



**To:** Public Works and Transportation Committee      **Date:** September 8, 2005  
**From:** Victor Wei, P. Eng.      **File:** 10-6500-01/2005-Vol 01  
Acting Director, Transportation  
**Re:** **TRANSLINK 2006 CAPITAL PROGRAM COST-SHARING SUBMISSIONS - MAJOR ROAD NETWORK, BICYCLE INFRASTRUCTURE PROGRAM AND TRANSIT-RELATED ROAD INFRASTRUCTURE PROGRAM**

**Staff Recommendation**

1. That the submission of the following road improvement projects for cost-sharing as part of the TransLink 2006 Major Road Network Minor Capital Program, as described in the attached report, be endorsed:
  - (a) No. 3 Road Restoration;
  - (b) Westminster Highway Widening (Nelson Road to Hamilton Interchange); and
  - (c) Gilbert Road Widening (Lansdowne Road to Dinsmore Bridge).
  
2. That the submission to construct bike lanes on Westminster Highway from No. 8 Road to Nelson Road for cost-sharing as part of the TransLink 2006 Bicycle Infrastructure Capital Cost-Sharing Program, as described in the attached report, be endorsed.
  
3. That the submission of various transit facility improvements for cost-sharing as part of the TransLink 2006 Transit-Related Road Infrastructure Program, as described in the attached report, be endorsed.

Victor Wei, P. Eng.  
Acting Director, Transportation  
(4131)

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks Design, Construction & Programs..	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

TransLink provides shared funding for improvements to road, bicycle and transit-related facilities through three capital cost-sharing programs.

- Major Road Network (MRN) Minor Capital Program – Funding for capital improvements of approximately 2,100 lane-kilometres of major roads across the region that comprise the Major Road Network (MRN). MRN-designated roads provide access to important activity centres in the region and meet funding criteria related to trip length and traffic volumes of automobiles, transit vehicles and trucks.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program – Funding for the construction of bicycle routes and the removal of existing barriers to cyclists across the region.
- Transit-Related Road Infrastructure Program (TRRIP) – Funding for roadway infrastructure facilities required for the delivery of transit (bus-based) services in the region.

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from these programs. This staff report presents the proposed submissions from the City for cost-sharing as part of TransLink's 2006 capital cost-sharing programs.

### Analysis

#### 1. Major Road Network (MRN) Minor Capital Program

##### 1.1 MRN Elements in Richmond

Richmond's share of the MRN consists of 130 lane-kilometres, which represents about 6 percent of the entire MRN in the region. Richmond's components of the existing Major Road Network (MRN) are comprised of the following elements:

- No. 2 Road (Russ Baker Way to Steveston Highway including the No. 2 Road Bridge);
- Steveston Highway between No. 2 Road and Highway 99;
- Westminster Highway between No. 2 Road and Boundary Road;
- Alderbridge Way between No. 3 Road and Shell Road;
- Bridgeport Road between Highway 99 and Knight Street;
- Knight Street Corridor (Westminster Highway to south end of the Knight Street Bridge);
- No. 3 Road between Sea Island Way and Westminster Highway; and
- Gilbert Road between Westminster Highway and Dinsmore Bridge.

##### 1.2 Capital Cost-sharing Arrangement

TransLink funding available for the 2006 MRN Minor Capital Program is \$20 million as block funding for municipalities. Municipalities are required to match TransLink funding on a 50-50 cost-sharing basis up to a maximum funding level allocated for each municipality based on the following criteria:

- the percentage of MRN lane-kilometres in each municipality (50% weight);
- the municipal share of the combined regional population and employment growth over the 1999-2006 period (25% weight); and
- the municipal percentage of the regional travel growth over the 1996-2006 period (25% weight).

Based on these criteria, Richmond is eligible to receive 9.3% of the annual MRN capital funding (Richmond has 8.1% of the total GVRD population and 6% of the total MRN lane-kilometres), or \$1,870,500 in block funding for 2006.

### 1.3 Submissions to 2006 MRN Minor Capital Program

Based on the current planned capital projects on major roads for 2006 and potential development-related road upgrades, staff have identified the following road improvements as candidate projects for submission to TransLink for inclusion in the 2006 MRN Minor Capital Program.

- (a) No. 3 Road Restoration – This project involves the restoration and improvement of No. 3 Road following construction of the RAV Line. The City's current No. 3 Road Streetscape Study will define the scope of the project. This phased project, which is part of the approved road improvements necessary to support to the RAV Line project, was submitted to and approved by the TransLink Board as part of its 2005 MRN Minor Capital Program. This 2006 application is the second year of a 3-year funding accrual request for 2005-2007.
- (b) Westminster Highway Widening (Nelson Road to Hamilton Interchange) – This project involves the widening of Westminster Highway from 2 lanes to 4 lanes, complete with bike lanes, between Nelson Road and the Hamilton Interchange (Westminster Highway at Highway 91) in order to serve existing and future traffic volumes, particularly from the Fraserport industrial area. This phased project was submitted to and approved by the TransLink Board as part of its 2003 MRN Minor Capital Program. The City is now seeking a 2-year extension of the funding agreement to 2007 (with construction to be completed in 2008) as well as increased funding to support higher project costs due primarily to escalating construction costs and greater property acquisition required for ditch in-fill compensation as per federal government regulations. This 2006 application will be followed by a similar application in 2007.
- (c) Gilbert Road Widening (Lansdowne Road to Dinsmore Bridge) – This project involves the widening of Gilbert Road from 2 lanes to 4 lanes, complete with bike lanes, between Lansdowne Road and the Dinsmore Bridge in order to serve existing and future traffic volumes and improve traffic flow within the City Centre area.

Staff are seeking Council endorsement for all three road improvement projects at this time but advise that the approval by the GVTA of both road widening projects for the 2006 MRN Minor Capital Program (i.e., Westminster Highway and Gilbert Road widening) may not be possible as the combined cost estimates would exceed the City's allocated 2006 MRN Minor Capital funding and the City lacks matching funding. Staff are currently awaiting revised cost estimates, based on a reduced or phased project scope, for the widening of Westminster Highway. Upon review of the revised cost estimates, two possible scenarios are anticipated:

- (1) the revised cost estimates bring the Westminster Highway project within the City's current budget but are still insufficient to undertake the Gilbert Road widening project, in which case the Westminster Highway project would be submitted to the 2006 MRN Minor Capital Program and the Gilbert Road project would be deferred; or
- (2) the revised cost estimates for the Westminster Highway project free up sufficient funding to undertake the Gilbert Road project, in which case both road widening projects would be submitted to the 2006 MRN Minor Capital Program.

Staff would report back to Council on the final program submissions following receipt and analysis of the revised cost estimates for the Westminster Highway project.

## **2. Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program**

Total TransLink funding available to municipalities under the 2006 BICCS Program is \$2.55 million, of which \$1.7 million is dedicated to allocated funding (based on the municipality's proportion of population in the region) and \$850,000 is reserved for cost-sharing of major projects of regional priority. Based on Richmond's proportion of the GVRD population (8.1%), the City is eligible for \$137,793 in allocated funding for 2006.

The City would submit the construction of on-street bike lanes on Westminster Highway between No. 8 Road and Nelson Road, which would complete the provision of cycling facilities on Westminster Highway from Garden City Road east to Nelson Road. The City also intends to submit a cost-sharing application for this project to the provincial Cycling Infrastructure Partnership Program. The bike lanes on Westminster Highway would be extended to the Hamilton Interchange as part of the planned project to widen Westminster Highway from 2 lanes to 4 lanes between Nelson Road and the Hamilton Interchange, as discussed in Section 1.3.

## **3. Transit-Related Road Infrastructure Program (TRRIP)**

TransLink funding available for cost-sharing under the 2006 TRRIP is \$3 million. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Historically, however, the Program has been under-subscribed and thus all eligible projects submitted by municipalities have been funded. Eligible projects include HOV lanes, transit priority and traffic management measures, roadway modifications, and passenger facility improvements. As in past years, the majority of projects proposed to be submitted by the City for cost-sharing under the 2006 TRRIP are upgrades to bus stops along various routes to make them wheelchair accessible as well as crosswalk upgrades. It is anticipated that starting in 2007, the City will submit a number of roadway improvements to TRRIP to complement bus integration improvements associated with the RAV Line.

### **Financial Impact**

The total estimated project cost of the above 2006 submissions to TransLink's three capital cost-sharing programs is approximately \$5.58 million as summarized in the table below. These costs are comprised of \$5.24 million for the MRN Minor Capital Program, \$293,000 for the BICCS Program and \$50,000 for TRRIP. As discussed in Section 1.3, the estimated MRN road improvement project costs are subject to further (downward) revision. Similarly, the estimated cycling improvement cost is preliminary and will be refined in the detailed design process.

<b>Funding Program</b>	<b>Project Name</b>	<b>Funding Source for City's Portion</b>	<b>Estimated Total Cost for 2006</b>
MRN Minor Capital Program	No. 3 Road Restoration	Proposed 2006 Major Capital Program (\$1,300,000)	\$2,600,000
	Westminster Highway Widening (Nelson Road to Hamilton Interchange)	Proposed 2006 Major Capital Program (\$700,000)	\$1,400,000
	Gilbert Road Widening (Lansdowne Road to Dinsmore Bridge)	Proposed 2007 Major Capital Program (\$1,500,000)	\$3,000,000
<b>Sub-total</b>			<b>\$7,000,000</b>
Bicycle Infrastructure Capital Cost-Sharing Program	Westminster Highway Bike Lanes (No. 8 Road to Nelson Road)	Proposed 2006 Bicycle Program (\$146,500)	\$293,000
Transit-Related Road Infrastructure Program	<ul style="list-style-type: none"> <li>• bus stop upgrades</li> <li>• crosswalk upgrades</li> <li>• connecting sidewalks</li> </ul>	Proposed 2006 Transit Infrastructure Program (\$25,000)	\$50,000
<b>Total</b>			<b>\$7,343,000</b>

If approved by TransLink, it is expected that the City will receive 50% of the project costs (construction and land costs) or up to a total amount of approximately \$3.7 million. The City's portion for these projects will be incorporated in the City's Major Capital Works Program as part of the 2006 and 2007 Capital Budget review and approval processes. The various projects identified in the above proposed 2006 TransLink Capital Program cost-sharing submissions by Richmond are also subject to Council approval of the 2006 and 2007 Capital Program Plans.

### **Conclusion**

A number of road improvement, bike and transit-related facility projects are proposed for submission to, respectively, TransLink's 2006 MRN Minor Capital Program, 2006 Bicycle Infrastructure Capital Cost-Sharing Program and 2006 Transit-Related Road Infrastructure Program. This report seeks to formalize Council support for the submissions and secure Richmond's allocation of funding for 2006.



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