
HALDIMAND COUNTY

Report ECW-09-2019 Investing in Canada Infrastructure Program (ICIP) – Rural and Northern Communities Grant Application

For Consideration by Council in Committee on April 16, 2019



OBJECTIVE:

To receive Council approval of the project for submission to the Investing in Canada Infrastructure Program (ICIP) Rural and Northern Communities Grant Application.

RECOMMENDATIONS:

1. THAT Report ECW-09-2019 Investing in Canada Infrastructure Program (ICIP) – Rural and Northern Communities Grant Application be received;
2. AND THAT the Rainham Road resurfacing project from Road 53 to Road 55 be submitted for funding under the Investing in Canada Infrastructure Program (ICIP) – Rural and Northern Communities Grant Application.

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Donald G. Boyle, Chief Administrative Officer

EXECUTIVE SUMMARY:

Staff are recommending that the Rainham Road resurfacing project (Road 53 to Road 55) be submitted to the Investing in Canada Infrastructure Program (ICIP) - Rural and Northern Communities Grant Application. If the combined federal and provincial grant funding of \$2,145,833 is received staff are proposing to accelerate the hot mix resurfacing program by completing the Haldimand Road 20 projects planned for 2021 and 2022 in 2021 and moving forward other projects in the ten year capital forecast.

BACKGROUND:

In March 2019 the governments of Canada and Ontario announced the Investing in Canada Infrastructure Program (ICIP) which is a federal program designed to create long-term economic growth, build inclusive, sustainable and resilient communities and support a low-carbon economy. The Investing in Canada Infrastructure Program (ICIP) is a cost-shared infrastructure funding program between the federal government, provinces and territories, and local communities. This program will provide more than \$30 billion in combined federal, provincial and other partner funding in four priority areas; Public Transit; Green Infrastructure; Community, Culture and Recreation; and, Rural and Northern Communities.

The province is a cost sharing partner in these programs and under the Rural and Northern Communities Funding Stream, Ontario is supporting transportation priorities of small, rural and northern communities. The objective of the current intake is to support improved and/or more reliable transportation systems in the following categories:

- **Road/Bridge asset projects:** Highway or trade corridor infrastructure, except for portions that connect communities that do not already have year-round access, are not eligible. In addition, resource development infrastructure, notably industrial resource development access roads, are not eligible.
- **Air asset projects:** Projects are limited to ground-based infrastructure such as runways, aprons and taxiways, lighting systems, terminals, garages, and airside elements such as de-icing systems. Projects are limited to regional/local airports.
- **Marine asset projects:** Projects are limited to marine vessels and docking infrastructure which support improved community access to transportation. Pleasure crafts and related infrastructure, including marinas, are not eligible.

The maximum total eligible cost per project for a single applicant is \$5 million and the grants are based on a cost sharing formula of federal funding (50.00%), provincial funding (33.33%) and municipal funding (16.67%).

The Rural and Northern Communities Grant funding is a competitive process based primarily on assessment criteria that evaluate asset condition and potential safety conditions that can be addressed.

Assessment Criteria

The province will assess and prioritize projects for federal nomination and funding based on the following criteria:

Criterion 1: Criticality of health and/or safety risk

Road infrastructure projects will be assessed for safety in terms of collisions and the reduction of collisions or collision severity associated with the project. This could be assessed through collision history, traffic volumes and Collision Modification Factor or Operational Performance Function depending on the project and information available.

Bridge infrastructure projects will be assessed for safety in terms of the condition of the structure, which must be determined through an inspection carried out within the last two years in accordance with the Ontario Structure Inspection Manual (OSIM).

Air infrastructure projects will be assessed for safety in terms of improvements to ground-based infrastructure that improves passenger access to communities. Safety may also consider increased capacity to deliver health care and emergency services, which would otherwise be inaccessible.

Marine infrastructure projects will be assessed for safety in terms of improvements to vessels (including machinery) and docking infrastructure that improve passenger and/or vehicular access to communities. Safety may also consider increased capacity to deliver health care and emergency services, which would otherwise be inaccessible.

Criterion 2: Technical merit of proposed project

Projects will be assessed based on technical merit relative to industry standards. Projects must clearly demonstrate that the proposed project will address the noted critical health and safety risk, and how they meet the federal outcome of improved and/or more reliable transportation (road, air and marine) infrastructure.

Criterion 3: Funding need for the proposed project

Projects will be assessed according to greater funding need, including the cost of the proposed project per household, median household income and weighted property assessment per household. In general, applicants with greater funding need (i.e., higher project cost per household, lower median household income, lower weighted property assessment per household) will be more competitive in the evaluation process.

Criterion 4: Efficiencies through joint projects

Additional consideration will be given to joint projects for providing benefit to multiple communities and generating economies of scale.

The Rural and Northern Communities Grant submission is a one stage project submission process requiring the County to submit the application by May 14, 2019. The province will notify applicants if their project has been selected for nomination to the federal government for review and approval in Summer 2019 and the applicants will be notified of the federal funding decision in Summer/Fall 2019. The project must be completed by October 31, 2026.

ANALYSIS:

Based on feedback from Council and staff input two projects were evaluated against the assessment criteria for the grant application:

- River Road - Highway 3 to Yaremy Road – section to Sutor Road - scheduled for 2021
- Rainham Road - Road 53 to Road 55 – scheduled for 2020

The evaluation for the River Road - Highway 3 to Yaremy Road project is as follows:

Project Number	Project Name	Criteria Match	Project Cost
383.0094	River Road – Highway 3 to Sutor Road	Medium	\$1,000,000
725.0031	River Road – Highway 3 to Sutor Road Shoulders	Medium High	\$570,000
	River Road – Sutor Road to Yaremy Road	Low	\$200,000
Total Rural and Northern Communities Grant Application		Medium Low	\$1,770,000

The evaluation for the Rainham Road - Road 53 to Road 55 project is as follows:

Project Number	Project Name	Criteria Match	Project Cost
373.0037	Rainham Road – Road 53 to Cheapside Road	Medium High	\$845,000
373.0041	Rainham Road – Cheapside Road to Sandusk Road	Medium High	\$875,000
373.0111	Rainham Road – Sandusk Road to Road 55	Medium High	\$855,000
Total Rural and Northern Communities Grant Application		Medium High	\$2,575,000

Based on the evaluation, staff are recommending the Rainham Road resurfacing project from Road 53 to Road 55 for submission to the Rural and Northern Communities Grant program as this represents the County's best opportunity for receiving funding.

FINANCIAL/LEGAL IMPLICATIONS:

As discussed previously, the Rural and Northern Communities Grant program is a tripartite funding agreement with the following cost allocation for the proposed project:

Grant Application	Federal Funding (50%)	Provincial Funding (33.33%)	Municipal Funding (16.67%)
\$2,575,000	\$1,287,500	\$858,333	\$429,167

If the County is successful in its grant application, it will be responsible for funding up to \$429,167 of the total project cost. It is expected that the County's share of the project costs will be funded through CRRF - Roads.

If the grant funding is received, staff are proposing to accelerate the hot mix resurfacing program by completing the Haldimand Road 20 projects planned for 2021 and 2022 in 2021 and moving forward other projects in the ten year capital forecast. These changes would be reflected in the 2020 Tax Supported Capital Budget and Forecast.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

ATTACHMENTS:

None.