



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** February 22, 2017
From: Victor Wei, P. Eng. **File:** 01-0154-04/2017-Vol 01
Director, Transportation
Re: **TransLink 2017 Capital Program Cost-Share Supplemental Submissions**

Staff Recommendation

1. That the supplemental submission of pedestrian and bicycle improvement projects for cost-sharing as part of the TransLink 2017 Major Road Network and Bicycle Program as described in the report titled, "TransLink 2017 Capital Program Cost-Share Supplemental Submissions" dated February 22, 2017 from the Director, Transportation, be endorsed; and
2. That, should the above submissions be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) be updated accordingly.

Victor Wei, P. Eng.
Director, Transportation
604-276-4131

Att. 1

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

Staff Report

Origin

Each year, municipalities may submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from TransLink's capital cost-share funding programs. At its September 26, 2016 meeting, Council endorsed the submission of the following projects for the 2017 funding cycle:

- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program: Year 2 of two-year accrual for the River Drive (No. 4 Road-Van Horne Way) multi-use pathway; and
- Transit-Related Road Infrastructure Program: retrofits to existing bus stops to provide for universal accessibility.

Subsequently, the Mayors' Council and the TransLink Board of Directors approved the Phase One Plan of the 10-Year Vision in November 2016. A component of the Phase One Plan is new funding beginning in 2017 for municipalities to cost-share on capital improvements on the Major Road Network, for cycling projects and for pedestrian facilities around transit.

This staff report presents the proposed supplemental submissions from the City to TransLink's 2017 capital cost-share programs, which support the goals of the City's *Official Community Plan*.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. *Effective transportation and mobility networks.*

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

5.2. *Strengthened strategic partnerships that help advance City priorities.*

Analysis

Major Road Network and Bike (MRNB) Upgrade Program

The MRNB Program provides allocated funding for capital improvements to the major roads across the region that comprise the MRN and the construction of bicycle facilities both on and off the MRN. For the 2013 through 2016 period, there was no allocated funding available to municipalities from TransLink for the annual MRNB Upgrade Program due to financial constraints. The approval of the Phase One Plan of the 10-Year Vision has restored funding to the program beginning in 2017.

For 2017, totals of \$10 million and \$5 million are available for MRN upgrades and bicycle projects respectively. The funding for MRN upgrades is allocated to municipalities based on population and employment growth forecasts from the Regional Growth Strategy while that for cycling projects is allocated based on 2011 Census population data. Richmond's allocations for 2017 are \$794,000 and \$405,000 for MRN upgrades and bicycle projects respectively for a combined total of \$1,199,000.

The City proposes to submit the following additional projects for consideration to be included in the 2017 MRNB Program (Attachment 1):

- River Drive Multi-Use Pathway (\$1,344,000): construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the south side of River Drive between No. 4 Road and Van Horne Way including pedestrian lighting. As noted above, the City previously submitted the River Drive multi-use pathway to the 2017 BICCS Regional Needs Program, which provides funding on a competitive basis (i.e., not allocated) for bicycle infrastructure projects of regional significance and, at the time, had a maximum funding cap of \$250,000. With the new MRNB funding available, TransLink requires that municipalities first fully use their allocated funding before applying for any competitive-based funding. Accordingly, the City's funding request for the River Drive multi-use pathway would be shifted to the 2017 MRNB program and the funding request increased such that the two-year (2016 and 2017) accumulation of external grant funding is equal to 50 per cent of the estimated total cost.

An application to the Province of BC's 2017-2018 BikeBC program was also made seeking 50-50 cost-sharing. Should the BikeBC application be successful, the TransLink funding amount for 2017 would be reduced accordingly as TransLink cost-share funding guidelines require the deduction of any senior government funding with the balance then cost-shared between the City and TransLink on a 50-50 basis.

- No. 2 Road Walkway (\$400,000): construction of a 1.5 m wide concrete sidewalk for pedestrians on the east side of No. 2 Road between Granville Avenue and Westminster Highway. No. 2 Road in this section is part of the Major Road Network and thus the proposed improvement to fill in an existing gap in pedestrian facilities is eligible for cost-share funding.
- Westminster Highway Multi-Use Pathway (\$400,000): conversion of the existing directional shoulder bike lanes on Westminster Highway between No. 8 Road and Nelson Road to a protected two-way paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the south side. The new pathway would enable a fully continuous off-street two-way pathway on the south side of Westminster Highway between No. 6 Road and McMillan Way.
- Great Canadian Way Multi-Use Pathway (\$300,000): upgrade of an existing sidewalk and pathway to a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the west side of Great Canadian Way between Van Horne Way and Bridgeport Road including pedestrian lighting. The pathway would connect to existing off-street pathways at either end and a planned off-street pathway south of Sea Island Way that has been secured through the development application process. The off-street pathway would provide greater protection from vehicle traffic for cyclists travelling through the Sea Island Way and Bridgeport Road intersections and provide northbound cyclists with an option to avoid significant motorist right-turn movements at the Costco driveway.
- No. 2 Road Multi-Use Pathway (\$1,240,000): construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists on No. 2 Road between Steveston Highway and Dyke Road as part of a roadway upgrade in this section. The shared cycling/walking/rolling pathway is to be located along the east side from Steveston Highway

to the existing crosswalk located approximately 260 m south of Andrews Road, after which it shifts to the west side to Dyke Road.

Recognizing that this second round of cost-share applications is occurring relatively late in municipalities' capital budget cycles, TransLink will allow, for 2017 only, any unused 2017 allocated funding to be rolled over and added to the municipality's 2018 allocation (i.e., any unused allocated funding will not be forfeited).

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program

For 2017, a total of \$2.55 million is available on a competitive basis for bicycle infrastructure and parking projects of regional significance through the BICCS Regional Needs Program with municipalities permitted to submit only one project each for TransLink 50-50 cost-share funding up to a maximum of \$400,000.

The City proposes to submit the No. 2 Road (Steveston Highway-Dyke Road) multi-use pathway project for consideration to be included in the 2017 BICCS Regional Needs Program as well as the 2017 MRNB Program as noted above in order to maximize the potential for securing external funding by first fully using the balance of the City's allocated MRNB Program funding, which then allows the City to apply for the competitive-based BICCS Regional Needs Program.

The No. 2 Road multi-use pathway is part of the larger No. 2 Road (Steveston Highway-Dyke Road) widening project, for which the City is receiving external funding (\$3.5 million towards the total cost of \$7.3 million) from the federal government via the Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund.

Walking Infrastructure to Transit (WITT) Program

The Phase One Plan of the 10-Year Vision has established a new capital cost-share program for pedestrian facility upgrades within walking distance of frequent transit stops, stations and exchanges to promote the seamless integration of walking and cycling with transit. For 2017, the WITT Program has a total of \$2.5 million available on a competitive basis to enhance and expand pedestrian access to transit through investments to improve safety, connectivity and accessibility, and provide amenities (e.g., pedestrian lighting, street furniture). Municipalities are permitted to submit only one project each for TransLink 50-50 cost-share funding up to a maximum of \$250,000.

The City proposes to submit the following project for consideration to be included in the 2017 WITT Program (Attachment 1):

- *Sexsmith Road Multi-Use Pathway*: construction of a paved asphalt pathway for pedestrians (2.0 m wide) and cyclists (2.5 m wide) on the east side of Sexsmith Road between Beckwith Road and River Road including pedestrian lighting, benches, and bollards to separate the pathway from the portion of the road right-of-way that is currently and informally being used for parking, and a new marked crosswalk at the northern end to connect to the Bridgeport Canada Line Station and Bridgeport Exchange.

Requested Funding and Estimated Project Costs

The total requested funding for the above supplemental 2017 submissions to TransLink's capital cost-sharing programs is \$1,846,500 as summarized in Table 1, which will support projects with a total estimated cost of \$4,179,000.

Table 1: Supplemental Projects to be Submitted to 2017 TransLink Cost-Share Programs

TransLink Funding Program	Project Name/Scope	Proposed City's Portion & Funding Source for 2017	Proposed TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
MRNB	River Drive (No. 4 Road-Van Horne Way): multi-use pathway	2017 Capital Program: \$672,000	\$500,500	\$1,344,000
	No. 2 Road (Granville Avenue-Westminster Highway): walkway	2016 Arterial Roadway Improvement Program: \$200,000	\$200,000	\$400,000
	Westminster Highway (No. 8 Road-Nelson Road): multi-use pathway	2015 Active Transportation Improvement Program: \$200,000	\$200,000	\$400,000
	Great Canadian Way (Van Home Way-Bridgeport Road): multi-use pathway	2016 Active Transportation Improvement Program: \$150,000	\$150,000	\$300,000
	No. 2 Road (Steveston Highway-Dyke Road): multi-use pathway	2016 Capital Program (No. 2 Road Widening): \$74,250	\$148,500	\$1,240,000
BICCS Regional Needs Program	No. 2 Road (Steveston Highway-Dyke Road): multi-use pathway	2016 Capital Program (No. 2 Road Widening): \$200,000	\$400,000	
WITT	Sexsmith Road (Beckwith Road-River Road): multi-use pathway	2017 Capital Program (Transit Oriented Development Fund): \$247,500	\$247,500	\$495,000
Total			\$1,846,500	\$4,179,000

(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.

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. The 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Financial Impact

As indicated in Table 1, the City's portions of the costs of the projects are fully funded with the funding sources having been previously approved by Council. The proposed City's cost for the multi-use pathway on River Drive is anticipated to be \$672,000 based on successful cost-share applications to TransLink – that is, \$1,344,000 total cost less a two-year accumulation of \$672,000 (\$171,500 in 2016 and \$500,500 in 2017) from TransLink. The City's cost would be reduced should the 2017-2018 BikeBC application be successful. All projects have operating budget impacts that have been incorporated and approved as part of the past annual budget process.

Conclusion

A number of additional pedestrian and bicycle route improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2017 that would support the Council Term Goal with respect to "A Well Planned Community" as well as the goals of the Official Community Plan. In addition to maximizing external funding in implementing local transportation improvements, significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements would also be achieved should these projects be approved by TransLink and Council.

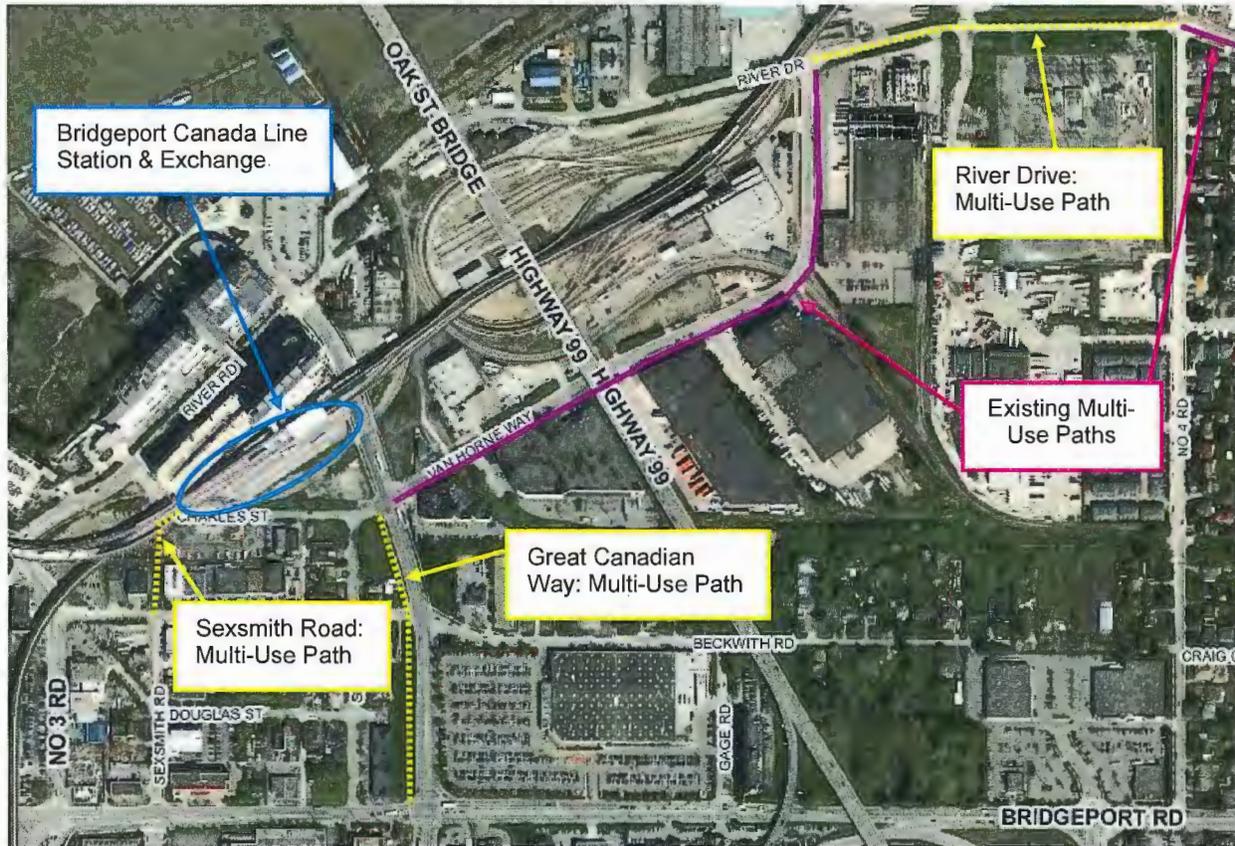


Joan Caravan
Transportation Planner
(604-276-4035)

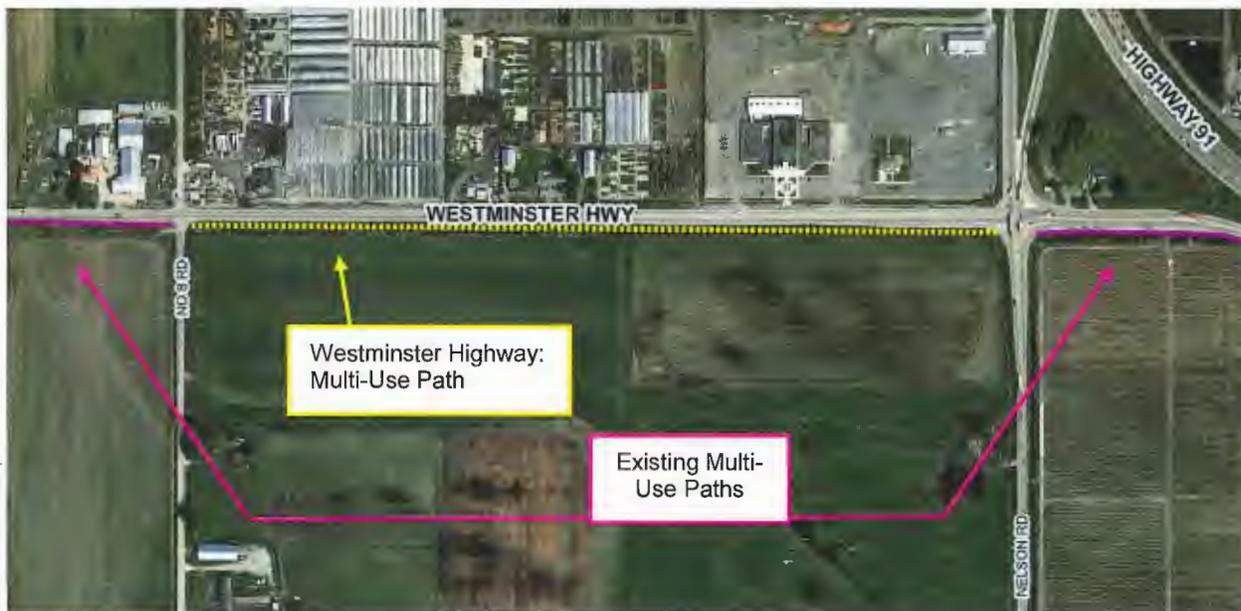
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Att. 1: Locations of Proposed Supplemental Cost-Share Pedestrian and Cycling Infrastructure Projects

Proposed Supplemental 2017 MRNB, BICCS Regional Needs and WITT Projects



Proposed Projects shown in Yellow Outlined Boxes



Proposed Supplemental 2017 MRNB, BICCS Regional Needs and WITT Projects



Proposed Projects shown in Yellow Outlined Boxes