



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: September 22, 2025

From: Milton Chan, P.Eng
Director, Engineering

File: 10-6360-15-01/2024-
Vol 01

Re: Proposed 2026 Paving Program

Staff Recommendation

That the staff report titled "Proposed 2026 Paving Program", dated September 22, 2025, from the Director, Engineering be received for information.

Milton Chan, P.Eng
Director, Engineering
(604-276-4377)

Att. 3

REPORT CONCURRENCE		
ROUTED TO: Public Works	CONCURRENCE ☒	CONCURRENCE OF GENERAL MANAGER
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report presents the City's annual Paving Program for information. The annual Paving Program is required to maintain the City's road network at current operating levels, as well as reduce the need for costly repairs. Staff have developed a prioritized list of locations to be included in the 2026 Paving Program.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the city.

2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.

Analysis

Background

The scope of work includes the milling and paving of roads and asphalt surfaces in priority order, as identified by the City's Pavement Management System and staff. This also includes ancillary work such as curb and gutter repairs. The Pavement Management System takes into account items such as the age, structure and current condition of the road.

Updated data is gathered to ensure that the Pavement Management System model results are accurate. The data is gathered on an assortment of road types including arterial roads, the TransLink Major Road Network (MRN), recently resurfaced segments, and sections with substantial surface cracking. TransLink provides funding for some of the MRN projects, and all Non-MRN projects are funded by the City.

Road Paving Priorities

Attachment 1 provides a list of the primary paving sites to be included in the 2026 Paving Program. As in previous years, some of the planned paving locations may not be completed due to unforeseen conflicts with development projects that have not yet been identified. Any deferred primary paving locations would be replaced with the secondary paving locations, as listed in Attachment 2. Maps showing primary and secondary paving locations for Richmond West and Richmond East are included in Attachment 3. The paving schedule for these locations is designed with flexibility, allowing coordination with capital and development projects to minimize impacts to the travelling public.

In most years, some paving work is required to address unforeseen road condition issues that arise during the year, such as settling utility trenches.

These are added to the Paving Program throughout the course of the year. Since the specific locations are not known at this time, they are not shown on the attached location maps.

Cost Volatility

Asphalt pricing is tied to the cost of oil, which has experienced significant volatility in recent years with both increases and decreases. Additionally, the cost of placed asphalt depends on other factors such as the availability and cost of labour, equipment, transportation and other materials. Recent years have also seen accelerated road deterioration, which results in increased costs due to the additional rehabilitation and gravel base repair work required to repair and repave the roadway. This deterioration is a result of high traffic volumes and severe weather events and is compounded by deferral of repair works. As a result of these increased costs, some project locations have been deferred to future years.

The staff report titled “2025 Ageing Utility and Road Infrastructure Planning” by the Director of Engineering, presented to Public Works and Transportation Committee on July 23, 2025, identified the long-term average annual capital funding requirement for the City's road pavement infrastructure. Staff will continue to bring forward paving program funding recommendations that will include on-going capital program requests and supplementary capital requests to address funding gaps and to meet the needs of the roadway paving program.

Procurement

The procurement of this year's Paving Program is scheduled to commence in November 2025. Historically, early procurement of this program has resulted in increased competitiveness, and lower costs to the City. By soliciting this work early, staff are taking measures to ensure that paving contract procurements receive competitive pricing and provide good value to the City. This includes monitoring the market to ensure ideal timing to conduct procurement, and the potential of including a variable cost, commodity price indexing structure in the paving contracts. The procurement process will note that the contract award is subject to approval of the 2026 Capital Budget by Council.

Environmental Considerations

The 2026 Paving Program also reflects the City's environmental initiatives by allowing the use of up to 40% reclaimed asphalt. In alignment with the City's sustainability goals, the pavement evaluation criteria will consider sustainable methodologies, practices and materials that would assist in reducing green house gas emissions.

TransLink Major Road Network (MRN) Funding

Each year, TransLink adjusts the funding provided to the City for inflation. TransLink has also advised that it is planning to provide approximately \$3.037 million of supplementary funding to address the backlog of paving work on MRN designated roads within Richmond in 2026. Although this will help to reduce the backlog, the long-term funding gap remains.

Financial Impact

Proposed funding for the 2026 Paving Program is being submitted for Council's consideration as part of the 2026 Capital Budget as follows:

Table 1. Proposed 2026 Paving Program Budgets

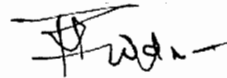
Proposed Funding	Amount (\$)
<u>TransLink Funding</u>	
2026 Annual Asphalt Re-Paving Program – MRN	\$ 1,807,000
2026 Supplementary MRN Road Rehabilitation Program	\$ 3,037,000
Total TransLink Funding	\$ 4,844,000
<u>City Funding</u>	
2026 Annual Asphalt Re-Paving Program – Non-MRN	\$ 4,446,900
Total City Funding	\$ 4,446,900
Total	\$ 9,290,900

Conclusion

Staff have prepared a list of priority locations for the 2026 Paving Program, and the procurement documents are being prepared. Contract award and commencement of paving will occur once the 2026 Capital Budget is approved by Council.



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ES:wm

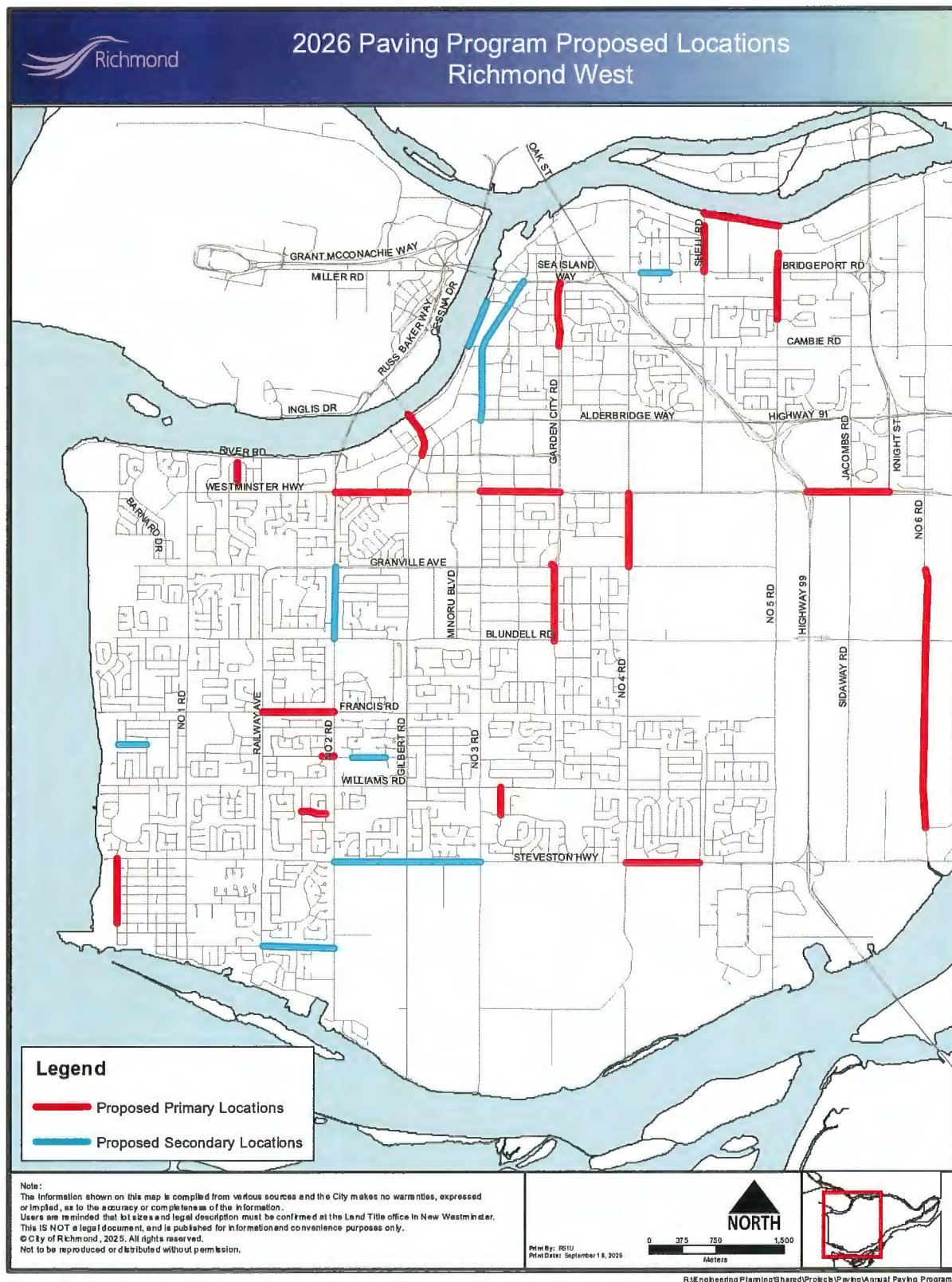
- Att. 1: Proposed 2026 Paving Program – Primary Locations
 2: Proposed 2026 Paving Program – Secondary Locations
 3: 2026 Paving Program Proposed Locations – Richmond West and Richmond East

Proposed 2026 Paving Program – Primary Locations

Location	Road Type
Gilbert Rd (Lansdowne Road to South end of Dinsmore Bridge)	MRN
Westminster Highway (Nelson Road to No. 9 Road)	MRN
Westminster Highway (McMillan Way to MOTI Jurisdiction South of Highway 91)	MRN
Westminster Highway (McLean Avenue to Gilley Road)	MRN
Steveston Highway (No. 4 Road to Shell Road)	MRN
Westminster Highway (No. 2 Road to Gilbert Road)	MRN
Westminster Highway (No. 3 Road to Garden City Road) – West Bound Lanes only	MRN
Westminster Highway (Highway 99 to Knight Street)	MRN
Floyd Ave (Lassam Road to Sandiford Road)	Non-MRN
Fraserwood Way (Fraserwood Place to Dyke Road)	Non-MRN
No. 6 Road (Triangle Road to Granville Avenue (ROW))	Non-MRN
Francis Road (Railway Avenue to No. 2 Road)	Non-MRN
Garden City Road (Blundell Road to Granville Avenue)	Non-MRN
Leonard Road (Ryan Road to Williams Road)	Non-MRN
Murchison Road (Webster Road to Tilton Road)	Non-MRN
No. 4 Road (Granville Avenue to Westminster Highway)	Non-MRN
No. 5 Road (Greenland Drive to Vulcan Way)	Non-MRN
River Road (Shell Road to No. 5 Road)	Non-MRN
Seventh Avenue (Chatham Street to Steveston Highway)	Non-MRN
Shell Road (Bridgeport Road to River Drive)	Non-MRN
Woodwards Rd (Thomas Drive to No. 2 Rd)	Non-MRN
Garden City Road (Cambie Road to Sea Island Way)	Non-MRN

Proposed 2026 Paving Program – Secondary Locations

Location	Road Type
No. 2 Road (Granville Avenue to Blundell Road)	MRN
Steveston Highway (No. 2 Road to No. 3 Road)	MRN
No. 3 Road (Alderbridge Way to Sea Island Way)	MRN
Bridgeport Road (St. Edwards Drive to McLennan Avenue)	MRN
Oliver Drive (Wilson Avenue to Garratt Drive)	Non-MRN
Trumond Avenue (Wellmond Road to Gormond Road)	Non-MRN
Woodwards Road (Rekis Gate to Woodward's Place)	Non-MRN
Moncton Street (Railway Avenue to No. 2 Road)	Non-MRN
River Road (Cambie Road to Capstan Way)	Non-MRN



2026 Paving Program Proposed Locations Richmond East

