



To: Public Works and Transportation Committee **Date:** August 24, 2018
From: Victor Wei, P. Eng. **File:** 01-0154-04/2017-Vol 01
Director, Transportation
Re: **TransLink 2019 Capital Program Cost-Share Applications**

Staff Recommendation

1. That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2019 capital cost-share programs as described in the report titled, "TransLink 2019 Capital Program Cost-Share Applications" dated August 24, 2018 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 2019 Capital Budget and the consolidated 5-Year Financial Plan (2019-2023) be updated accordingly.

Victor Wei, P. Eng.
Director, Transportation
604-276-4131

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CS	APPROVED BY CAO

Staff Report

Origin

Each year, municipalities may submit road, bicycle and transit-related improvement projects for funding consideration from TransLink's capital cost-share funding programs. This staff report presents the proposed applications from the City to TransLink's 2019 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:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.2. *Strengthened strategic partnerships that help advance City priorities.*

Analysis

TransLink Capital Cost-Share Programs

TransLink provides capital cost-share funding to municipalities via the following programs:

- Major Road Network and Bike (MRNB) Upgrade 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 from \$0 in 2016 to \$10 million in 2017 and \$20 million in 2018-2019. Funding is allocated to municipalities based on population and employment growth forecasts from the *Regional Growth Strategy*.
- Bicycle Infrastructure Capital Cost-Sharing (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 from \$1.55 million (competitive only) in 2016 to \$5 million in 2017 and \$7.55 million in 2018-2019 (competitive and allocated). Two-thirds of the funding is available on an allocated basis, based on 2016 Census population data and employment data, and one-third is available on a competitive basis. Municipalities are permitted to submit up to two projects each for competitive cost-share funding up to a maximum of \$600,000 per project.

- Walking Infrastructure to Transit (WITT) Program: beginning in 2017, this new 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. Two-thirds of the funding is available on an allocated basis, based on population and employment growth forecasts from the *Regional Growth Strategy*, and one-third is available on a competitive basis. Municipalities are permitted to submit up to two projects each for competitive cost-share funding up to a maximum of \$400,000 per project.
- Transit-Related Road Infrastructure Program (TRRIP): provides funding for roadway infrastructure facilities required for the delivery of transit services in the region. There is no block funding formula and thus no allocated amount of funding for the City.

Municipalities may submit the same eligible project to the MRNB, BICCS and WITT Programs provided the total TransLink funding does not exceed 50% of the total cost (or 75% if eligible). Beginning in 2018, some 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 for 75% cost-share include: project is located within the City Centre and, for cycling projects; the location is on TransLink's interim Major Bikeway Network.

Projects to Receive Funding from 2018 TransLink Capital Cost-Share Programs

Attachment 1 summarizes the nine pedestrian and cycling facility projects in Richmond that will collectively receive up to \$3.6 million from TransLink as a result of last year's application, which will support projects with a total estimated cost of nearly \$5.8 million. Two projects, the River Parkway bike lanes and the Cambie Road multi-use path, will receive more than 50% cost-share funding (i.e., 71% and 75% cost ratio, respectively). Both projects qualified for a higher amount of cost-share funding per new eligibility criteria introduced in 2018 as directed by the *Mayors' Council Vision*. The pertinent criteria for these two projects are City Centre locations, a high design standard for the bike lanes, and a direct connection to rapid transit for the multi-use path.

Projects Proposed for Submission to 2019 TransLink Capital Cost-Share Programs

Major Road Network and Bike (MRNB) Upgrade Program

For 2019, the MRNB Program has a total of \$20.0 million available (same as 2018). Richmond's allocation is \$1,589,000. The City proposes to submit the following projects for consideration to be included in the 2019 MRNB Program (see Attachment 2 for locations of projects):

- 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. There are currently no pedestrian or cycling facilities on this road section. The pathway would fill in a gap by providing connections to the existing pathway on Alderbridge Way west of No. 4 Road and the Shell Road Trail at its eastern end. This project is being re-submitted as it was not successful in securing competitive-based funding in 2018.

- Steveston Highway Multi-Use Pathway: as Phase 1, construction of a two-way off-street paved 2.5-3.0 m wide separated shoulder pathway for pedestrians and cyclists on the south side of Steveston Highway between Shell Road and Mortfield Gate where currently there are discontinuous pedestrian facilities. Future phases would extend the pathway westward to No. 2 Road where it would link to the off-street pathway currently being constructed on No. 2 Road south of Steveston Highway. As noted in the following sections, this project would also be submitted to the BICCS Program (both allocated and competitive).
- Garden City Road Bike and Pedestrian Paths: currently, southbound cyclists and two-way pedestrians share the use of a paved shoulder on the west side of Garden City Road between Lansdowne Road and Westminster Highway. This project would construct a delineated off-street southbound bike path and two-way pedestrian path to improve the safety of users.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

For 2019, the BICCS Program has a total of \$13.45 million (same as 2018) with \$9.0 million available on an allocated basis and \$4.45 million available on a competitive basis. Richmond's allocation is \$782,000. The City proposes to submit the following projects for consideration to be included in the allocated component of the 2019 BICCS Program (see Attachment 2 for locations of projects):

- Railway Greenway: upgrade of the remaining intersections to the ultimate standard as exists at Steveston Highway and the north side of Francis Road (i.e., curb and gutter, concrete landing pad, relocated traffic signal pole, pathway markings). The remaining intersections comprise Blundell Road (north and south sides), Francis Road (south side) and Williams Road (north and south sides). As noted below, the project would also be submitted to the allocated component of the WITT Program. This project would also include pavement marking and signage treatment to enhance cyclist safety similar to that provided at Blundell Road.
- No. 6 Road Multi-Use Pathway: construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the west side of No. 6 Road between Cambie Road and Bridgeport Road. There are currently discontinuous pedestrian and no cycling facilities on this road section, which is a planned cycling route. The pathway would fill in a gap in pedestrian facilities to the north and south, and allow access to/from transit services on Cambie Road and Bridgeport Road.
- Westminster Highway Multi-Use Pathway: in the Hamilton area, cycling and pedestrian facilities on Westminster Highway are continuous except for a gap in the westbound direction between Smith Crescent and Fraserside Gate. This project would address that gap with construction of a delineated off-street paved 3.0 m wide asphalt pathway for two-way pedestrians and westbound cyclists. The pathway would connect to existing facilities at either end. As noted below, this project would also be submitted to the competitive-based BICCS Program as well as the competitive and allocated components of the WITT Program.
- Steveston Highway Multi-Use Pathway: as described above for the MRNB Program.

The City proposes to submit the following projects for consideration to be included in the competitive-based component of the 2019 BICCS Program (see Attachment 2 for locations of projects):

- Westminster Highway Multi-Use Pathway: as described above for the allocated component of the BICCS Program.
- Steveston Highway Multi-Use Pathway: as described above for the MRNB Program.

Walking Infrastructure to Transit (WITT) Program

For 2019, the WITT Program has a total of \$5.0 million (same as 2018) with \$3.3 million available on an allocated basis and \$1.7 million available on a competitive basis. Richmond's allocation for 2019 is \$272,000. The City proposes to submit the following projects for consideration to be included in the allocated component of the 2019 WITT Program (see Attachment 2 for locations of projects):

- Railway Greenway: as described above for the BICCS Program.
- Westminster Highway Multi-Use Pathway: as described above for the BICCS Program.

The City proposes to submit the following projects for consideration to be included in the competitive-based component of the 2019 WITT Program (see Attachment 2 for locations of projects):

- Charles Street Multi-Use Pathway: as an extension to the planned multi-use pathway to be constructed on Sexsmith Road between Beckwith Road and Charles Street, the pathway would be extended along the north side of Charles Street to the entrance to the Bridgeport Canada Line Station to provide a continuous pedestrian and cycling facility.
- Westminster Highway Multi-Use Pathway: as described above for the BICCS Program.

Transit-Related Road Infrastructure Program (TRRIP)

For 2019, TRRIP has a total of \$1.0 million available (same as 2018). Projects proposed to be submitted by the City for cost-sharing under the 2019 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.

As of June 2018, Richmond has 728 active bus stops, of which 550 (75.5%) are accessible, which is an increase from 73.3% in June 2017.

Additional TRRIP projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of traffic signal 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 2019 submissions to TransLink's capital cost-sharing programs is \$4,063,750 as summarized in Table 2, which will support projects with a total estimated cost of \$6,800,000.

Table 1: Projects to be Submitted to 2019 TransLink Cost-Share Programs

Project	TransLink Funding Sources						Total TransLink Funding ⁽¹⁾
	MRN-Alloc.	BICCS-Alloc.	BICCS-Comp.	WITT-Alloc.	WITT-Comp.	TRRIP	
Alderbridge Way (No. 4 Road-Shell Road): multi-use path	\$600,000	-	-	-	-	-	\$600,000
Steveston Hwy (Shell Road-Mortfield Gate): Phase 1 of multi-use path	\$489,000	\$321,000	\$600,000	-	-	-	\$1,410,000
Garden City Road (Lansdowne Road-Westminster Hwy): bike and pedestrian path	\$500,000	-	-	-	-	-	\$500,000
Railway Greenway: upgrade of Blundell Road, Francis Road and Williams Road intersections	-	\$168,750	-	\$112,500	-	-	\$281,250
No. 6 Road (Cambie Road-Bridgeport Road): multi-use path	-	\$250,000	-	-	-	-	\$250,000
Westminster Hwy (Smith Cr-Fraserside Gate): multi-use path	-	\$42,250	\$287,750	\$159,500	\$170,500	-	\$660,000
Charles St (Sexsmith Rd-Bridgeport Station): multi-use path	-	-	-	-	\$262,500	-	\$262,500
Accessibility upgrades to various existing bus stops	-	-	-	-	-	\$100,000	\$100,000
Total	\$1,589,000	\$782,000	\$887,750	\$272,000	\$433,000	\$100,000	\$4,063,750

(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.

Table 2: City Funding for Projects to be Submitted to 2019 TransLink Cost-Share Programs

Project	Total TransLink Funding	Proposed City Portion & Funding Source ⁽²⁾	Est. Total Project Cost
Alderbridge Way (No. 4 Road-Shell Road): multi-use path	\$600,000	\$600,000 2018 Capital Program	\$1,200,000
Steveston Hwy (Shell Road-Mortfield Gate): Phase 1 of multi-use path	\$1,410,000	\$590,000 2019 Capital Program	\$2,000,000
Garden City Road (Lansdowne Road-Westminster Hwy): bike and pedestrian path	\$500,000	\$500,000 2019 Capital Program	\$1,000,000
Railway Greenway: upgrade of Blundell Road, Francis Road and Williams Road intersections	\$281,250	\$168,750 2019 Arterial Road Improvement Program	\$450,000
No. 6 Road (Cambie Road-Bridgeport Road): multi-use path	\$250,000	\$250,000 2019 Neighbourhood Walkway Program	\$500,000
Westminster Hwy (Smith Cr-Fraserside Gate): multi-use path	\$660,000	\$440,000 2019 Capital Program	\$1,100,000

Project	Total TransLink Funding	Proposed City Portion & Funding Source ⁽²⁾	Est. Total Project Cost
Charles St (Sexsmith Rd-Bridgeport Station): multi-use path	\$262,500	\$87,500 2019 Active Transportation Improvement Program	\$350,000
Accessibility upgrades to various existing bus stops	\$100,000	\$100,000 2019 Transit Related Road Improvement Program	\$200,000
Total	\$4,063,750	\$2,736,250	\$6,800,000

(2) The City's portions of the costs of the projects have either been previously approved by Council or will be considered during the 2019 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 2019 Capital Budget and the consolidated 5-Year Financial Plan (2019-2023) 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 2, the City's portions of the costs of the projects have either been previously approved by Council or will be considered during the 2019 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 2019 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.



JCR Joan Caravan
 Transportation Planner
 (604-276-4035)
 JC:jc

- Att. 1: Projects to Receive Funding from 2018 TransLink Cost-Share Programs
- Att. 2: Locations of Proposed 2019 Cost-Share Pedestrian and Cycling Infrastructure Projects

Projects to Receive Funding from 2018 TransLink Cost-Share Programs

Project	MRNB-Allocated	BICCS-Allocated	BICCS-Competitive	Est. City Portion & % of Total Cost	Est. Total Project Cost
River Parkway (Gilbert Road-Cambie Road): protected bike lanes	\$1,014,000	\$652,000	\$600,000	\$924,000 (29%)	\$3,190,000
Westminster Hwy (14,600-block-No. 7 Road): multi-use path rebuild	\$360,000	-	-	\$360,000 (50%)	\$720,000
Odlin Road Bike Route (East End-No. 3 Road): multi-use paths, pavement markings and signage	\$140,000	-	-	\$140,000 (50%)	\$280,000
Midtown (Off-Gilbert) Bikeway: upgrade of two off-street pathways south of Francis Rd	\$75,000	-	-	\$75,000 (50%)	\$150,000
Parkside Bikeway (Garden City Park-Westminster Hwy): multi-use path, pavement markings and signage	-	\$50,000	-	\$50,000 (50%)	\$100,000
Crosstown Bikeway: Lucas Road-No. 3 Road intersection modifications	-	\$80,000	-	\$80,000 (50%)	\$160,000
Subtotal	\$1,589,000	\$782,000	\$600,000	\$1,629,000	\$4,600,000
Project	WITT-Allocated	WITT-Competitive	TRRIP	Est. City Portion & % of Total Cost	Est. Total Project Cost
Cambie Road (River Road-No. 3 Road): multi-use path	-	\$288,750	-	\$96,250 (25%)	\$385,000
Riverside Industrial Park: connecting paths to bus stops	\$272,000	-	-	\$362,000 (57%)	\$634,000
Accessibility upgrades to existing bus stops: various locations	-	-	\$76,650	\$76,650 (50%)	\$153,300
Subtotal	\$272,000	\$288,750	\$76,650	\$534,900	\$1,172,300
Total			\$3,608,400 (62.5%)	\$2,163,900 (37.5%)	\$5,772,300

Note: 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.

Proposed 2019 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



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

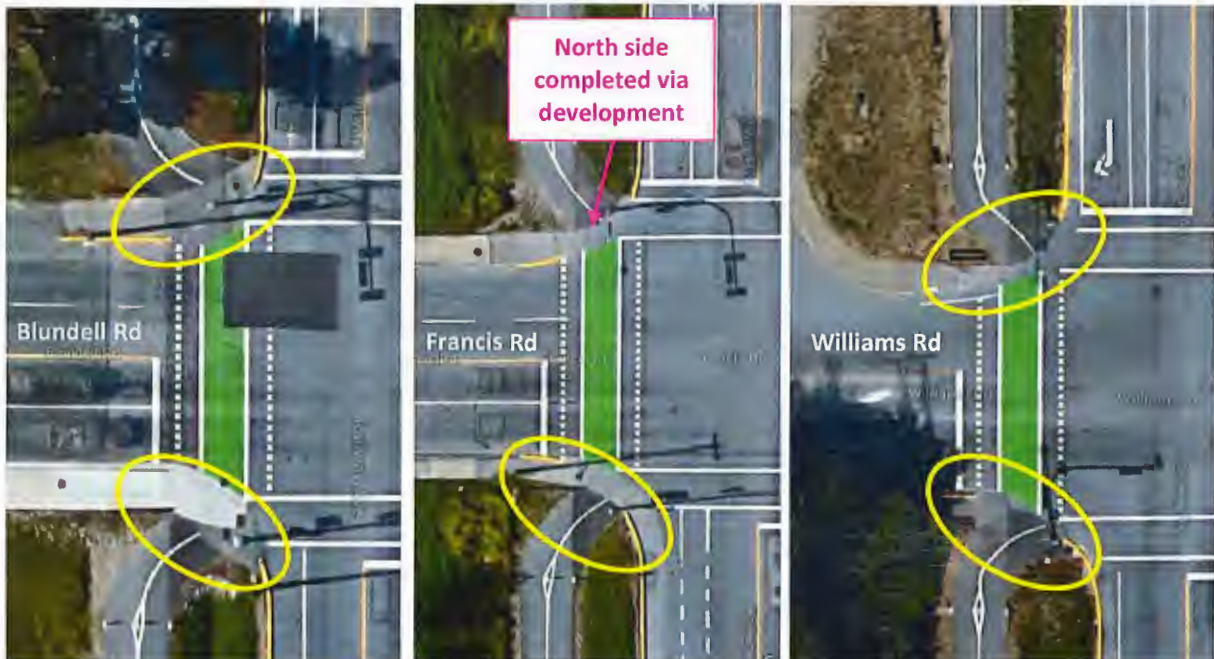


Steveston Highway (Mortfield Gate-Shell Road): Phase 1 - Multi-Use Pathway

Proposed 2019 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



Garden City Road (Lansdowne Road-Westminster Hwy):
Separate Off-Street Pedestrian & Bike Paths

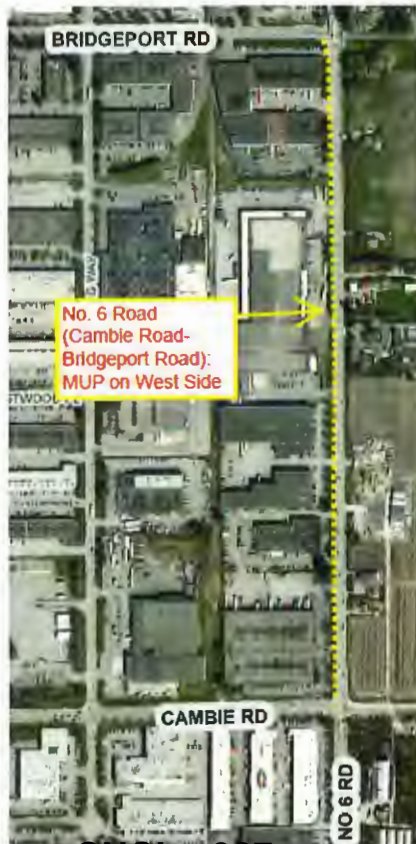


Blundell Road-Railway Ave Francis Road-Railway Ave Williams Road-Railway Ave
Upgrade of Railway Greenway Intersections: Curb, Gutter, Sidewalk, Relocate Signal Pole,
Signage, and Pavement Markings

Proposed 2019 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



Westminister Hwy (Smith Cr-Fraserside Gate): Multi-use Path on West Side



No. 6 Road (Cambie Road-Bridgeport Road): Multi-use Path on West Side

Proposed 2019 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



Charles Street (Sexsmith Road-Bridgeport Station Entrance): Multi-use Path on North Side