

JULY 10, 2017

REPORT TO FINANCE, ADMIN. & OPERATIONS COMMITTEE – JULY 18, 2017

**2017-081-07
ONTARIO MUNICIPAL COMMUTER
CYCLING PROGRAM**

**C.J. COSGROVE, P.ENG
DIRECTOR OF OPERATIONS**

RECOMMENDED

THAT the City of Brockville apply to the Ontario Municipal Commuter Cycling Program for funding of an active transportation plan that incorporates cycling.

PURPOSE

The purpose of this report is to introduce the Ontario Municipal Commuter Cycling Program (O.M.C.C.P.), and how it can assist in achieving the City's goals with respect to implementing a cycling network.

BACKGROUND

As part of the Ontario Cycling Strategy and Action Plan, the O.M.C.C.P. will provide direct, dedicated, annual funding to municipalities to support the implementation of commuter cycling infrastructure.

The O.M.C.C.P. is a four-year program (2017 – 2020), with \$42.5 million available in the first year. All Ontario municipalities are eligible for funding to support up to 80% of costs associated with the implementation of eligible projects.

ANALYSIS

For municipalities with a population greater than 15,000, allocations will be based upon a funding formula. The projects submitted by a municipality must be prioritized based on a Council-approved cycling plan. Where a municipality does not have a cycling plan to work from, they must first use the O.M.C.C.P. funding to develop a cycling plan.

The City was successful in obtaining \$325,000 through the Ontario Municipal Cycling Infrastructure Program, the predecessor of the O.M.C.C.P., towards the construction of two sections of the Brock Trail. The O.M.C.C.P. presents an opportunity to use Capital Budget allocations for the Brock Trail and the Cycling Network to leverage provincial funds towards expanding the Brock Trail and creating a true cycling network, as envisaged in the City's

Official Plan.

The Brockville Cycling Advisory Committee has done significant work towards developing a cycling network. The O.M.C.C.P. presents an opportunity to have transportation professionals review, refine and expand on the work done to date and conduct additional public consultation before recommending a cycling plan for adoption by Council. It is recommended that the cycling plan be developed as part of an active transportation plan, as in many cases it is anticipated that cyclists and pedestrians will be sharing the same facilities, especially the Brock Trail. An active transportation plan would focus on integrating cyclists, pedestrians and other "people-powered" modes of transportation such as skateboards and rollerblades, into the City's transportation system.

POLICY IMPLICATIONS

Council endorsement is a requirement of the application process.

FINANCIAL ANALYSIS

In 2014, Council endorsed a 10 year capital plan for active transportation projects. This plan has been embedded in the City's Capital Plan. The existing allocations for the Cycling Network and the Brock Trail can provide the funds required to match the funding available through the O.M.C.C.P. for an active transportation plan that can be expected to cost in the range of \$40,000 to \$60,000. Assuming 80% funding from the O.M.C.C.P., the City share would be \$8,000 to \$12,000. There is an allocation of \$15,000 annually in the Capital Budget for the Cycling Network.

CONCLUSION

The City of Brockville should apply to the O.M.C.C.P. for funding for an active transportation plan.



C.J. Cosgrove, P.Eng.
Director of Operations



D. Dick, CPA, CA
Director of Corporate Services



B. Casselman
City Manager