>	<b>\$ 11.99 M</b>
Total net eligible project costs*:	\$ 5.00 M
Federal cost share (max 50%):	\$ 2.50 M
Provincial cost share (max 33.33%):	\$ 1.67 M
Other recoveries (CWATS):	\$ 0.12 M
Other recoveries (County Connecting Link):	\$ 0.45 M
<b>Amount to be funded by Town:</b>	<b>\$ 7.25 M</b>

\*The maximum eligible project costs for the ICIP is \$5M.

Typically funding would be from following reserve/reserve funds:

Road Lifecycle Reserve:	\$ 2.96 M
Watermain Reserve Fund:	\$ 0.70 M
Wastewater Sewers Reserve Fund:	\$ 0.09 M
Storm Sewer Lifecycle Reserve:	\$ 1.40 M
Municipal Drain Lifecycle Reserve:	\$ 2.10 M
<b>Total Project Funding:</b>	<b>\$ 7.25 M</b>

Unfortunately the balances available in the Storm Sewer and the Municipal Drain Lifecycle Reserves are not sufficient to fund these amounts. Additional review will be undertaken to determine final funding sources. Administration will look at other funding sources including grants, other reserves, debt and deferral of other projects.

The Town aims to take advantage of grant funding while remaining cognizant of the fact that doing so may change project priorities due to limited funding resources.

The municipality's share of costs will be the subject of a future report to Council for approval.

## Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

## Communications

Not applicable

Website

Social Media

News Release

Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Cheryl Curran, BES  
Clerk I Administrative Clerk

Reviewed by:

Phil Bartnik, P.Eng.  
Director Public Works & Environmental Services

Reviewed by:

Luc Gagnon, CPA, CA, BMath  
Director Financial Services & Treasurer

Recommended by:

Margaret Misek-Evans, RPP, MCIP  
Chief Administrative Officer

<b>Attachment Number</b>	<b>Attachment Name</b>
1	Investing in Canada Infrastructure Program: Rural and Northern Communities Funding Stream Program Guidelines – 2019 Intake March 2019