



City of Richmond

Report to Committee

To: Public Works and Transportation Committee *To Public Works & Transportation -*
 From: Victor Wei, P. Eng. *Date: September 9, 2004 Sept 22, 2004*
 Acting Director, Transportation *File: 10-6500-01/2004-Vol 01*

Re: **TRANSLINK 2005 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 four improvement projects for cost-sharing as part of the TransLink 2005 Major Road Network Minor Capital Program, as described in the attached report, be endorsed:
 - (a) No. 3 Road / Browngate Road Traffic Signal Modification;
 - (b) Installation of Central Traffic Signal Control System;
 - (c) Gilbert Road Widening (north of Elmbridge Way) and Gilbert Road / Lansdowne Road Traffic Signal Installation; and
 - (d) Westminster Highway / No. 4 Road Left-Turn Lane Improvement.
2. That the submission to extend the Shell Road bicycle route from Athabasca Drive to Horseshoe Slough Trail for cost-sharing as part of the TransLink 2005 Bicycle Infrastructure Capital Cost-Sharing Program (Year 3 of a 3-year accrued funding application), 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 2005 Transit-Related Road Infrastructure Program, as described in the attached report, be endorsed.

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

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
<i>[Signature]</i>		
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 for cost-sharing as part of TransLink's 2005 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 2005 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 percent of the annual MRN capital funding (Richmond has 8.1 percent of the total GVRD population and 6 percent of the total MRN lane-kilometres), or \$1.867 million in block funding for 2005.

1.3 Submissions to 2005 MRN Minor Capital Program

Based on the current planned capital projects on major roads for 2005 and potential development-related road upgrades, staff have identified the following road improvements as candidate projects for submission to TransLink for inclusion in the 2005 MRN Minor Capital Program.

- (a) No. 3 Road / Browngate Road Traffic Signal Modification – This project involves the modification of existing traffic signal to facilitate the extension of Browngate Road.
- (b) Installation of Central Traffic Signal Control System – This project involves the replacement of City's current aging central traffic system to maintain efficient, reliable and consistent traffic signal operations. The project involves a number of implementation tasks expected to commence in late 2004 and complete in early 2007.
- (c) Gilbert Road Widening (north of Elmbridge Way) and Gilbert Road / Lansdowne Road Traffic Signal Installation – This project involves the widening of Gilbert Road to five lanes to improve roadway capacity to meet both current and future traffic growth as part of the requirements for a recently approved adjacent development. Installation of a new signal at the Gilbert Road / Lansdowne Road intersection is included as part of this project to facilitate the extension of Lansdowne Road.
- (d) Westminster Highway / No. 4 Road Left-Turn Lane Improvement – This project involves the realignment of the eastbound-to-northbound left-turn lane to improve intersection safety.

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

Total TransLink funding available to municipalities under the 2005 BICCS Program is \$2.55 million. Funding in the 2005 BICCS Program is comprised of \$1.7 million in block funding to be allocated to municipalities based on their proportion of population in the region and \$850,000 reserved for cost-sharing of major projects of regional priority. Based on Richmond's proportion of the GVRD population (8.3 percent), the City is eligible for \$141,100 in block funding for 2005.

The City would submit the completion of the southern portion of the Shell Road bicycle route (Athabasca Drive to Horseshoe Slough Trail) for inclusion in the 2005 BICCS. As TransLink allows municipalities to accrue BICCS funding for up to three years, this phased project was submitted to and approved by the TransLink Board as part of its 2003 and 2004 BICCS Programs. This 2005 application is the final year of the 3-year funding accrual request.

3. Transit-Related Road Infrastructure Program (TRRIP)

TransLink funding available for cost-sharing under the 2005 TRRIP is \$3.0 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 2005 TRRIP are upgrades to bus stops along various routes to make them wheelchair accessible. These continued efforts have made Richmond a regional leader in the proportion of its total bus stops that are wheelchair accessible. As of August 2004, 49 % of the city's bus stops were accessible (in August 2001, the regional average was 34 %). In addition, the entire bus fleet operating out of the Richmond Transit Centre is wheelchair accessible.

Financial Impact

The total estimated project cost of the above 2005 submissions to TransLink's three capital cost-sharing programs is approximately \$1.56 million as summarized in the table below. These costs are comprised of \$1.01 million for the MRN Minor Capital Program, \$500,000 for the BICCS Program and \$50,000 for TRRIP. Note that the estimated MRN and cycling road improvement project costs are very preliminary and will be further refined in the detailed design process.


Funding Program	Project Name	Funding Source for City's Portion	Estimated Total Cost
MRN Minor Capital Program	(a) No. 3 Road / Browngate Road Traffic Signal Modification	Development Funded	\$50,000
	(b) Installation of new Central Traffic Signal Control System	2003 -2006 Major Capital Program	\$410,000
	(c) Gilbert Road Widening (north of Elmbridge Way) and Gilbert Road / Lansdowne Road Traffic Signal Installation	Development Funded	\$400,000
	(d) Westminster Highway / No. 4 Road Left-Turn Lane Improvement	Proposed 2005 Major Capital Program	\$150,000
Sub-total			\$1,010,000
Bicycle Infrastructure Capital Cost-Sharing Program	Shell Road Bike Route (Athabasca Drive to Horseshoe Slough Trail)	2003-2005 Bicycle Program	\$500,000
Transit-Related Road Infrastructure Program	<ul style="list-style-type: none"> • various bus stop upgrades • crosswalk upgrades • various connecting sidewalks 	Proposed 2005 Transit Infrastructure Program	\$50,000
Total			\$1,560,000

If approved by TransLink, it is expected that the City will recover 50 percent of the project costs (construction and land costs) or up to a total amount of \$780,000. The City's portion for these projects will be incorporated in the City's Major Capital Works Program as part of the 2005 Capital Budget development process.

The various projects identified in the above proposed 2005 TransLink Capital Program cost-sharing submissions by Richmond are subject to Council approval of the 2005 Capital Program Plan.

Conclusion

A number of road improvement, bike and transit-related facility projects are proposed for submission to, respectively, TransLink's 2005 MRN Minor Capital Program, 2005 Bicycle Infrastructure Capital Cost-Sharing Program and 2005 Transit-Related Road Infrastructure Program. This report seeks to formalize Council support for the submissions and secure Richmond's allocation of funding for 2005.

For 
Joan Caravan
Transportation Planner

Fred Lin, P. Eng.
Transportation Engineer

JC:lce