



**To:** Public Works and Transportation Committee      **Date:** January 31, 2017  
**From:** Victor Wei, P. Eng.  
Director, Transportation      **File:** 01-0140-01/2017-Vol  
01  
**Re:** **2017 Submission to the New Building Canada Fund - River Parkway (Gilbert Road-Cambie Road)**

**Staff Recommendation**

1. That the submission to Provincial and Federal Government funding programs including the New Building Canada Fund to request up to 66 percent of the \$11,300,000 design and construction cost for River Parkway (Gilbert Road-Cambie Road) be endorsed;
2. That the Chief Administrative Officer and the General Manager of Engineering and Public Works be authorized to enter into funding agreements with the Government of Canada and/or the Province of BC for the above mentioned projects should they be approved for funding; and
3. That, should the above mentioned projects be approved for funding by the Government of Canada or Province of British Columbia, the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be amended accordingly.

Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4140)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department Engineering Parks	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

## Staff Report

### Origin

The interim realigned River Road at Gilbert Road was opened to the public in August 2014 to enable dike and park improvements along the River Road right-of-way between Hollybridge Way and Gilbert Road in support of the City Centre Area Plan vision for the area of improving public open space and access to the river by establishing and extending the Middle Arm Waterfront Park. In April 2015, Council endorsed an implementation strategy to expedite the extension of River Parkway north of Gilbert Road to Cambie Road as a long-term traffic improvement solution and an ultimate replacement of the existing River Road, which is consistent with the City Centre Area Plan.

The Council-approved 2017 Capital Budget identifies design work for the roadway extension to be undertaken this year followed by commencement of construction in 2018-2019 pending Council approval of the 2018 and 2019 Capital Budgets. This report requests permission to submit funding requests for the River Parkway (Gilbert Road-Cambie Road) project, with an estimated cost of \$11,300,000, to Provincial and Federal Governments funding programs to offset up to 66 percent of project costs.

This report supports Council's 2014-2018 Term Goal #5: Partnerships and Collaboration:

*Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*

This report supports Council's 2014-2018 Term Goal #6: Quality Infrastructure Networks:

*Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.*

*6.1. Safe and sustainable infrastructure.*

This report supports Council's 2014-2018 Term Goal #7: Strong Financial Stewardship:

*Maintain the City's strong financial position through effective budget processes, the efficient and effective use of financial resources, and the prudent leveraging of economic and financial opportunities to increase current and long-term financial sustainability.*

*7.4. Strategic financial opportunities are optimized.*

### Analysis

The extension of River Parkway is part of a larger plan that encompasses River Parkway and the Middle Arm Waterfront Park to be constructed in multiple phases. The plan will remediate a 45.84 acres Brownfield site on the city's historic Fraser River waterfront into the Oval Village District Energy Utility (OVDEU) and Waterfront Park, housing a new LEED Gold cultural facility in the area, with a new multi-modal roadway within the former Canadian Pacific Rail

(CP Rail) corridor. The plan will enhance access to the park as well as adjacent development. This plan is a multi-phase/year capital investment into the City of Richmond and the Asia-Pacific Gateway.

The initial Brownfield remediation planning is underway with the support of the Federation of Canadian Municipalities Green Municipal Fund (FCM GMF).

The River Parkway project will bring a new road with two vehicle lanes and pedestrian/cycling lanes along the former CP Rail corridor and connect to the park. This roadway extension will facilitate the development of the Middle Arm Waterfront Park as well as improve access and reduce congestion.

The following chart outlines the potential funding from senior governments.

<b>Project</b>	<b>Total Estimated Cost</b>	<b>Category</b>	<b>Potential Provincial Contribution</b>	<b>Potential Federal Contribution</b>
<b>River Parkway (Gilbert Road-Cambie Road)</b>	\$11,300,000	Major Roadway	Up to 33% of eligible costs (\$3,766,667)	Up to 50% of eligible costs (\$5,650,000)
<b>Total Request</b>	Up to \$7,533,333			

Delivering Outcomes

The project is scheduled to begin in the Fall of 2017 and be completed by the end of 2019.

The River Parkway and Middle Arm Waterfront Park plan delivers on the outcomes of the City of Richmond’s Official Community Plan; City Centre Area Plan (endorsed by Council September 14, 2009); Middle Arm Open Space Master Plan Concept (presented to Council January 8, 2007); Parks, Recreation and Cultural Services Master Plan 2005-2015; Richmond Trails Strategy; Waterfront Strategy; 2007 Museum and Heritage Strategy; DCC Bylaw; City Centre Public Arts Plan (adopted by Council October 11, 2011); Community Energy and Emissions Plan; Sustainability Framework; Ecological Concept; Five-Year (2017-2021) Financial Plan; and Economic Strategy.

This project also helps other levels of government deliver on:

<b>Government of Canada</b>	<ul style="list-style-type: none"> <li>• Canada’s Economic Action Plan</li> <li>• Canadian Jobs Plan</li> <li>• Asia Pacific Corridor</li> </ul>
<b>Government of BC</b>	<ul style="list-style-type: none"> <li>• Ability to deliver a Strong Economy and Secure Tomorrow</li> <li>• BC Jobs Plan</li> <li>• Greenhouse Gas Emissions Strategy</li> <li>• BC On the Move</li> <li>• Asia Pacific Initiative Pacific Gateway</li> </ul>

### Funding Programs

There are several senior government programs which align with the outcomes of the River Parkway project. Staff propose to submit this project to the New Building Canada Program, which operates through a 33 percent federal and 33 percent provincial funding model. The maximum level of assistance from all federal institutions must not exceed 50 percent of total eligible project costs. If there is limited funding available from the Province of British Columbia, the City of Richmond will only receive up to 50 percent funding from the Government of Canada. Projects are taken into the program on an ongoing basis. Other programs include the Asia Pacific Gateway and Corridor initiative. Staff will continue to develop opportunities for funding for this project.

Should the funding requests be successful, the City would be required to enter into funding agreements with the Province of BC and/or the Government of Canada. The agreements are standard form agreements provided by senior levels of government and include an indemnity and release in favour of the Provincial and Federal Government.

As with any submission for funding to external sources, funding is not guaranteed to be granted to assist with this project.

### **Financial Impact**

The City of Richmond will be requesting up to \$7,533,333 for funding for River Parkway (Gilbert Road-Cambie Road). The fund may grant up to 66 percent of total eligible costs of \$11,300,000. City of Richmond funding for the River Parkway project will be phased over three years with design costs (\$800,000) included as part of the approved 2017 Capital Budget and construction costs (\$10,500,000) to be considered during the 2018 and 2019 Capital Budget processes. The project is currently included in the City's Development Cost Charges program and if the grant is received, the program will be amended accordingly.

### **Conclusion**

Staff are seeking Council's endorsement on a submission to the New Building Canada Fund, or similar programs as the opportunities arise, for the design and construction of River Parkway from Gilbert Road to Cambie Road. The project will be submitted to the Province of BC and Transport Canada concurrently. Richmond will be requesting up to 66 percent funding of a total project budget of \$11,300,000.



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Denise A. Tambellini  
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- Att. 1: New Building Canada Program Summary
- 2: River Parkway Roadway Map

**New Building Canada Fund Information:**

Over the duration of the 10-year 2014 New Building Canada Fund, each province and territory will receive a base amount of \$250 million plus a per capita allocation based on the Statistics Canada Final 2011 Census. Provinces and territories are required to prioritize projects for all outstanding NBCF-PTIC funding allocations by April 1, 2018. Eligible projects will be for the construction, renewal, rehabilitation or material enhancement of infrastructure for public use or benefit and must fall under one of the following categories:

- Highways and roads
- Public transit infrastructure
- Disaster mitigation infrastructure
- Connectivity and broadband
- Innovation
- Wastewater
- Green energy
- Drinking water
- Solid waste management
- Brownfield redevelopment
- Local and regional airports
- Short-line rail infrastructure
- Short-sea shipping
- Northern infrastructure (applies to Yukon, Nunavut and Northwest Territories only)
- Passenger ferries services infrastructure
- Culture
- Recreation
- Tourism
- Civic assets and municipal buildings

**Eligible recipients under the PTIC–NRP are:**

- a. A province or territory, or a municipal or regional government established by or under provincial or territorial statute;
- b. A band council within the meaning of section 2 of the *Indian Act*; or a government or authority established pursuant to a Self-Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an Aboriginal people of Canada, that has been approved, given effect and declared valid by federal legislation;
- c. A public sector body that is established by or under provincial or territorial statute or by regulation or is wholly owned by a province, territory, municipal or regional government;
- d. A public or not-for-profit institution that is directly or indirectly authorized, under the terms of provincial, territorial or federal statute, or Royal Charter, to deliver post-secondary courses or programs that lead to recognized and transferable post-secondary credentials, or a public or not-for-profit Aboriginal-controlled post-secondary institution; and

## **Attachment 1: New Building Canada Fund**

- e. A private sector body, including for-profit organizations and not-for-profit organizations. In the case of for-profit organizations, they will need to be in partnership with one or more of the entities referred to above.

Federal entities, including federal Crown Corporations, are not eligible recipients.

### **Federal Cost-Sharing and Stacking**

Generally speaking, projects will be federally cost-shared on a one-third basis. The maximum federal contribution for public transit projects and, for highways and major roads and disaster mitigation projects where the asset is provincially-owned is up to 50 per cent. The maximum contribution is up to 25 per cent for projects with for-profit private sector proponents.

For projects located in the Northwest Territories, Yukon and Nunavut, the federal government will fund up to 75 per cent of total eligible costs. For projects with a for-profit private sector proponent, however, the cap would be up to 25 per cent.

### **How to apply?**

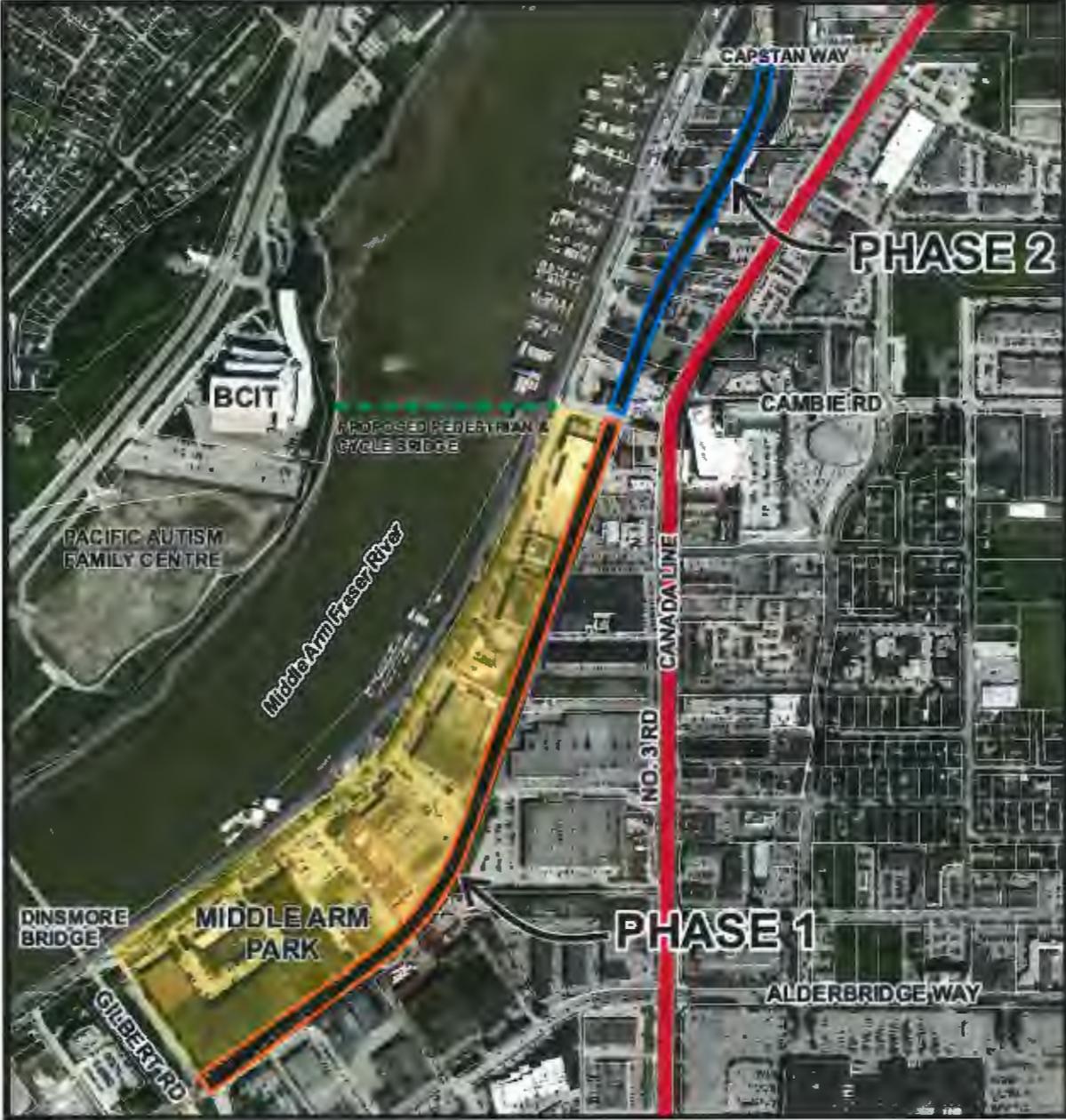
If you are an eligible recipient and would like to have your project considered for funding under the PTIC–NRP, you are encouraged to contact your provincial or territorial ministry responsible for infrastructure to determine the process for submitting business cases and deadlines.

A Business Case Guide is available to assist in the development of business cases. Business cases under the PTIC–NRP will only be accepted for projects that have been identified by provincial and territorial partners, and that are deemed eligible under the program terms and conditions.

River Parkway Roadway Map



City of Richmond



	<p><b>River Parkway Roadway Phase 1 &amp; 2</b></p>	<p>Original Date: 01/26/17 Revision Date: 02/01/17 Note: Dimensions are in METRES</p>
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