



To: Public Works and Transportation Committee **Date:** September 27, 2017
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2017-Vol 01
Re: **TransLink 2018 Capital Program Cost-Share Submissions**

Staff Recommendation

1. That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2018 capital cost-share programs as described in the report titled, "TransLink 2018 Capital Program Cost-Share Submissions" dated September 27, 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 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) 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"/>	
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. This staff report presents the proposed submissions from the City to TransLink's 2018 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. The approval of the Phase One Plan of the 10-Year Vision restored funding to the program beginning in 2017. As shown in Table 1, the City will receive up to a total of \$794,000 for several cycling and pedestrian facility projects through the 2017 MRNB Program.

Table 1: Projects to Receive Funding from 2017 MRNB Program

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
River Drive (No. 4 Road-Van Horne Way): multi-use pathway on south side including pedestrian lighting	\$207,000	\$1,344,000
No. 2 Road (Granville Ave-Westminster Hwy): sidewalk on east side	\$200,000	\$400,000
No. 2 Road (Steveston Hwy-Dyke Road): multi-use pathway on west/east sides	\$344,000	\$1,240,000
Sexsmith Road (Beckwith Road-Charles St): bike portion of multi-use path on east side including pedestrian lighting	\$43,000	\$495,000
Total	\$794,000	\$3,479,000

(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.

For 2018, \$20.0 million in total is available for upgrades to the MRN and bicycle projects on or off the MRN, which is a doubling of the funding available in 2017. Funding is allocated to municipalities based on population and employment growth forecasts from the *Regional Growth Strategy* and, for 2018, Richmond's allocation is estimated at \$1,588,000.

Beginning in 2018, some cycling projects may be eligible for up to 75% cost-share funding (i.e., TransLink funds 75% of the total project cost) as identified in the Mayors' Council Vision. Eligibility criteria include:

- project is located within defined Urban Centres or Frequent Transit Development Areas per the *Regional Growth Strategy* or within areas of “high cycling potential” as defined in TransLink’s *Regional Cycling Strategy*;
- project contributes to the Major Bikeway Network as defined in TransLink’s *Regional Cycling Strategy* including connections to bridges; and
- project design comprises Class 1 facilities (i.e., protected bike lane, off-street path or a neighbourhood bikeway on local streets where the targeted number of vehicles per day on the local street is equal to or less than 500).

The City proposes to submit the following projects for consideration to be included in the 2018 MRNB Program (Attachment 1):

- *River Parkway Bike Lanes*: provision of 1.8 m wide buffered bike lanes protected from adjacent vehicles with delineator posts as part of the overall construction of River Parkway between 150 m north of Gilbert Road and Cambie Road. Based on the project’s location in Richmond’s Urban Centre and its Class 1 design, the City will be seeking up to 75% cost-share funding for this project.
- *Westminster Highway Multi-Use Pathway*: rebuild of the existing two-way off-street paved 2.5-3.0 m wide asphalt pathway for pedestrians and cyclists on the south side of Westminster Highway between 14,600-block and No. 7 Road as the existing pathway has suffered extensive damage from tree roots.
- *Odlin Road Bike Route*: establishment of new east-west bike route primarily along Odlin Road between its eastern terminus and No. 3 Road including upgrade of the existing path through Odlin Park to a multi-use path, construction of a new multi-use pathway with lighting to connect Odlin Road and Brown Road, upgrade of the pathway connection at Browngate Road-Hazelbridge Way, and the addition of pavement markings and signage.
- *Off-Gilbert Bikeway Phase 1*: initiation of a new north-south neighbourhood bikeway using local streets and off-street connecting pathways that would parallel Gilbert Road to the east and link Steveston Highway to the City Centre at Granville Avenue. Phase 1 work would comprise the upgrade of two existing off-street pathways south of Williams Road to accommodate both pedestrians and cyclists.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

The BICCS Program provides allocated and competitive-based funding for the construction of bicycle facilities. The approval of the Phase One Plan of the 10-Year Vision also restored allocated funding to the program beginning in 2017. As shown in Table 2, the City will receive up to a total of \$626,000 for several cycling-related projects through the 2017 BICCS Program. In total, the City will receive up to \$620,000 in TransLink funding towards the No. 2 Road multi-use pathway.

Table 2: Projects to Receive Funding from 2017 BICCS Program

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾ Allocated	TransLink 2017 Funding ⁽¹⁾ Competitive	Est. Total Project Cost
Great Canadian Way (Bridgeport Road-Van Horne Way): multi-use pathway on west side including pedestrian lighting	\$150,000	-	\$300,000
No. 2 Road (Steveston Hwy-Dyke Road): multi-use pathway on west/east sides	\$55,000	\$221,000	\$1,240,000
Westminster Hwy (No. 8 Road-Nelson Road): multi-use pathway on south side	\$200,000	-	\$400,000
Total	\$405,000	\$221,000	\$1,940,000

(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.

For 2018, the BICCS Program has a total of \$13.45 million (a nearly 80% increase in funding from 2017) with \$9.0 million available on an allocated basis, based on 2016 Census population data and employment data, and \$4.45 million available on a competitive basis. Richmond's allocation for 2018 is \$782,000. For the competitive-based program, municipalities permitted to submit up to two projects each for TransLink cost-share funding up to a maximum of \$600,000 per project. Municipalities may submit the same eligible project to the MRNB and BICCS Programs provided the total TransLink funding does not exceed 50% of the total cost (or 75% if eligible).

The City proposes to submit the following projects for consideration to be included in the allocated component of the 2018 BICCS Program (Attachment 1):

- River Parkway Bike Lanes: provision of 1.8 m wide buffered bike lanes protected from adjacent vehicles with delineator posts as part of the overall construction of River Parkway between 150 m north of Gilbert Road and Cambie Road.
- Cambie Road Multi-Use Pathway: construction of a two-way off-street paved 4.0 m wide asphalt pathway for pedestrians and cyclists on the south side of Cambie Road between River Road and No. 3 Road including pedestrian lighting.
- Parkside Bikeway Extension: construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists to connect the existing northern terminus of the Parkside Bikeway path at Garden City Park to Anderson School and Alberta Road. From Alberta Road, signage and pavement markings would be implemented to further extend the route to Westminster Highway and the Garden City Lands.
- Crosstown Bikeway: continued eastward extension of this new neighbourhood bikeway with modifications to the Lucas Road-No. 3 Road intersection to facilitate the east-west through movement of cyclists across the major arterial.

The City proposes to submit the following projects for consideration to be included in the competitive-based component of the 2018 BICCS Program (Attachment 1):

- River Parkway Bike Lanes: provision of 1.8 m wide buffered bike lanes protected from adjacent vehicles with delineator posts as part of the overall construction of River Parkway between 150 m north of Gilbert Road and Cambie Road.

- *Alderbridge Way Multi-Use Pathway*: construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the north side of Alderbridge Way between Shell Road and No. 4 Road including pedestrian lighting. The pathway will fill in a gap in similar facilities by providing connections to the existing pathway on Alderbridge Way west of No. 4 Road and the Shell Road Trail at its eastern end.

Walking Infrastructure to Transit (WITT) Program

The WITT program provides allocated and competitive-based funding 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. As shown in Table 3, the City will receive up to \$205,000 for the Sexsmith Road pedestrian portion of the multi-use pathway as part of the 2017 WITT Program. In total, the City will receive up to \$248,000 in TransLink funding towards this project.

Table 3: Project to Receive Funding from 2017 WITT Program

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
Sexsmith Road (Beckwith Road-Charles St): bike portion of multi-use path on east side including pedestrian lighting	\$205,000	\$495,000

(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.

For 2018, the WITT Program has a total of \$5.0 million with \$3.3 million available on an allocated basis, based on population and employment growth forecasts from the *Regional Growth Strategy*, and \$1.7 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). Richmond's allocation for 2018 is \$272,000.

The City proposes to submit the following projects for consideration to be included in the allocated component of the 2018 WITT Program (Attachment 1):

- *Riverside Industrial Park Pathways*: construction of asphalt pathways to complete missing gaps in the pedestrian network connecting to bus stops within the Riverside Industrial Park south of Steveston Highway at No. 5 Road. The pathways would be located on those roadways that have transit service.
- *Cambie Road Multi-Use Pathway*: construction of a two-way off-street paved 4.0 m wide asphalt pathway for pedestrians and cyclists on the south side of Cambie Road between River Road and No. 3 Road including pedestrian lighting.

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 4, a number of City transit-related projects will receive up to a total of \$125,000 in funding from TransLink's 2017 TRRIP. As of August 2017, Richmond has 721 active bus stops, of which 530 (73.5%) are accessible, which is an increase from 71.9% in August 2016.

Table 4: Projects to Receive Funding from 2017 TRRIP

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
Addition of landing pad to bus stop: up to 16 locations	\$125,000	\$250,000

(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.

TransLink funding of \$1.0 million is available for cost-sharing under the 2018 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 2018 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) 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.

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 2018 submissions to TransLink's capital cost-sharing programs is \$4,055,000 as summarized in Table 5, which will support projects with a total estimated cost of \$6,770,000.

Table 5: Projects to be Submitted to 2018 TransLink Cost-Share Programs

Project	TransLink MRNB-Allocated	TransLink BICCS-Allocated	TransLink BICCS-Competitive	Proposed City Portion & Funding Source	Est. Total Project Cost
River Parkway (Gilbert Road-Cambie Road): bike lanes	\$1,013,000	\$652,000	\$600,000	\$225,000 2017-2018 Capital Program	\$3,190,000
Westminster Hwy (14,600-block-No. 7 Road): multi-use path rebuild	\$360,000	-	-	\$360,000 2016-2018 Active Transportation Improvement Programs	\$720,000
Odlin Road Bike Route (East End-No. 3 Road): multi-use paths, pavement markings and signage	\$125,000	-	-	\$125,000 2016-2018 Active Transportation Improvement Programs	\$250,000
Off-Gilbert Bikeway: upgrade of two off-street pathways	\$90,000	-	-	\$90,000 2016-2018 Active Transportation Improvement Programs	\$180,000
Parkside Bikeway (Garden City Park-Westminster Hwy): multi-use path, pavement markings and signage	-	\$50,000	-	\$50,000 2016-2018 Active Transportation Improvement Programs	\$100,000
Crosstown Bikeway: Lucas Road-No. 3 Road intersection modifications	-	\$80,000	-	\$80,000 2016-2018 Active Transportation Improvement Programs	\$160,000
Alderbridge Way (No. 4 Road-Shell Road): multi-use path	-	-	\$600,000	\$600,000 2018 Capital Program	\$1,200,000
Subtotal	\$1,588,000	\$782,000	\$1,200,000		\$5,800,000

Project	TransLink WITT-Allocated	TransLink WITT-Competitive	TransLink TRRIP	Proposed City Portion & Funding Source	Est. Total Project Cost
Cambie Road (River Road-No. 3 Road): multi-use path	\$22,000	\$38,000	-	\$22,000 2018 Capital Program	\$120,000
Riverside Industrial Park: connecting paths to bus stops	\$250,000	-	-	\$250,000 2018 Neighbourhood Walkway Program	\$500,000
Accessibility upgrades to existing bus stops: various locations	-	-	\$175,000	\$175,000 2018 Transit Related Road Improvement Program	\$350,000
Subtotal	\$272,000	\$38,000	\$175,000		\$970,000

- (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 either been previously approved by Council or will be considered during the 2018 Capital Budget process.

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 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) 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 5, the City's portions of the costs of the projects have either been previously approved by Council or will be considered during the 2018 Capital Budget process. All projects have operating budget impacts that have been approved or will be incorporated as part of the past or upcoming annual budget processes.

Conclusion

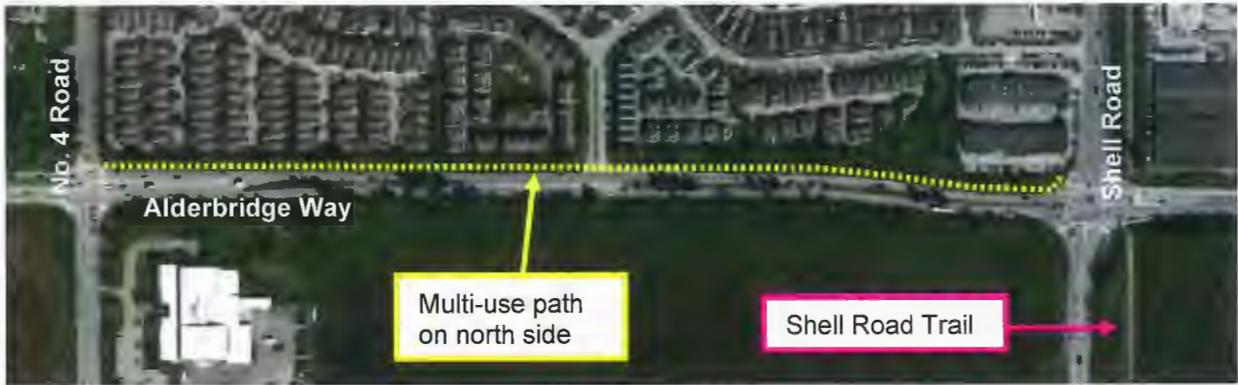
A number of pedestrian and bicycle route improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2018 that would support the Council Term Goal with respect to "A Well Planned Community" as well as the goals of the Official Community Plan. The proposed projects capitalize on the expanded external cost-share funding available from TransLink as part of the implementation of Phase One of the 10-Year Investment 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)

JC:jc

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

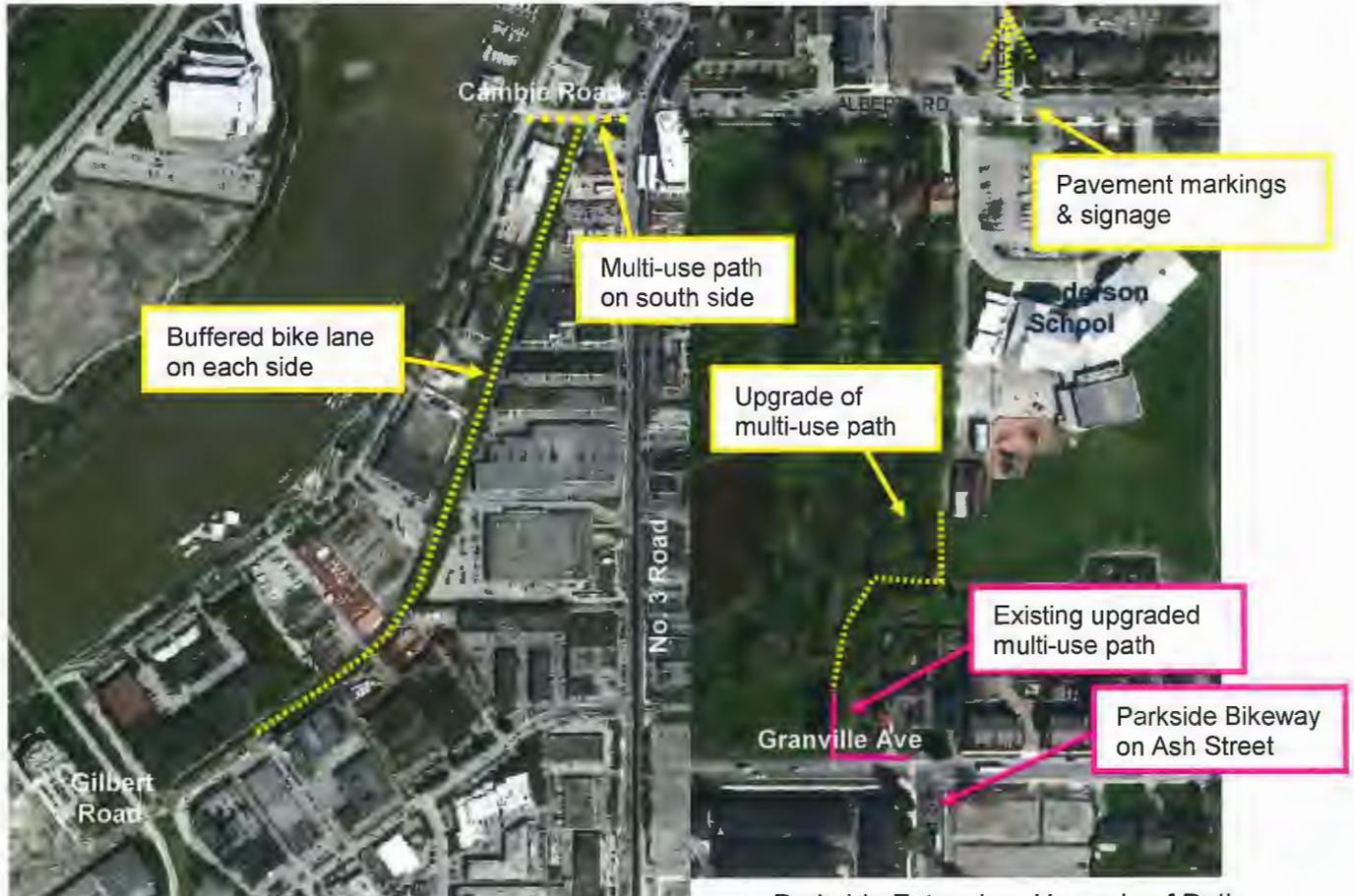
Proposed 2018 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



Alderbridge Way (No. 4 Road-Shell Road): Multi-Use Pathway



Westminster Highway (14,600-block-No. 7 Road): Rebuild of Multi-Use Pathway



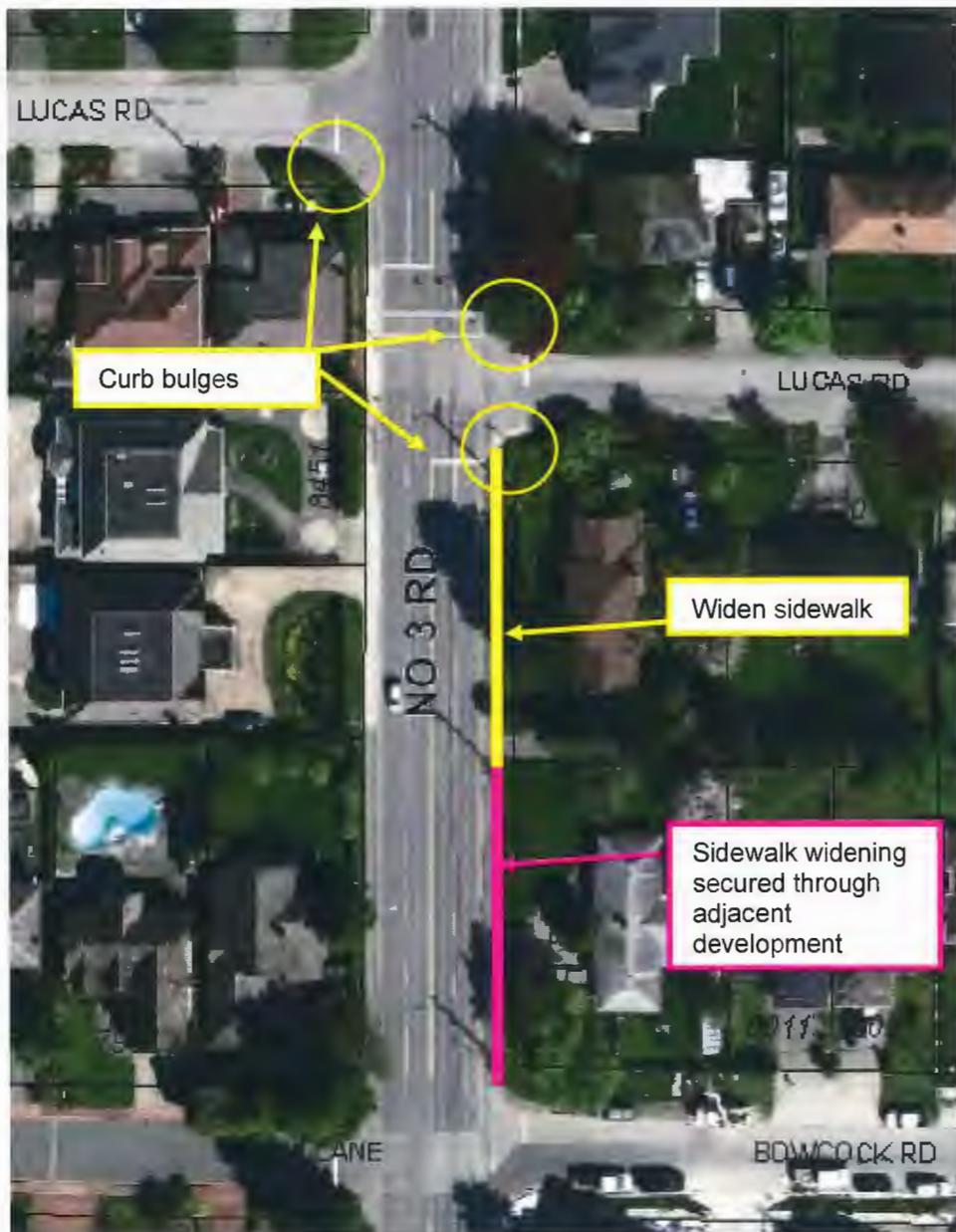
River Parkway (Gilbert Road-Cambie Road): Bike Lanes
Cambie Road (River Parkway-No. 3 Road): Multi-Use Path

Parkside Extension: Upgrade of Path

Proposed 2018 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)

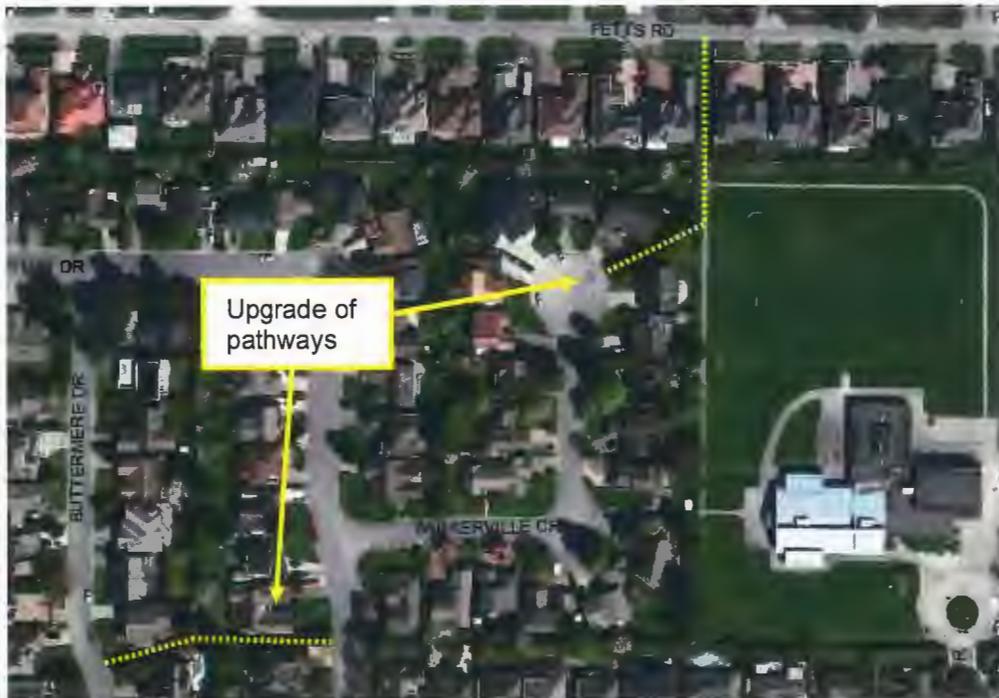


Odlin Road (East Terminus-No. 3 Road): Multi-Use Pathways, Signage, Pavement Markings

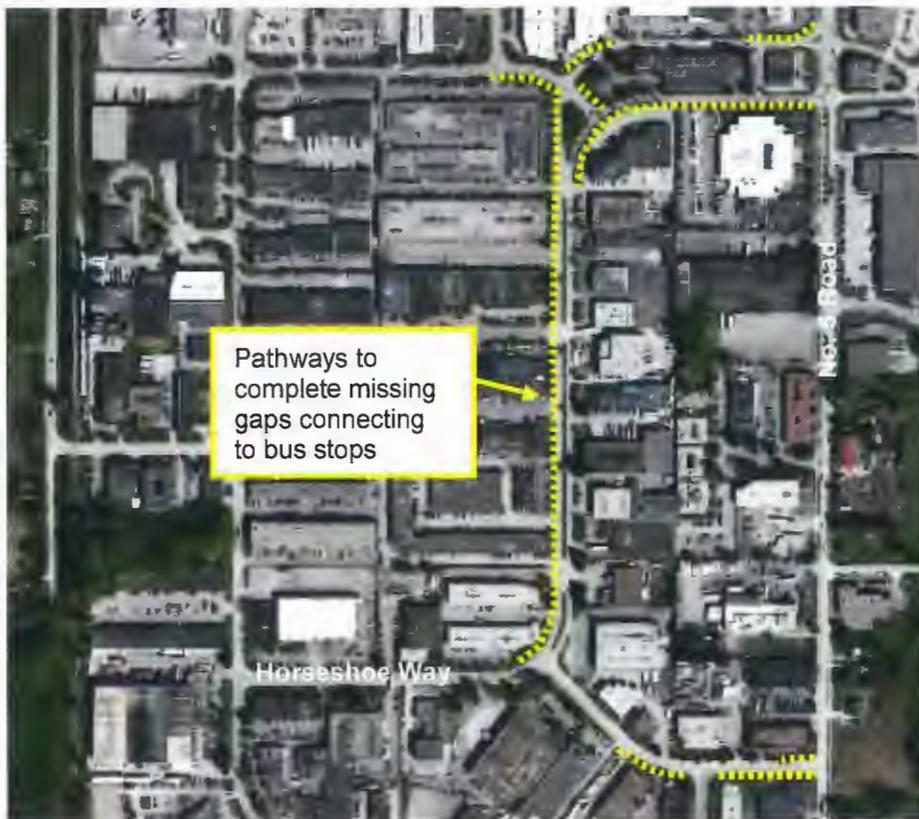


Crosstown Neighbourhood Bikeway: Lucas Road-No. 3 Road Intersection Upgrades

Proposed 2018 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



Off-Gilbert Neighbourhood Bikeway Phase 1: Upgrade of Off-Street Pathways



Riverside Industrial Park: Pathways connecting to Bus Stops