

Infrastructure Canada – Active Transportation Fund 2025

ISSUE

Housing, Infrastructure and Communities Canada has opened a second intake of the Active Transportation Fund. The Administration is seeking City Council approval of the projects for submission that meet the criteria of the program.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That Administration be directed to submit the proposed projects outlined in this report to the Active Transportation Fund;
2. That if successful, the Mayor and City Clerk be authorized to execute the agreement with Housing, Infrastructure and Communities Canada under the Corporate Seal; and
3. That if required, the Senior Financial Business Partner be granted delegated authority to sign and submit progress reports and financial claims related to the program.

BACKGROUND

At its Regular Business Meeting held on March 25, 2019, City Council received the Active Transportation Implementation Plan [report](#), and resolved, in part:

“1. That the Active Transportation Implementation Plan be endorsed with the exception of the elements pertaining to the Downtown AAA Network, which is the subject of a future report to City Council;”

The implementation plan included the following key components:

1. Integration with Standard Practices
2. Leverage other Projects
3. Shelf-Ready Projects
4. Leverage all Funding Opportunities
5. Measure and Report Progress

In 2022, the Government of Canada conducted the first intake of applications for the Active Transportation Fund for planning or capital projects. The City of Saskatoon was successful in receiving funding for the following projects:

- College Drive Multi-Use Pathway (planning);
- Active Transportation Street Team (planning);
- Victoria Avenue Bikeway, Pedestrian and Traffic Safety Improvement (planning);
- Millar Avenue Multi-Use Pathway (planning); and
- Dudley Street Bikeway, Pedestrian and Traffic Safety Improvement (capital).

On December 6, 2024, the completion of the Dudley Street walking and cycling improvements project was announced. The joint investment of more than \$2.6 million with the Government of Canada through the Active Transportation Fund supported the construction of one kilometre of shared-use pathway, 800 metres of neighborhood bikeway and approximately one kilometre of new sidewalk on Dudley Street between Dawes Avenue and Spadina Crescent.

DISCUSSION/ANALYSIS

On December 12, 2024, Housing, Infrastructure and Communities Canada launched a second call for applications for the Active Transportation Fund under the Canada Public Transit Fund. This fund allocates \$3 billion annually for permanent public transit programming and includes targeted funding for specific types of active transportation. The intent of the funding is to support a modal shift away from cars and support the expansion and enhancement of active transportation infrastructure, making travel by active transportation easier, safer, more convenient and more enjoyable.

This intake of the Active Transportation Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges.

More specifically, the Active Transportation Fund seeks to:

- Improve community connections and promote social equity amongst vulnerable Canadians;
- Make travel by active transportation easier, more convenient and enjoyable, and enhance user safety and security;
- Encourage people to choose active transportation over personal vehicles (including supporting walking and cycling to access transit);
- Contribute to long-term, sustainable, inclusive economic growth, while setting the foundation for achieving a more inclusive Canada and net-zero climate emissions by 2050; and
- Support the Canadian economy through a reduction in congestion, the creation of jobs and enhanced access via active transportation modes to businesses.

There are two streams of projects eligible for funding: 1) capital projects and 2) planning projects. While the first intake accepted applications for both capital and planning projects, this intake is accepting capital project applications only.

Capital projects refer to new infrastructure construction, enhancement of existing infrastructure, and fixed design and safety features that encourage increased active transportation. Eligible capital projects include:

- Building or enhancing infrastructure for active transportation, such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways (this could include nature trails and other infrastructure which could support recreation, so long as this infrastructure can be demonstrated to reflect evaluation criteria);

- Enhancing active transportation infrastructure, including design considerations in which there may be no net gain in kilometres of infrastructure, but quality improvements that support greater usage;
- Building or enhancing design features and facilities which promote active transportation, such as storage facilities, lighting, greenery, shade, and benches; or
- Building or enhancing safety features which promote active transportation, such as crosswalks, medians, speed bumps, and wayfinding signage.

For capital projects, program funding can be provided up to 60%, with the City of Saskatoon required to provide the other 40%. Infrastructure Canada will be accepting applications for capital funding streams of the Active Transportation Fund until February 26, 2025. This intake of the Active Transportation Fund is a five-year program starting in 2025. All projects must be completed by March 31, 2030.

The Administration has identified the following capital projects that align with the Active Transportation Fund mandate and the City's Active Transportation implementation plan. Further details on each of the projects are provided in Appendix 1.

Project	Project Length	Total Eligible Costs (millions)	2023 TMP* Priority Ranking
Recommended Projects			
West Central Multi-Use Corridor (Avenue Q to Avenue W)	0.8	1.20	16
31 st Street to 33 rd Street Shared-Use Pathway (Idylwyld Drive & 31 st Street to 33 rd Street & Ontario Avenue)	0.6	1.70	n/a
West Central Multi-Use Corridor (Avenue F to Avenue K)	0.6	1.20	16
Connecting Avenue C – Phase 2 (Jamieson Street to 38 th Street)	2.3	1.10	6
22 nd Street & Confederation Drive Intersection Improvements - Shared pathway, south side (Diefenbaker Drive to Confederation Drive)	0.4	0.25	26
22 nd Street Shared-Use Pathway (Witney Avenue to Pedestrian Overpass)	0.5	0.30	14
Potential Additional Projects			
31 st Street Walking and Cycling Improvements (Avenue W to Idylwyld Drive)	2.5	3.7	10
Connecting Avenue C – Phase 1 (Spadina Crescent to Jamieson Street)	1.0	3.4	6
Connecting Avenue C – Phase 3 (38 th Street to 45 th Street)	1.4	4.3	6
Connecting 2 nd Avenue/3 rd Avenue: Walking, Cycling, and Driving Improvements	0.4	1.1	n/a
Victoria Avenue Bike lanes (8 th Street to Taylor Street)	0.8	6.6	15

*TMP = Transportation Master Plan

The rationale for selecting the above noted projects for application to the Active Transportation Fund mandate is:

- West Central Multi-Use Corridor is an ongoing segmented project with three of five segments previously completed. Finishing the remaining two segments would complete this long-standing project:
 - Idylwyld Drive to Avenue D – Complete
 - Avenue D to Avenue F – Complete
 - Avenue F to Avenue K – Not Complete
 - Avenue K to Avenue Q – Complete
 - Avenue Q to Avenue W – Not Complete
- 31st Street to 33rd Street Shared-use Pathway along Idylwyld Drive has a willing partner. The Province of Saskatchewan is able to provide the additional property required to build the infrastructure for no cost. The work could potentially be coordinated with the construction of the Link (Bus Rapid Transit) station at this location, currently scheduled for 2026.
- Connecting Avenue C (Jamieson Street to 38th Street) includes 2.3 kilometres of neighbourhood bikeway providing improved safety for vulnerable road users, as well as completing a phase of a project that is ranked highly on the Transportation Infrastructure Priority List.
- 22nd Street Pathway projects can be completed with no property requirements, relatively low cost, and aligns with and supports the future road improvements along 22nd Street at Confederation Drive.
- All the projects can fit within the proposed funding plan discussed below.

FINANCIAL IMPLICATIONS

A possible funding plan and construction sequence is shown below if grant funding is approved for the recommended projects.

Project	City Contribution	Active Transportation Fund Contribution	Total Cost	Proposed timing
West Central Multi-Use Corridor (Avenue Q to Avenue W)	\$480,000	\$720,000	\$1,200,000	2025
31 st Street to 33 rd Street Shared-Use Pathway (Idylwyld Drive & 31 st Street to 33 rd Street & Ontario Avenue)	\$680,000	\$1,020,000	\$1,700,000	2026
West Central Multi-Use Corridor (Avenue F to Avenue K)	\$480,000	\$720,000	\$1,200,000	2027
Connecting Avenue C – Neighbourhood Bikeway (Jamieson Street to 38 th Street)	\$440,000	\$660,000	\$1,100,000	2028
22 nd Street & Confederation Drive Intersection Improvements - Shared-use pathway on south side (Diefenbaker Drive to Confederation Drive)	\$100,000	\$150,000	\$250,000	2029
22 nd Street Shared-Use Pathway (Witney Avenue to Pedestrian Overpass)	\$120,000	\$180,000	\$300,000	2029
TOTALS	\$2,300,000	\$3,450,000	\$5,750,000	

For the initial Active Transportation Fund intake, the Administration recommended allocation of the required city contribution from Capital Project P.02468 Active Transportation Plan Implementation. This would be the suggested process again.

The proposed funding scheme does not require any additional tax-based funding to be provided. The city contributions can be generated using typical reserve allocations generated through the multi-year business plan and budget process.

If additional funding was allocated to the capital project, the projects listed under 'Potential Additional Projects' could also be included in the application to the fund.

OTHER IMPLICATIONS

There are no privacy, legal, or social implications identified.

NEXT STEPS

If City Council approves the recommendations, the Administration will complete the application process prior to the submission deadline. If approved for funding the Administration will report back with a report to adjust the project budget for the Active Transportation Fund contribution.

APPENDICES

1. Project Descriptions

Report Approval

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