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Halifax Regional Council
August 1, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: 
Paul Dunphy, Director, Planning & Development Services

DATE: July 18, 2006

SUBJECT: Halifax Inland Terminal Plan Funding Award

INFORMATION REPORT

ORIGIN

Information Report #4 submitted at the January 31, 2006 meeting of Regional Council.

BACKGROUND

On February 1, 2006, staff submitted an application under a Transport Canada funding competition related to Transportation Planning and Modal Integration (TPMI). The application was to conduct further research on an Inland Multi-Modal Terminal as a follow-up to the Halifax Trucking Options Study completed earlier this year. The proposed "Halifax Inland Terminal Plan" would develop a more detailed business case and operating plan as well as recommendations for preliminary site layout. It was proposed that Transport Canada fund half of the \$114,000 project, with the remaining half funded equally by HRM, CN and the Halifax Port Authority (HPA).

DISCUSSION

On June 26, 2006, the Minister of Transport announced that, of a large number of applications received, thirteen were to receive funding under the TPMI program, including the Halifax Inland Terminal Plan. A copy of Transport Canada's press release and background is attached.

Staff, working with CN and HPA, will begin the process of developing a project terms of reference and procuring a consultant. Nova Scotia Transportation & Public Works has also appointed a staff person to the project steering committee. The study is expected to begin in October and to be completed by April, 2007.

BUDGET IMPLICATIONS

The January 31, 2006 staff report indicated that if the proposal was to be accepted for funding, HRM's contribution would come from Capital Account CDE00105, Regional Planning Projects.

Budget Summary:

Capital Account CDE00105, Regional Planning Projects

	Cumulative Unspent Budget	\$ 751,474.85
	Cost Breakdown:	
Plus:	50% Transport Canada	57,000.00
Plus:	16.7% Halifax Port Authority	19,000.00
Plus:	16.7% C.N.	19,000.00
Less:	16.7% H.R.M. net cost	<u>19,000.00</u>
	Remaining Uncommitted Funds	\$ 827,474.85

It should be noted that the January 31, 2006 staff report suggested that HRM would be one of four local contributing partners with a contribution of \$14,000 towards a \$112,000 project. Just prior to submission of the application, one of the local partners (Municipal Enterprises) withdrew. Due to this, the application was restructured so that each of the three remaining partners would contribute \$19,000 each towards a \$114,000 project.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES


There are no recommended alternatives.

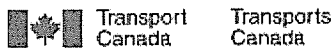
ATTACHMENTS

Copy of Transport Canada's June 26, 2006 News Release

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by : Dave McCusker, P.Eng., Manager, Regional Transportation Planning, 490-6696

Financial Review : 
Ferdinand Makani, Financial Consultant, 490-6902



Canada

News Release

No. H057/06

For release June 26, 2006

13 WINNING TRANSPORTATION PLANNING AND MODAL INTEGRATION PROJECTS ANNOUNCED

OTTAWA — The Government of Canada will award over \$1 million to 13 projects that advance transportation planning and enhance integration and connections between transportation modes. The projects are being funded under the Transportation Planning and Modal Integration initiatives, as announced today by the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities.

"These projects will help to investigate how we can better combine transportation modes for greater efficiency and integration of the transportation system," said Minister Cannon. "They also demonstrate the Government of Canada's commitment and willingness to encourage innovation and creativity to solve current transportation challenges."

Under the Transportation Planning and Modal Integration, applicants can submit project ideas to Transport Canada, which then selects and contributes funding to the successful projects.

As part of the selection process, successful projects have to meet one or more of the following objectives:

- support trade, tourism and traffic flows through integrated surface transportation corridors;
- enhance integration and improve connections between modes, through infrastructure and technology initiatives;
- increase transportation mobility, safety, security and efficiency for private, public and commercial system users;
- promote the integration of sustainable transportation principles into transportation decisions; or
- improve data collection for more effective policy planning and operational management.

To date, approximately \$5 million in funding has been granted to a total of 45 projects across the country, including the 13 projects announced today.

Federal funding for these projects was built into the existing financial framework.

Backgrounders describing the Transportation Planning and Modal Integration initiatives and the winning projects are attached.

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BACKGROUND

TRANSPORTATION PLANNING AND MODAL INTEGRATION INITIATIVES

The Canadian transportation system is more than the sum of its parts; it involves the connection and integration of various modes and jurisdictions. A sustainable and efficient transportation system plays an important role in ensuring Canada's competitive success in global trade where integrated logistics chains with global reach are increasingly in competition with one another.

Intermodal transportation requires that the physical and electronic connections between different modes of transportation, such as rail and marine, be fully integrated in order to increase system efficiency and reduce total transit time and costs. New technologies, improvements to traditional infrastructure, and the harmonization of regulations are important in designing systems and managing the increasing demands on transportation infrastructure.

Building an integrated transportation system requires that transportation needs be considered from a system-wide and strategic perspective. Such a system requires planning and feasibility studies to assess transportation needs from a multi-modal perspective. By supporting the development of transportation-related expertise and research in the public, private and academic sectors, Transport Canada is fostering the innovation required to help our transportation system adapt to current and future challenges.

Funding for the Transportation Planning and Modal Integration initiatives is part of the Government of Canada's \$600-million Strategic Highway Infrastructure Program (SHIP). The SHIP program has two components: a \$500-million highway construction component and a \$100-million national system integration component. Of the \$100 million, \$5 million is available for academic research studies or applied transportation initiatives that advance transportation planning and modal integration in urban areas and along trade corridors. Approximately \$1 million of these funds will be used to support the successful projects. To date, approximately \$5 million in funding has been granted to a total of 45 projects across the country, including the 13 projects announced today.

Provinces, territories, municipalities, First Nations, registered not-for-profit organizations, private enterprises, public or private transportation authorities/agencies are eligible to apply. Also eligible are Canada-based academics, including undergraduate and/or graduate students, engaged in transportation research at a Canadian university or college, or affiliated academic research centres. Partnerships are encouraged.

For further information on the program, please visit our website at www.tc.gc.ca

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BACKGROUNDER

PROJECT DESCRIPTIONS

The following projects have been selected for the second round of funding under the Transportation Planning and Modal Integration initiative.

Simulation Model of Container Transport Security for the Vancouver Gateway

The University of British Columbia will receive up to \$23,250 to develop a simulation model of the movement of seaborne international containers through the Vancouver gateway in order to model the benefits and costs of alternative security options. The model will represent the operational characteristics of all participants in the container transport chain.

False Creek Flats Rail Corridor Strategy

The City of Vancouver will receive up to \$85,000 to complete a long-term multimodal transportation planning study of the rail corridor connecting the False Creek Flats to the Burrard Inlet from the Grandview Cut to the Port of Vancouver. This study will explore passenger and freight rail infrastructure issues including where grade separations with pedestrians, cyclists, transit, trucks and private vehicles are needed over the next 50 years.

Central Okanogan Multimodal Corridor

The City of Kelowna will receive up to \$100,000 to prepare a multimodal transportation plan for the CN Rail/Highway 97 corridor running through the City of Kelowna, British Columbia.

Clearing the Path – Primary Weight Corridors for Rural Saskatchewan

The current road transportation system in Saskatchewan is not fully integrated in terms of vehicle weight allowed on roads. The Saskatchewan Association of Rural Municipalities will receive up to \$41,599 to develop a rural primary weight corridor system which will help achieve a more integrated transportation system in terms of vehicle weight allowed on the road network. To that end it will identify sections of municipal roads that if upgraded could provide strategic linkages to the current primary weight highway system that connects to major terminals for commodity railway transportation.

Feasibility Analysis of the Economic, Environmental and Security Benefits for a Multimodal Freight Facility in the Regina Region

The Regina Regional Economic Development Authority will receive up to \$20,000 to complete a feasibility study for a proposed multimodal air-truck-rail container facility. This feasibility analysis is required to assess the costs, benefits and risks associated with the facility.

The Case for Transportation Demand Management & Supportive Guidelines for Development Approvals

The Association for Commuter Transportation of Canada, located in Ottawa, will receive up to \$85,000 to address immediate needs to build knowledge about the management of transportation demand in Canada. The project consists of conducting cross-Canada workshops to share transportation demand management information and promote the integration of sustainable transportation principles.

Creating a Network of New Mobility Hubs in the Greater Toronto Area – Phase II

Alternative Transportation Options (Moving the Economy) will receive up to \$106,380 to create a network of new mobility hubs in the Greater Toronto Area. These hubs provide several transport options (e.g. transit, taxis, car share vehicles, etc.) in the same place. The project seeks to build partnerships with communities, businesses and regional groups; link other hub locations with the Exhibition Place Hub; and promote the network.

Planning and Transportation Study for a New Inter-Modal Bus Terminal in Toronto

The City of Toronto Economic Development Corporation will receive up to \$150,000 for a study on a bus terminal near Union Station. It will identify urban/architectural design standards, technical issues, tax incremental financing of infrastructure, pedestrian mobility and tourism elements for the terminal to ensure it promotes multimodalism and maximizes positive impacts on surrounding areas.

Development of an Operational Integrated Urban Modeling System

The University of Toronto will receive up to \$150,000 to develop a fully operational, University of Toronto-validated and integrated land use transportation modeling system for the Greater Toronto Area. The modeling system will support the analysis of a broad range of urban transportation and land use planning issues and infrastructure investment alternatives.

Modelling the Impact of Growing Overseas Trade on Canadian Seaports: A System Dynamics Approach

McGill University will receive up to \$83,317 to develop integrated models of overseas trade and seaport operations and dynamics to promote the seamless integration of freight transportation by water, road and rail.

On-line Simulator of Full Costs of Intermodal Freight Transportation Solutions and Internet Site for Strategic Cooperation in Intermodal Transportation

Egidd, located in Quebec City, will receive up to \$99,966 to develop a tool to optimize transportation solutions using an intermodal approach (road-road and road-rail), as well as a website to facilitate strategic cooperation, planning, decision-making and governance in order to promote intermodal freight transportation.

Needs for Advanced Logistics and Intermodality in the Quebec City Region

The Collège François-Xavier Garneau will receive up to \$54,631 to acquire detailed knowledge of current practices and future needs regarding advanced logistics and intermodality for businesses in the Quebec City region. The study will help establish a commercial gateway and guide strategic choices for advanced logistics in the region as well as support the planning of the region's transportation systems.

Halifax Regional Municipality – Halifax Inland Terminal Plan

The Halifax Regional Municipality will receive up to \$57,000 to develop a business plan for the construction and operation of an inland terminal at Rocky Lake in the Halifax Regional Municipality. The project will build on the findings of a previous Halifax Inland Terminal and Trucking Options Study.

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