



# City of Richmond

## Report to Committee




**To:** Public Works and Transportation Committee    **Date:** August 17, 2015  
**From:** Victor Wei, P. Eng.  
 Director, Transportation    **File:** 01-0154-04/2015-Vol 01  
**Re:** **TransLink 2016 Capital Program Cost-Sharing Submissions**

### Staff Recommendation

1. That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2016 Bicycle Infrastructure Capital Cost Sharing Regional Needs Program and Transit-Related Road Infrastructure Program, as described in the report, titled, "TransLink 2016 Capital Program Cost-Sharing Submissions" dated August 17, 2015 from the Director, Transportation, be endorsed.
2. That, should the above submissions be successful and the projects receive Council's approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2016 Capital Plan and the 5-Year Financial Plan (2016-2020) be updated accordingly dependant on the timing of the budget process.
3. That the Chief Administrative Officer and the Director, Transportation be authorized to execute a data licensing agreement with TransLink to obtain the 2011 Trip Diary dataset for Richmond.

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

Att. 1

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

**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. This staff report presents the proposed submissions from the City to TransLink’s 2016 capital cost-sharing programs, which support the goals of the City’s *Official Community Plan* as well as Council’s priorities for Term Goal #3 A Well-Planned Community:

*3.3 Effective transportation and mobility networks.*

**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. Since 2013, there has been no allocated funding available to municipalities from TransLink for the annual MRNB Upgrade Program due to financial constraints. To mitigate this circumstance, TransLink provides municipalities with options to transfer funding from their allocation within the OMR (Operations, Maintenance and Rehabilitation) Program. This mechanism allows municipalities to transfer a funding allocation from O&M (operations, maintenance and non-pavement rehabilitation) to R (pavement rehabilitation), and then from R to MRNB Upgrade.

During 2013 through 2015, the City transferred funding from OMR to the MRNB Upgrade Program (an average of \$335,000 each year over the three year period) to support the construction and installation of road and bicycle infrastructure improvements. As shown in Table 1 below, the proposed Crosstown Bikeway (Phase 2) project will receive up to a total of \$210,000 in funding from TransLink’s 2015 MRNB Upgrade Program.

Table 1: Project to Receive Funding from 2015 MRNB Program

Project Name/Scope	TransLink 2015 Funding <sup>(1)</sup>	Est. Total Project Cost
Crosstown Bikeway (Phase 2): Upgrade existing off-street pathway in Blundell Park to a paved multi-use pathway, upgrade existing special crosswalk at Gilbert Road-Lucas Road to a pedestrian signal, and install signage and pavement markings	\$210,000	\$420,000

(1) The amount shown represents 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.

However, no further annual transfers are proposed as continuing these transfers would incur the trade-off of decreasing funding intended for MRN maintenance and rehabilitation.

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

While there is no allocated funding available for the 2016 MRNB Upgrade Program, TransLink does offer \$1.55 million on a competitive basis for bicycle infrastructure projects of regional significance through the BICCS Regional Needs Program. Due to funding constraints, 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 2016 BICCS Regional Needs Program:

- *River Drive Multi-Use Pathway*: construction of a two-way 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 (see Attachment 1). There are currently no pedestrian facilities on this section of River Drive and the City has received requests from residents of the Tait neighbourhood for a pedestrian connection to the Bridgeport Canada Line Station. The pathway will enable a safe pedestrian connection plus enhance access to the Canada Line Bridge for cyclists.

This application would be the first of a two-year accrual process over the 2016 and 2017 periods with \$250,000 being requested each year towards the total estimated cost of \$1,110,000. An application to the Province of BC's 2016-2017 BikeBC program will also be made seeking 50-50 cost-sharing of the balance of \$610,000 (i.e., \$1,110,000 total cost less \$500,000 accrued TransLink funding). The project will not proceed in 2017 unless the City is successful with all external cost-share funding applications.

#### Transit-Related Road Infrastructure Program (TRRIP)

TransLink's TRRIP provides funding for roadway infrastructure facilities required for the delivery of transit services in the region. As shown in Table 2, several City transit-related projects will receive up to a total of \$145,950 in funding from TransLink's 2015 TRRIP.

Table 2: Projects to Receive Funding from 2015 TRRIP

Project Name/Scope	TransLink 2015 Funding <sup>(1)</sup>	Est. Total Project Cost
Addition of Landing Pad to Bus Stop: 21 locations	\$75,950	\$151,900
Installation of Advance Left-turn Arrow to Traffic Signal: 3 locations <sup>(2)</sup>	\$70,000	\$140,000
<b>Total</b>	<b>\$145,950</b>	<b>\$291,900</b>

- (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 locations are: (i) westbound Cook Road to southbound No. 3 Road; (ii) northbound Garden City Road to westbound Cook Road; and (iii) southbound No. 3 Road to eastbound Park Road.

TransLink funding of \$1.0 million is available for cost-sharing under the 2016 TRRIP. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects proposed to be submitted by the City for cost-sharing under the 2016 TRRIP are:

- *Bus Stop Upgrades*: continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users), installation of bus stop benches and shelters, and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability. Typically, 10 to 15 bus stops are upgraded each year at an estimated cost of \$200,000.

Additional projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of advance left-turn arrows at selected intersections to facilitate turning movements for buses in order to increase service reliability).

### Requested Funding and Estimated Project Costs

The total requested funding for the above 2016 submissions to TransLink's capital cost-sharing programs is \$350,000 as summarized in Table 3, which will support projects with a total estimated cost of \$1,310,000.

Table 3: Projects to be Submitted to 2016 TransLink Cost-Share Programs

TransLink Funding Program	Project Name/Scope	Proposed City's Portion & Funding Source for 2016	Proposed TransLink 2016 Funding <sup>(1)</sup>	Est. Total Project Cost
BICCS Regional Needs Program	River Drive (No. 4 Road-Van Horne Way): new multi-use pathway on south side including pedestrian lighting	N/A (to be considered as a 2017 capital project)	\$250,000	\$1,110,000
TRRIP	Existing Bus Stop Upgrades	2016 Transit-Related Road Improvement Program: \$100,000	\$100,000	\$200,000
<b>TOTAL</b>		<b>\$100,000</b>	<b>\$350,000</b>	<b>\$1,310,000</b>

(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 and the projects receive Council's approval via the annual capital budget process, 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 2016 Capital Plan and the 5-Year Financial Plan (2016-2020) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

### TransLink 2011 Trip Diary

TransLink has an on-going data collection and analytics program to monitor and report on the use and performance of Metro Vancouver's multi-modal transportation system. The primary objective of TransLink's regularly conducted Regional Trip Diaries is to obtain information on 24-hour weekday travel from a random sample of Metro Vancouver residents.

The 2011 Trip Diary is the most recent survey and TransLink has prepared releasable datasets of the results for member municipalities. As this information would assist the City with land use and transportation planning as well as continuous assessment of the effectiveness of investments on infrastructure for alternative transportation such as those proposed in this report, staff recommend that the City execute a data licensing agreement with TransLink to obtain the dataset for Richmond. The agreement is provided by TransLink and includes an indemnity and release in favour of TransLink. Staff recommend that the Director, Transportation be authorized to execute the agreement.

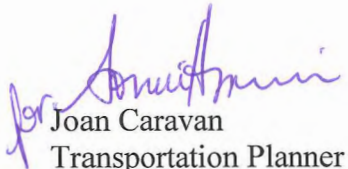
### **Financial Impact**

As shown in Table 3, the proposed City cost is \$100,000 for TRRIP which will be considered during the 2016 capital budget process. The proposed City's cost for the multi-use pathway on River Drive is anticipated to be \$305,000 based on successful cost-share applications to both TransLink and the provincial BikeBC program (i.e., \$1,110,000 total cost less two-year accrual of \$500,000 from TransLink, less \$305,000 from BikeBC), which will be considered during the 2017 capital budget process. Implementation of the pathway project is contingent upon all

external cost-share applications being approved. Both projects would have operating budget impacts that would be incorporated as part of the annual budget process.

**Conclusion**

A number of pedestrian, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2016 that would support the Council Term Goal with respect to "A Well Planned Community" as well as the goals of the Official Community Plan. Significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements would be achieved should these projects be approved by TransLink and Council.

  
Joan Caravan  
Transportation Planner  
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JC:jc

Att. 1: Proposed Cost-Share Pedestrian and Cycling Infrastructure Project

Proposed Multi-Use Pathway on River Drive

