

LATE DISTRIBUTION FOR COUNCIL - NOVEMBER 27, 2012

A9



ADMINISTRATIVE REPORT

Report Date: November 22, 2012
Contact: Michel Desrochers
Contact No.: 604.673.8229
RTS No.: 9869
VanRIMS No.: 08-2000-20
Meeting Date: November 27, 2012

TO: Vancouver City Council

FROM: Director of Finance in consultation with General Manager of Engineering Services

SUBJECT: Application to Federal Asia-Pacific Gateway and Corridor Initiative Transportation Infrastructure Fund

RECOMMENDATION

THAT Council approve a funding application to the Federal Asia-Pacific Gateway and Corridor Initiative Transportation Infrastructure Fund for \$1.5 million for the Boundary-Vanness pedestrian-cycling bridge project as a safety initiative related to movement of goods along Boundary Road.

REPORT SUMMARY

The Asia-Pacific Gateway and Corridor Initiative Transportation Infrastructure Fund is a Federal funding program created in 2006. The goal is to support and promote international trade by enhancing the capacity and efficiency of the Gateway and Corridor. Because some projects previously approved by the Federal government have not moved forward, approximately \$50 million is now available to be allocated to new projects in B.C.

The deadline for submitting applications is December 12th. Staff reviewed candidate projects and how they fit the program criteria, and recommend that the City submit an application for the Boundary-Vanness pedestrian-cycling bridge project as a safety initiative related to movement of goods along Boundary Road. The project is estimated to cost \$3 million, with the City seeking \$1.5 million in Federal funding.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Federal and/or Provincial funding programs typically require a resolution of Council as part of the application package.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The Asia-Pacific Gateway and Corridor Initiative presents an opportunity to leverage senior government funding to support a medium scale capital project currently in the planning/design stage. The recommended project, the construction of the Boundary-Vanness pedestrian-cycling bridge, assists in meeting three important City goals: improving safety along an important truck route, upgrading an active transportation corridor and enhancing a regional recreational greenway.

REPORT

Background/Context

The Asia-Pacific Gateway and Corridor is a system of transportation infrastructure, including B.C.'s Lower Mainland and Prince Rupert ports, road and rail connections that reach across Western Canada and into the economic heartland of North America, as well as major airports and border crossings.

In 2006, the Federal government created the Transportation Infrastructure Fund as a mechanism to enhance the capacity and efficiency of the Gateway and Corridor and Canada's ability to take advantage of it. In 2009, the Federal government approved \$18.5 million from this fund toward the Powell Street Grade Separation project.

Because some projects previously approved by the Federal government have not moved forward, approximately \$50 million is now available to be allocated to new projects in B.C.

Eligible projects must be consistent with the following objectives:

- improve the efficiency of the multimodal transportation network for the movement of international trade through Canada's Asia-Pacific Gateway from a national perspective;
- enhance transportation infrastructure safety, security and quality of life related to the movement of international trade; and
- improve connectivity/intermodal interfaces between modes (marine, port, rail, road, air) for international trade movements.

Federal funding for a project will not exceed 50% of total eligible project costs and projects must be completed by March 31, 2016.

The deadline for submitting applications is December 12, 2012. Applications will be processed within 90 days (i.e. by mid-March 2013).

Strategic Analysis

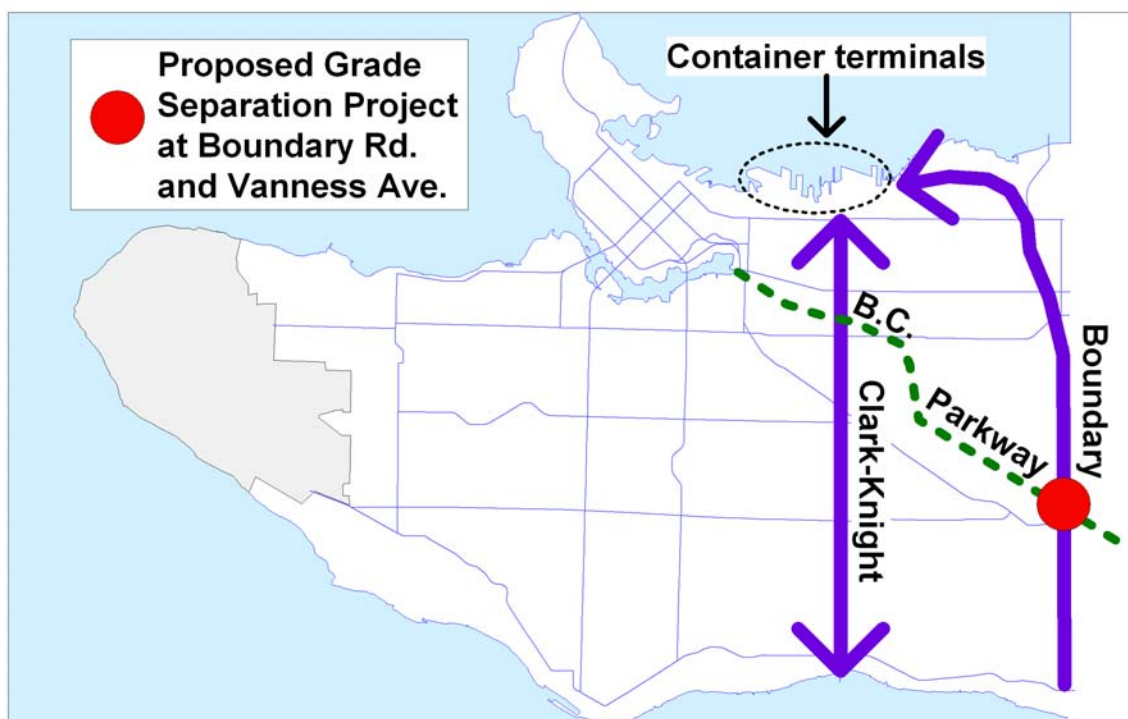
Staff reviewed transportation projects related to goods movement that are currently in the planning/design phase or identified in longer-term policy documents and how well they meet the criteria of this Federal funding program.

There are candidate projects identified in the False Creek Flats Rail Corridor Strategy (2009) and the Clark-Knight Corridor Plan (2005), however the timing of these projects does not match the Federal program timeline (March 2016 completion) because of land acquisition requirements and/or additional project scoping/planning.

The project that best meets the criteria is the Boundary-Vanness pedestrian-cycling bridge, a project identified in Translink's B.C. Parkway Upgrade Study (2008) and the City's recently approved Transportation 2040 Plan.

Currently, pedestrians and cyclists travelling along the B.C. Parkway, a primary active transportation corridor and a regional recreational greenway, cross Boundary Road at grade with the assistance of a traffic signal. Boundary Road is a designated truck route which carries more container trucks (about 250 per day) than any other city street except for Clark-Knight (about 625 per day). The vast majority of these container trucks are destined for the Port of Vancouver's two container terminals (Centerm at the foot of Heatley Ave. and Vanterm at the foot of Clark Dr.).

Map 1: Location of recommended project



The construction of a pedestrian-cycling bridge at Boundary Rd. and Vanness Ave. will provide a grade-separated route for pedestrians and cyclists along the B.C. Parkway

and reduce the risk of collisions along the Boundary Road truck route. The project therefore provides a safety improvement along a busy goods movement corridor.

Photo 1: Street level view looking north from the south side of the Boundary-Vanness intersection



Implications/Related Issues/Risk (if applicable)

Financial

The pedestrian-cycling bridge is estimated to cost \$3 million. The City has already allocated \$1 million toward this project, from a Community Amenity Contribution to be received from the rezoning of 5515-5665 Boundary Road (RTS 9312).

The funding application would seek \$1.5 million (50% of the capital cost) from the Federal government. The City will explore cost sharing arrangements with Tranlink and the City of Burnaby for the remaining \$0.5 million.

If the Federal government approves the funding application, staff will report to Council with a more precise cost estimate, work schedule and financial strategy, as this project is not currently included in the 2012-2014 Capital Plan. If the funding application is not successful, the project will be deferred until sufficient funding is secured.

CONCLUSION

The City has the opportunity to secure up to \$1,500,000 in non-City funding for a medium scale capital project currently in the planning/design phase from the Federal Asia-Pacific Gateway and Corridor Initiative Transportation Infrastructure Fund.

* * * * *