




City of Richmond

Report to Committee

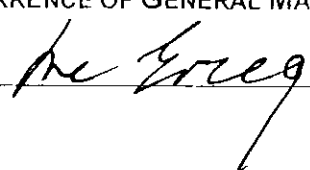
To: Public Works and Transportation Committee *To Public Works & Transportation -* Date: September 5, 2007 *Sep 19, 2007*
From: Victor Wei, P. Eng. File: 01-0154-04/2007-Vol 01
Director, Transportation
Re: **TRANSLINK 2008 CAPITAL PROGRAM COST-SHARING SUBMISSIONS -
MAJOR ROAD NETWORK, BICYCLE INFRASTRUCTURE AND TRANSIT-
RELATED ROAD INFRASTRUCTURE**

Staff Recommendation

1. That the submission of:
 - (a) various road and traffic signal improvement projects for cost-sharing as part of the TransLink 2008 Major Road Network (MRN) Minor Capital Program,
 - (b) various bicycle facility improvements for cost-sharing as part of the TransLink 2008 Bicycle Infrastructure Capital Cost-Sharing Program, and
 - (c) various transit facility improvements for cost-sharing as part of the TransLink 2008 Transit-Related Road Infrastructure Program,as described in the attached report, be endorsed.
2. That the designation of Charles Street (No. 3 Road to Great Canadian Way) as a planned cycling route be added to the City's *On-Street Cycling Network Plan* to support the above bicycle facility improvement submission.
3. That, should the above submissions be successful, the General Manager, Planning and Development, or his delegate, be authorized to execute the funding agreements.


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

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ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Parks Design, Construction & Programs	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Budgets & Accounting	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> <i>DW</i>	NO <input type="checkbox"/>	REVIEWED BY CAO	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 to TransLink's 2008 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 and Bridge (Russ Baker Way to Steveston Highway);
- 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 2008 MRN Minor Capital Program is \$20 million as block funding for municipalities. The maximum funding level allocated for each municipality is 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 \$1,864,500 in block funding for 2008.

1.3 Submissions to 2008 MRN Minor Capital Program

The City proposes to submit the following projects for consideration to be included in the 2008 MRN Minor Capital Program.

- No. 3 Road Restoration: in December 2004, the TransLink Board approved the cost-sharing between TransLink and the City of the restoration of No. 3 Road following construction of the Canada Line based on a conceptual design that estimated the project cost at that time to be \$8 million. The City accrued the \$4 million of TransLink funding via submissions made to the 2005-2007 MRN Minor Capital Programs. Since then, the City has progressed to detailed design for the restoration of No. 3 Road and identified that an additional \$8.8 million for road improvements is necessary to support the Canada Line project, which would be cost-shared between TransLink and the City. This 2008 application is the first year of a 3-year funding accrual request for 2008-2010.
- Gilbert Road Widening: widening to four lanes between Lansdowne Road and the Dinsmore Bridge, including provision for a future intersection with the CP Road;
- Upgrade of City Centre Traffic Signals and Special Crosswalks on MRN: installation of accessible pedestrian signal features to enhance universal accessibility of intersections; and
- Upgrade of Traffic Signals on MRN: addition of third traffic signal at intersections where only two traffic signals currently exist to improve traffic signal visibility for both daytime and night time operations. ICBC is providing funding for one-half of the total cost of the project; thus, this application to TransLink is to cost-share the balance of the cost.

Note that 50% of the total cost of these submissions for 2008 (\$3,364,500) exceeds Richmond's allocation of MRN Minor Capital funding for 2008 (\$1,864,500). With respect to the two road infrastructure projects, the restoration of No. 3 Road and the widening of Gilbert Road, the former has a higher priority. Thus, should the City be successful with its application for the restoration of No. 3 Road, the submission for Gilbert Road widening would be withdrawn and be resubmitted in subsequent years.

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

Total TransLink funding available to municipalities under the 2008 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. Richmond is eligible for \$140,640 in allocated funding for 2008 based on its proportion of the GVRD population (8.27%). The following projects are proposed to be submitted by the City for cost-sharing under the 2008 BICCS:

- (a) Cycling Connections to Canada Line Bridge: provision of bike lanes on Charles Street and Van Home Way to connect the pedestrian-bike lane on the Canada Line Bridge over the North Arm of the Fraser to the existing bike lanes on Great Canadian Way and the planned bike facilities on No. 3 Road. As Charles Street is currently not part of the City's *On-Street Cycling Network Plan (CNP)* and TransLink's application criteria require that a street proposed for cycling facilities be part of a Council-approved municipal cycling plan, this report also recommends the addition of Charles Street to the City's CNP.
- (b) No. 3 Road Bike Lanes: construction of raised bike lanes on No. 3 Road from Granville Avenue to Westminster Highway and from Sea Island Way to Bridgeport Road. The remaining section of No. 3 Road (Westminster Highway to Sea Island Way) was covered in a separate application to TransLink as part of its 2007 MRN Minor Capital Program, as that section of No. 3 Road is part of the MRN.

3. Transit-Related Road Infrastructure Program (TRRIP)

TransLink funding available for cost-sharing under the 2008 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 typically have been funded. Projects proposed to be submitted by the City for cost-sharing under the 2008 TRRIP are:

- New Bus Stops: construction of new bus stops to support the introduction of the C98 Fraserport community shuttle, which is scheduled for implementation in December 2007, as well as new bus stops associated with a revised routing of the #410 service through the Fraserwood industrial area; and
- Existing Bus Stop Upgrades: retrofits to existing bus stops along various routes to make them universally accessible.

Financial Impact

The total estimated project costs of the above 2008 submissions to TransLink's capital cost-sharing programs is approximately \$10.84 million assuming the submission for the restoration of No. 3 Road is successful, as summarized in the table below. Note that some of these projects are to be phased over several years and thus the 2008 submission may not reflect the total cost of the project.

TransLink Funding Program	Project Name/Description	Funding Source for City's Portion	Estimated Total Cost
Major Road Network Minor Capital Program	No. 3 Road Restoration*	Proposed 2008 No. 3 Road Restoration (\$1,679,500)	\$8,800,000
	Gilbert Road Widening*	Proposed 2008 Major Capital Program (\$1,500,000)	\$3,000,000
	Upgrade of City Centre Traffic Signals & Special Crosswalks on MRN	Proposed 2008 Accessible Traffic Signal/Crosswalk Program (\$150,000)	\$300,000
	Upgrade of Traffic Signals on MRN	2007 Traffic Signal Installation Program (\$35,000)	\$140,000
	Subtotal (assuming No. 3 Road Restoration submission is successful)		\$9,240,000

TransLink Funding Program	Project Name Description	Funding Source for City's Portion	Estimated Total Cost
Bicycle Infrastructure Capital Cost-Sharing Program	Cycling Connections to Canada Line Bridge	Proposed 2008 Bicycle Improvement Program (\$132,500)	\$265,000
	No. 3 Road Bike Lanes	2007 Canada Line -- No. 3 Road Restoration from TOD (\$94,353)	\$1,232,335
	Subtotal		\$1,547,335
Transit-Related Road Infrastructure Program	New Bus Stops and Existing Bus Stop Upgrades	Proposed 2008 Transit Infrastructure Program (\$25,000)	\$50,000
		Subtotal	\$50,000
Total (assuming No. 3 Road Restoration submission is successful)			\$10,837,335

* - Should the City be successful in its submission of both projects and thus exceed its 2008 allocation of MRN Minor Capital funding, the Gilbert Road widening project would be withdrawn and resubmitted in subsequent years, as the No. 3 Road Restoration project has a higher priority.

The City's portion for these projects are either part of the approved 2007 Capital Program or will be incorporated in the City's Major Capital Works Program as part of the 2008 Capital Budget review and approval processes, which is also subject to Council approval as part of the 2008 Capital Program Plan.

Conclusion

Several road, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2008. This report seeks formal Council support for the submissions in order to secure Richmond's allocations of 2008 funding.



for: Joan Caravan
Transportation Planner (4035)