



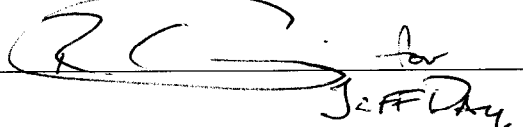

**To:** Public Works and Transportation Committee      **Date:** August 8, 2005  
**From:** Dave Semple      **File:** 10-6375-04/2005-Vol 01  
Director of Parks & Operations  
**Re: Major Road Network - Operational, Maintenance and Rehabilitation Agreement**

**Staff Recommendation**

That the City Clerk and the General Manager of Engineering and Public Works be authorized to execute the Operational, Maintenance and Rehabilitation Agreements between the City of Richmond and TransLink on an annual basis.

Dave Semple  
Director of Parks & Operations  
(3350)

Att. 1

FOR ORIGINATING DIVISION USE ONLY						
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>		
Law .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	 Jeff Day	
Roads & Dykes.....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>		
<b>REVIEWED BY TAG</b>		YES	NO	<b>REVIEWED BY CAO</b>		
	<input checked="" type="checkbox"/>	DW	<input type="checkbox"/>	 Rob Ford	YES	NO
					<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Staff Report

### Origin

Since 1998 TransLink has entered into Annual Maintenance Agreements with each local municipality to take care of the maintenance and rehabilitation of the Major Road Network (MRN). Council has supported the signing of these agreements. Staff is seeking reaffirmation of this support and asking for Council's endorsement to execute the annual agreements.

### Analysis

In early 1998, TransLink created a dedicated network of major roads (MRN) across the lower mainland. This network is comprised of approx 2100 lane kms of road, made up of former provincial and municipal roadways. In Richmond, this network (highlighted in blue - see Attachment 1) consists of approximately 131 lane kms on portions of #2 Road, #3 Road, Bridgeport Road, Gilbert Road, Alderbridge Way, Knight Street, as well as parts of Steveston Highway and Westminster Highway. It was envisioned that this network would provide major traffic corridors dedicated to regional uses and that the local municipality would carry out the required maintenance and rehabilitation with funding provided by TransLink.

Each year the City signs a maintenance agreement with TransLink to ensure that the MRN is maintained to agreed standards. TransLink funds the required maintenance programs. Without this funding we would be unable to meet the service levels required by TransLink and have to find additional monies from either existing operational funding or from an additional level request. This would compromise our ability to carryout effective maintenance on all of Richmond roads.

The MRN Operation, Maintenance and Rehabilitation Program is a unique initiative between TransLink and regional municipalities that ensures a safe, effective and reliable Major Road Network. The continued renewal of this annual agreement between TransLink and the City of Richmond is essential to the provision of a safe, effective and reliable transportation network throughout Richmond.

### Financial Impact

There would be no financial impact on the Roads and Construction Services Department if we renewed the Annual Maintenance Agreement between the City of Richmond and TransLink. Presently we receive \$12,000 per lane kms as part of the annual agreement. Failure to enter into that agreement would mean an annual shortfall in our present maintenance funding and in order to maintain present service levels we would need to find funds from either existing programs or raise additional revenues.

### Conclusion

Staff are recommending that the City of Richmond continue to enter into annual agreements with TransLink to carryout maintenance and rehabilitation on the MRN and that the City Clerk and the General Manager of Engineering & Public Works be authorized to execute the annual agreements.



Dave Semple  
Director of Parks & Operations  
(3350)

