

Instructions

Program Information

- For detailed program information, including application closing date, please visit the Ministry's Investing in Canada Infrastructure Program website and review the Program Guide.
- For further information, please email the Ministry at Infra@gov.bc.ca or phone 250-387-4060.

Important Notes

- The system will automatically time-out after 15 minutes when there has been no activity – please repeatedly save work, otherwise it will be lost.
- An Application does not have to be completed in one session.
- Once an Application is submitted, it will be locked and you will not be able to make changes online. If changes need to be made after an Application has been submitted, please use the contact information above.
- **Applicants should be aware that information collected is subject to provincial freedom of information legislation.**

Submitting an Application

- All fields are required, unless otherwise indicated.
- Please ensure you have uploaded all required documents.
- We recommend printing/saving the application as a PDF BEFORE submission.

Applicant Information

Applicants will access the application through their client record in the Local Government Information System (LGIS). Please see the Accessing the Online Application Instructions for setting up access to LGIS if your organization does not already have this.

Applicant Name and Project Number

Merritt

IV0169

Primary Contact

Contact must be from the applicant organization as this will be the person the Ministry will contact regarding this application.

First Name

Don

Last Name

McArthur

Title

Planning and Development Services Manager

Telephone Number

(250) 378-8620

Telephone Extension

Email Address

dmcarthur@merritt.ca

Secondary Contact

First Name

Sean

Last Name

Smith

Title

Chief Administrative Officer

Telephone Number

(250) 378-8613

Telephone Extension

Email Address

ssmith@merritt.ca

Head of the Applicant Organization's Contact Information

This information will be used during the decision process for any formal correspondence. Example:
Chief, President, Mayor, Board Chair

First Name

Linda

Last Name

Brown

Title

Mayor

Telephone Number

(250) 378-8625

Telephone Extension**Email Address**

lbrown@merritt.ca

Project Information

Project Title

West Merritt Active Transportation Path: Phase 1

Project Description and Rationale

Brief Project Description

The project is the development of active transportation infrastructure, specifically a multi-use pathway. The City of Merritt is working to provide more active transportation and recreation options within the City for residents and visitors. The project will tie into the existing multi-use pathway adjacent to the Coldwater River, which is a popular facility for people walking, cycling, jogging and rolling. It is one of the most popular outdoor recreational facilities in the City. By creating a recreational loop, with the existing pathway as the anchor, the City is working to provide more safe and comfortable places for people to be physically active. The City has recently developed a proposed active transportation network plan that focuses on connecting existing pathway and trail facilities with key destinations within the community. An important focus during the project planning process was ensuring connections to parks, schools, and community destinations and creating more loops for exercise and recreation. The City is also committed to providing high quality, all ages and abilities, facilities that are comfortable and safe for all residents. This project, located in

the West Merritt neighbourhood, will also connect to two schools, Merritt Secondary School and Merritt Central Elementary School.

Detailed List of Project Works

Construction of 2.1km active transportation infrastructure (1.5km multi-use, 0.3km on-street protected bikeway, 0.3km bikeway), made up of: Main St (Canford Ave – Quilchena Ave) - Existing multi-use pathway extended; Quilchena Ave (Main St – Cleasby St) - Multi-use path to continue, connecting to Fairley Park; Cleasby St-Use available right of way to create walking & cycling connection to Coldwater Ave, and Merritt Secondary School; Coldwater Ave (Cleasby St – Voght St)- Multi-use pathway on north side of Coldwater Ave; Voght St (Coldwater Ave – Existing Coldwater Trail)- protected bike lane on west side of Voght St adjacent to Merritt Central Elementary. Multi-use pathway to south of school connecting to Existing Coldwater River Trail; Coldwater River Trail & Quilchena Ave (west of Main St)- Existing pathway needs surface replacement, & extend bikeway along Quilchena to Main St ; Project creates all-ages & abilities loop around West Merritt; active transport to 2 schools & enhanced recreation opportunities for residents. As shown in the attached quote, different segments of the route will require different site preparation such as excavation, removal of existing pavement, stripping, and one segment requires subgrade fill and compaction.

Briefly describe why the project is needed and how this need was determined or assessed. Also describe how this project is most appropriate to meet the identified need (rationale for the project).

Providing more active transportation facilities, including multi-use pathways, has been identified in several of the City's high-level planning and policy documents. For example, the City's current Official Community Plan has a vision that specifically identifies enhancing active transportation and recreation options: "Residents and visitors of Merritt are able to move freely throughout the City on attractive bike and pedestrian trails; part of an extensive greenways system which contains streets with multi-use pathways, street trees and parks and a regional cycling network connected to the Kettle Valley Railway Corridor with an abundance of sustainable self-propelled, non-motorized outdoor recreation options inside and outside the City boundaries..." As part of the development of the City's first ever Active Transportation Plan, a survey was conducted of residents that identified a clear need for more active transportation facilities and particularly multi-use pathways and trails. Below are some of the findings of the Active Transportation Plan survey: • A lack of facilities separated from traffic was the top issue or challenge preventing people from walking more in Merritt; • A lack of trails and sidewalks was the top issue or challenge preventing people from cycling and walking more in Merritt; • Paved multi-use trails and protected bicycle lanes are the preferred facility type of survey respondents; • As a result of COVID, more people are walking and cycling for recreation purposes creating more demand for more connected recreational routes; • 49% of residents in Merritt feel very or mostly unsafe when cycling in Merritt. The City's Parks, Recreation and Culture Master Plan provides direction to the City regarding park use, facilities, and services. The plan's vision focuses on providing a system of inclusive, accessible, and diverse parks, trails, recreation, and cultural opportunities, which promote a healthy and active lifestyle for residents and attracts visitors. The plan notes that through discussions with community members and stakeholders, trails are considered a priority for residents and the use of trails is a popular recreational activity. The West Merritt Active Transportation Path: Phase 1, includes not only active transportation facilities (multi-use pathways and bikeways) but also, additional recreational and community facilities that are in need within the community. The West Merritt Active Transportation Path: Phase 1 is an extremely important project for the City. It will be the first project to be implemented from the City's active transportation plan and will significantly enhance and add to the active transportation network and recreational facilities in the City. The project will create a continuous 3.4 km recreation loop that can be walked, cycled, jogged, or rolled promoting more

physical activity. Some of the other benefits of the project include, extending and upgrading the existing trail adjacent to the Coldwater River creating a more smooth and accessible facility to ensure all residents and visitors are able to use the route and providing safe and comfortable active transportation facilities that provide direct access to two of the City's schools.

Federal Outcomes

Identify the outcome that best describes the major benefits from project works. (The selection of the outcome is important as questions within the application will be related specifically to the outcome that is selected.)

The project will support development of active transportation networks.

Project Type

Project Type

Active Transportation

Project Location

Project physical address (and/or start and end points) - Latitude:(e.g. 42°, 13' 56"N") Longitude: (e.g. 125°, 44' 35"W"). If you are requesting to be identified as a Remote Community, please review the criteria in the Program Guide and supply how you meet the definition. If you have any questions please contact Ministry Staff.

Main Street Start: 50°06'45"N ; 120°48'05"W. Main Street End: 50°06'49"N ; 120°48'00"W .
Quilchena Avenue Start: 50°06'49"N ; 120°48'00"W. Quilchena Avenue End: 50°06'39"N ;
120°47'41"W. Cleasby Street Start: 50°06'39"N ; 120°47'41"W. Cleasby Street End: 50°06'38"N ;
120°47'43"W. Coldwater Avenue Start: 50°06'38"N ; 120°47'43"W. Coldwater Avenue End:
50°06'30"N ; 120°47'26"W. Voght Street Start: 50°06'30"N ; 120°47'26"W. Voght Street End:
50°06'19"N ; 120°47'36"W. Coldwater Trail Start: 50°06'46"N ; 120°48'07"W. Coldwater Trail End:
50°06'54"N ; 120°48'12"W.

What is the population that will be directly served by this project?

7,139

Will the completed works be used by the general public or members of the community (is it public facing)?

YES

Is the Project Eligible

Projects that are eligible under the COVID-19 Resilience Infrastructure Stream must be public infrastructure (capital assets) owned by a Local Government, Indigenous Ultimate Recipient or a Not-For-Profit organization. Please keep in mind when applying for the COVID-19 Resiliency Infrastructure Stream that there will be reporting requirements associated with the project if successful. These include but are not limited to Accessibility, GHG Reduction and energy efficiency standards. Please refer to the program guide for details.

Please review the eligibility criteria listed below to ensure that the project will meet all requirements:

1. The project supports public infrastructure, defined as tangible capital assets, primarily for public use and/or benefit, with the possible exceptions of temporary infrastructure related to pandemic response.
2. The completed asset will be owned and operated by the funding recipient for the duration of the Asset Disposal Period (five years after a project is complete) with the possible exceptions of temporary infrastructure related to pandemic response.
3. Project contracts will be awarded through a public tender process in a way that is fair, transparent, competitive and consistent with value for money principles.
4. The project will meet or exceed applicable energy efficiency standards for buildings where a building is constructed.
5. All required permits will be obtained when necessary.
6. The project will consider climate change in the design and will include materials that will increase energy efficiency when applicable.
7. The project will consider climate related risks and will have mitigation measures for these risks.
8. Do you have a Council/Board/Band Council/other appropriate governing body resolution authorizing the project to proceed and committing your share? This must be available upon request.
9. The project will meet or exceed the applicable energy efficiency standards for buildings outlined in the Pan-Canadian Framework.
10. For publicly accessible building(s), the completed works will meet or exceed the requirement of the highest published accessibility standard in a jurisdiction, defined as the requirements in the Canadian Standards Association Technical Standard Accessible Design for the Built Environment (CAN/CSA B651-12), in addition to applicable provincial building codes and relevant local government bylaws.
11. The project will ensure that the principles underlining the federal government's policies to promote linguistic duality and promote the development of official language minority communities are reflected.

Does the project meet the eligibility criteria listed above?

YES

Has the construction phase of the project started?***

NO

***Projects that have started (construction tender awarded) are ineligible.

What is the percentage of project design that has been completed as of application submission date? (This should match the class of your estimate.)

26 - 50%

Estimated project start date.

2021-04-05

Estimated project completion date (including reporting after construction, all projects must be completed by the end of 2021 with the exception of remote communities which must complete by the end of 2022*).

2021-11-26

Estimated project construction start date. Construction must start no later than September 30, 2021.

2021-06-07

Estimated project construction completion date. Projects must be completed by the end of 2021 with the exception of remote communities which must complete by the end of 2022.*

2021-10-04

*Please see section 1.1 of the program guide for more information on the definition of a remote community.

Mandatory Documents

In all cases, relevant information must be included within the completed application form itself, as this will form the basis of the assessment. **Please make specific reference within the application to sections of attached documents that you wish to be included in the review.** Attachments should be clearly labelled, organized, and succinct. Mandatory documents may vary by applicant type and must be submitted with the application for the project to be eligible for review and potential funding.

Please see the ICIP-CVRIS Program Guide for explanation of requirements for each mandatory document.

Mandatory Documents for Local Governments

Please attach each of the following mandatory documents (15 MB limit per document). ZIP files will not be accepted.

Project location .KML file

LG_PROJECT_KML_West Merritt Active Transportation Path (1).kml

See instructions on the ICIP website .

Detailed Cost Estimate

Must use the template found on the ICIP website .

Partnership/Memorandum of Understanding (MOU) Agreement (if more than one entity is involved in the project)

Additional Documentation (click to expand)

Additional documentation is optional and may be uploaded here to support your application. Supporting document examples: Cost Benefit Analysis or Other Study; Design Drawings; Letters of Support; Community Energy Plan; Options Assessment; or, Asset Management Plan. (Please refer to the [ICIP CVRIS Program Guide](#) for more information).

You may upload up to five Additional Documents.

Additional Document

LG_ADDITIONAL_1_2020-09-28 - Updated 'Class C' Cost Estimates.pdf

Additional Document

Additional Document

Additional Document

Additional Document

Project Costs and Project Delivery

Total Gross Project Costs [cannot exceed \$10,000,000]

\$2,954,546

Total Ineligible Project Costs

\$0

Total Eligible Project Costs [Total Gross Project Costs less Total Ineligible Project Costs]

\$2,954,546

Maximum Grant Amount (Estimated)*

\$2,954,545

*Grant amount may be adjusted after ministry review.

Please note: because 100% of eligible costs are covered by the CVRIS, financial stacking with any other funding sources, including but not limited to Provincial and Federal government sources, is not allowed.

Net Eligible Costs [Internal use only]

\$2,954,546

Fiscal Year Breakdown

Please fill in the costs below. The costs to be entered will represent how much money you expect to spend on eligible costs for the project each year. Projects must commence prior to September 31, 2021 and be completed prior to December 31, 2021.

Fiscal Year*

Forecasted Eligible Project Costs (April 1 to March 31)

2021 - 2022

\$2,954,546

2022 - 2023 (remote communities only)

\$0

Total

\$2,954,546

Difference from Total Eligible Project Costs

\$0

**Fiscal Year Breakdown Total must equal Total Eligible Project Costs.*

Funding/Planning

Project Financing - Local Government

Approved projects will be funded 100% of eligible costs.

How does your organization intend to carry the project costs until a claim for completed works is reimbursed by the Province?

The City has sufficient cash balances to self-finance in the short-term, while waiting for reimbursements.

What plans are in place and where will funds be sourced from if project costs escalate beyond budgeted contingencies (cost overruns)?

The City has sufficient funds in its reserves and surplus to be able to cover excess project costs. Alternatively, short-term financing could be accessed through MFA. The City is well within its debt servicing limit for MFA borrowing.

Please Note: ICIP does not provide additional funds to cover cost overruns. Also note stacking rules in the **ICIP CVRIS Program Guide** .

Indigenous Consultation Considerations

What stage of consultation has occurred with surrounding Indigenous Groups and if an Indigenous Ultimate Recipient applicant type, has your membership been consulted? Please identify the Indigenous groups that have been consulted and what steps have been taken.

The City of Merritt recognizes the importance of meaningful engagement of Indigenous groups and has begun, and will continue to, engage with the Nlaka'pamux and Syilx Nations, including the Nooaitch Indian Band, Shackan Indian Band, Coldwater Indian Band, Upper Nicola Indian Band, Lower Nicola Indian Band and the Cooks Ferry Indian Band. Consultation with First Nations Bands around the topic of Active Transportation have begun, specifically with the development of the Active Transportation Network plan. If funding is granted more detailed consultation will be conducted.

If you have started consultation please attach any documentation available.

Are there any unsettled land claims on or culturally sensitive issues related to land on which the project works will occur?

NO

Is any part of the project located on federal lands?

NO

Is the project subject to an impact assessment as per the Impact Assessment Act (2019) (<https://laws.justice.gc.ca/eng/acts/I-2.75/index.html>)?

NO

Risks

Please identify any project risks (social, financial, environmental, human resources, timeline, additional impacts of COVID-19) and the mitigation strategies to address these risks.

The proposed active transportation multi-use pathway will be constructed on City land with minimal disruption to residents and traffic. There is a risk of a shortened construction timeline in case of delayed funding notification. However, we will be prepared to put the project to tender as soon as funding notification is received. We also have plans to complete the project by early October. Should the funding notification be delayed there is still sufficiently time to complete the project before December 31, 2021.

Management and Planning

Management and Planning

Asset Management - Additional resources on infrastructure asset management can be found on the Asset Management BC website: www.assetmanagementbc.ca.

How do you manage your infrastructure assets? Do you have an asset management plan linked with a long-term financial plan, asset management policy, strategy, framework, and/or governance structure?

The project will fall under regular Operations and Maintenance (O&M) routines of similar assets, including annual visual inspections with maintenance as needed (e.g. crack sealing, brush cutting, patching, mill & fill, etc.). As with similar assets, higher degrees of maintenance such as spot rehabilitation and edge repair will be done as needed. Projects and assets of similar types will also be integrated into our current Asset Management Investment Plan. The City's Asset Management Investment Plan guides our projects, active transportation will be a key focus of the revised plan.

Describe your long-term planning activities that will ensure that there will be funds to replace the proposed project at the end of its life.

The City of Merritt annual operating budget includes significant funding for the maintenance and upgrade of city facilities and parks/trails. In addition, we will be implementing a reserve and surplus policy as part of the 2021-2025 planning cycle. A draft of this policy was presented to the Finance and Audit Committee on May 27, 2020. One of the key objectives of the reserve and surplus policy is to create a facilities reserve fund to fund capital projects identified for major repairs, upgrading, replacement or expansion of municipal facilities and public spaces not identified in specific funds.

GHG Calculations

Greenhouse Gas Calculations

Will the project achieve a reduction in greenhouse gas emissions?

NO

Outcome Specific Questions

Please navigate to Project Information, then to Federal Outcomes. Please Identify which outcome the project will support before navigating to this page.

Outcome 3: The project will support development of active transportation networks.

Projects eligible under the COVID-19 Resilience Infrastructure Stream are public infrastructure (capital assets) owned by a Local Government, Indigenous Ultimate Recipient or Not-For-Profit entity. The desired outcome of the active transportation outcome is to increase the ability to be outdoors to exercise or move throughout the community. Active transportation infrastructure, including parks, trails, foot bridges, bike lanes and multi-use paths is eligible. Please keep the desired Outcome in mind when answering the questions in this section.

Program Targets and Benefits

How does the project improve or increase active transportation or outdoor activities within the community?

The West Merritt Active Transportation Path improves the connectivity of existing trails and provides a safe multi-use pathway for access to schools, parks, and the downtown core. The pathway creates a loop connecting two ends of the existing popular Coldwater River trail. The proposed improvements to a portion of the existing Coldwater River Trail will provide a smooth and accessible surface for all users. The new pathway increases the distance of available multi-use trail encouraging more outdoor physical activity as well as offering alternative routes to regular users. The connection to schools provides a safe pathway for students to walk or bike to school. The connection to parks encourages families to choose active transportation to access these facilities.

Does the project align with a land-use or transportation plan or strategy (active transportation), or long-term planning strategies of your organization (parks and playgrounds)?

YES

Please explain how it aligns.

Several of the key long-term plans and policies that are guiding Merritt's development and growth highlight the role active transportation and recreation play in maintaining a healthy and sustainable community. The City's Official Community Plan has several sections and policies that touch on active transportation and recreation. The community vision has a component that speaks to residents and visitors being

able to move freely through the City by walking and cycling both on streets and trails. It also speaks to connections to regional trails and access to outdoor recreation. Some of the specific transportation related policies focus on the need to implement new and upgrade existing streets, pathways, and trails to facilitate safe and efficient movement of people throughout the community. It highlights the need to install new sidewalks and enhance existing infrastructure to ensure they are accessible to all. The Parks, Recreation and Culture Master Plan provides direction to the City regarding park use, facilities, and services. The plan's vision focuses on providing a system of inclusive, accessible, and diverse parks, trails, recreation, and cultural opportunities, which promote a healthy and active lifestyle for residents and attracts visitors. The City's draft Active Transportation Plan provides a course of action that reflects the community's priorities and available resources. The Plan includes a proposed active transportation network for the city, including trails and off-street pathways as well as on-street facilities. It also provides recommendations for making the City safer and more comfortable for people walking and rolling. The goal of the Active Transportation Plan is to make Merritt even more sustainable, dynamic, equitable, and inclusive for people of all ages and abilities. All the corridors included in this project are identified in the Active Transportation Plan.

Who will utilize the improved active transportation or increased outdoor activities infrastructure? Does it target one specific user group or multiple user types? Please describe.

The project targets multiple user types from students and families accessing schools and parks to avid outdoor recreation enthusiasts utilizing the trail as part of their regular exercise regime. Seniors are frequent users of the existing Coldwater River Trail and the additional kilometres of flat smooth surface pathway will be ideal for these users as well. People of all abilities will be able to use the multi-use pathway as the conceptual design for the different components of this project have been based on guidance provided in the British Columbia Active Transportation Design Guide. The multi-use pathways will be a hardscape surface for rolling wheels, the width of the pathway is 3.0m and is above minimum standard to ensure two wheelchair users can pass side-by-side. Curb ramps will be provided at all intersections and through the design phase, design guidance is to design facilities that are universally accessible. Finally the pathway will provide recreational opportunities for residents living in the surrounding communities of the Nicola Valley as well as visitors to the area.

Submission

Applicants should be aware that information collected is subject to the Freedom of Information and Protection of Privacy Act.

On behalf of

Merritt

I

certify that the information contained in this Application form is to the best of my/our knowledge, correct and complete and has been submitted with Council/Board/Band Council concurrence, as authorized by a resolution dated (or that is anticipated on):

I acknowledge that if a construction tender is signed or construction starts prior to receiving final approval, the project will be considered withdrawn from the program.

This will certify the following authorities have reviewed and approved this application:

Financial Approver

Engineer or Project Manager Approver