



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** February 12, 2019
From: Lloyd Bie, P. Eng.
 Director, Transportation **File:** 01-0154-04/2019-Vol 01
Re: **TransLink 2019 Capital Cost-Share Program – Supplemental Applications**

Staff Recommendation

That the submission of transit-related projects for cost-sharing as part of the TransLink 2019 capital cost-share programs as described in the report titled “TransLink 2019 Capital Cost-Share Program – Supplemental Applications” dated February 12, 2019 from the Director, Transportation, be endorsed.

Lloyd Bie, P. Eng.
 Director, Transportation
 (604-276-4131)

Att. 1

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

Staff Report

Origin

In September 2018, Council endorsed the submission of several road, bicycle and transit-related improvement projects for funding consideration from TransLink's 2019 capital cost-share funding programs. This report presents proposed supplemental applications from the City to TransLink's new Bus Speed and Reliability Program for 2019.

Analysis

TransLink Bus Speed and Reliability Program

Declining bus operating speeds has required TransLink to invest regionally \$2.5-\$4 million of operating funds each year to maintain existing levels of service (Figure 1). Since 2012, 250,000 annual service hours have been added at a total cost of approximately \$144 million. By 2019, the additional annual service hours are expected to exceed 300,000.

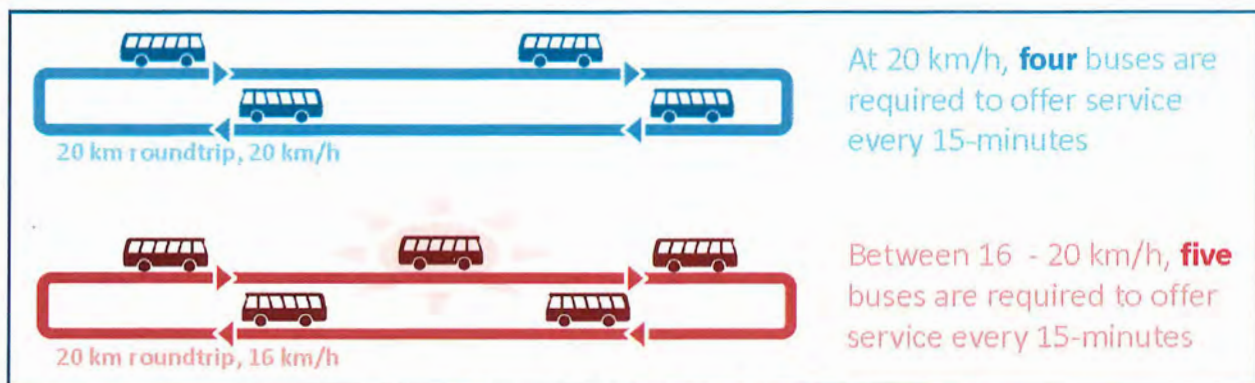


Figure 1: Impact of Declining Bus Speeds

The Mayors' Council 10-Year Vision identified the need for TransLink to work with municipalities to implement measures that enable a faster, more efficient, more reliable, and more cost-effective transit service. TransLink's Bus Speed and Reliability Program is a new program starting in 2019 that provides cost-share funding on a competitive basis for feasibility studies and capital projects that support improved bus speed and reliability. TransLink has allocated approximately \$16 million in total for the Program for 2019-2022 through the Phase One (\$4 million) and Phase Two (\$12 million) Investment Plans of the 10-Year Vision.

Projects must be located on the Frequent Transit Network (FTN), at major transit nodes, or other locations identified by TransLink as a high priority. Four categories of projects are eligible for funding:

- *Municipal Capacity Building*: Training to enhance municipal capacity to identify, develop, and deliver transit projects;
- *Project Development*: Limited-term technical support to develop conceptual designs;
- *Pilot Project*: Capital and operating funds to design, deliver and evaluate short-term pilot projects to inform decisions about permanent design of facilities to improve bus speed and reliability; and

- *Capital Project*: Technical support and capital funds to design, deliver, and evaluate permanent capital projects to improve bus speed and reliability.

TransLink may provide up to 100% cost-share funding for projects deemed to be high priority.

Projects Proposed for Submission to 2019 TransLink Bus Speed and Reliability Program

For 2019, the Program has a total of \$2.175 million available. The City proposes to submit three Project Development applications for consideration to be included in the 2019 Program as described below.

Project Development

All of the following locations (see Attachment 1) are identified by TransLink as key areas in Richmond where bus speed and reliability are negatively impacted. Each of the proposed projects would fund retaining a consultant to analyze the issues and identify potential solutions. If supported by the City and TransLink, the potential solutions may then be the subject of future cost-share applications to support implementation, particularly for any infrastructure changes.

- *Bridgeport Station Access/Egress*: Bus operators for regional routes to/from south of the Fraser River experience delays when transiting between Highway 99 and the Bridgeport Exchange. Due to traffic volumes, the movement from southbound Great Canadian Way to eastbound Sea Island Way can be particularly problematic. The study would seek to optimize traffic signal timing in this corridor and identify potential infrastructure changes (e.g., road geometry modifications).
- *Garden City Road-Westminster Highway*: Bus operators can experience delays for the eastbound Westminster Highway to northbound Garden City Road movement. The study would seek to optimize traffic signal timing at this intersection.
- *Steveston Highway (No. 5 Road-Highway 99)*: Bus operators can experience delays in this corridor, particularly when travelling westbound on Steveston Highway. The study would seek to optimize traffic signal timing in this corridor and identify potential infrastructure changes. Any proposed infrastructure changes would need to recognize any future changes in the area associated with potential improvements associated with the Steveston Highway-Highway 99 Interchange and the Massey Tunnel crossing.

Requested Funding and Estimated Project Costs

The total requested funding for the Project Development applications to TransLink's 2019 Bus Speed and Reliability program is \$75,000 as summarized in Table 1. Staff are seeking 100% cost-share funding for these applications and would provide in-kind support via management of the consultant.

Table 1: Projects to be Submitted to 2019 TransLink Bus Speed and Reliability Program

Project	Category	Requested TransLink Funding ⁽¹⁾	Proposed City Portion & Funding Source ⁽²⁾	Est. Total Project Cost
Bridgeport Station Access/Egress	Project Development	\$30,000	\$0	\$30,000
Garden City Road-Westminster Hwy	Project Development	\$15,000	\$0	\$15,000
Steveston Highway (No. 5 Road-Hwy 99)	Project Development	\$30,000	\$0	\$30,000
Total		\$75,000	\$0	\$75,000

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

(2) The City's portions of the costs of the projects have been previously approved by Council.

Should the submissions be successful, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements.

Financial Impact

None.

Conclusion

Several projects are proposed for submission to TransLink's 2019 Bus Speed and Reliability program that would support advancing the goals of the *Official Community Plan* to achieve a higher transit mode share. The proposed projects capitalize on the expanded external cost-share funding available from TransLink as part of the implementation of Phases One and Two of the 10-Year Investment Plan.



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JC:lce

Att.1: Locations of Proposed 2019 Bus Speed and Reliability Program Projects

Proposed 2019 Bus Speed and Reliability Program Projects: Locations

1. Bridgeport Station Access/Egress



Proposed 2019 Bus Speed and Reliability Program Projects: Locations

2. Garden City Road-Westminster Highway



3. Steveston Highway (No. 5 Road-Highway 99)

