



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** November 22, 2023  
**From:** Lloyd Bie, P. Eng.  
 Director, Transportation      **File:** 10-6500-01/2023-Vol 01  
**Re:** TransLink 2024 Cost-Share Funding Applications – Transportation Projects

### Staff Recommendation

1. That the submission of road, pedestrian and bicycle improvement projects as part of the TransLink 2024 Cost-Share Programs, as described in the report titled “TransLink 2024 Cost-Share Funding Applications – Transportation Projects”, dated November 22, 2023, from the Director, Transportation be endorsed; and
2. That the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.

Lloyd Bie, P. Eng.  
 Director, Transportation  
 (604-276-4131)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Finance Department Engineering	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

Each year, municipalities are invited to submit road, pedestrian and bicycle related projects for funding consideration from TransLink's cost-share funding programs. This staff report presents the applications from the City to TransLink's 2024 transportation related cost-share programs.

This report supports Council's Strategic Plan 2022-2026 Strategy #4 Responsible Financial Management and Governance:

*Responsible financial management and efficient use of public resources to meet the needs of the community.*

*4.4 Work with all levels of government for grant and funding opportunities.*

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

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

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

### Analysis

#### TransLink Cost-Share Programs

TransLink provides cost-share funding to municipalities for multi-modal infrastructure projects via the following suite of programs:

- Major Road Network and Bike (MRNB) Upgrade Program: Allocated funding for capital improvements to roads that comprise the Major Road Network (MRN) and the construction of bicycle facilities both on and off the MRN.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program: Allocated and competitive funding for the construction of bicycle facilities.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Recovery Program: Competitive funding for the construction of bicycle facilities that can be completed within one year.
- Walking Infrastructure to Transit (WITT) Program: Allocated and competitive funding for pedestrian facility upgrades within walking distance of frequent stops, stations, and exchange to promote the seamless integration of walking and cycling with transit.
- Bus Speed and Reliability (BSR) Program: Competitive funding for feasibility studies and capital projects that support improved bus speed reliability.

The call for applications related to the above noted programs commenced on September 15, 2023 with a deadline before November 1, 2023. Staff prepared the applications and submitted them to TransLink by the deadline.

The projects for cost-sharing considerations are described below.

#### Projects for the 2024 TransLink Cost-Share Programs

The following projects have been submitted to TransLink for consideration in the 2024 infrastructure cost-share funding programs. Collectively, these projects will fully utilize TransLink's funding allocated for the City of Richmond, which is estimated at approximately \$3.5 million for 2024.

#### ***Major Road Network and Bike (MRNB) Upgrade Program***

TransLink's estimated 2024 allocation for Richmond is \$2,098,000 for the MRNB Program. The following projects have been submitted for consideration:

Removal of Channelized Right-Turns: The City's network screening study of collision-prone intersections presented to Council in June 2019 identified channelized right-turns as a safety hazard for pedestrians and cyclists. The scope of these projects include modification of the channelized island, increased pedestrian refuge areas and improved cyclist protections.

The channelized right-turn projects eligible for 2024 TransLink cost-sharing are:

- *Garden City Road and Alderbridge Way Intersection:* The removal of the northwest and southwest channelized right-turns at this intersection were approved by Council as part of the 2022 Capital Budget (2022 Arterial Roadway Improvement Program). The additional removal/modification of the southeast channelized right-turn is included in the 2024 Arterial Roadway Improvement Program to be considered as part of the 2024 budget process.
- *Westminster Highway and Cooney Road Intersection:* This project was approved by Council as part of the 2020 Capital Budget (2020 Arterial Roadway Improvement Program).

No. 4 Road and Westminster Highway Intersection Upgrade: This intersection is ranked #7 of the City's Top 20 Collision Prone Intersections report. Upgrades include increasing left-turn capacity along with pedestrian and cycling facility upgrades. This project was approved as part of the 2023 Capital Budget (2023 Top 20 Collision Prone Intersections – Implementation of Medium/Long-Term Improvements).

No. 2 Road and Blundell Road Intersection Upgrade: This intersection is ranked #10 of the City's Top 20 Collision Prone Intersections. Upgrades include increasing pedestrian refuge areas and modifications to centre median on south approach to increase safety at access points. This project was approved as part of the 2023 Capital Budget (2023 Top 20 Collision Prone Intersections – Implementation of Medium/Long-Term Improvements).

*Steveston Highway Multi-Use Pathway (No. 2 Road to Railway Avenue)*: This project provides a 750m expansion of the multi-use pathway currently under construction on the south side of Steveston Highway from Shell Road to No. 2 Road. This project was approved under the 2023 Capital Budget and requires a 2-year accumulation of TransLink funds in the 2023 and 2024 program years to receive maximum available funding.

*Gilbert Road Off-road Cycling Facility (Granville Avenue to Elmbridge Way)*: This project includes provision of a new protected cycling facility along Gilbert Road. The project will connect to cycling facilities on Granville Avenue and the existing bike lane on Gilbert Road north of Elmbridge Way. The City was awarded funding from the Government of Canada as part of the Active Transportation Fund earlier this year. This project will be considered as part of the 2024 budget process.

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

TransLink's 2024 estimated allocation for Richmond is \$1,017,000 for the BICCS Program. The following projects have been submitted for consideration for the allocated component:

- *Steveston Highway Multi-Use Pathway (MUP)*: As described above for the MRNB Program.
- *Francis Road and McCutcheon Place*: The project includes widening of the existing sidewalk to create a multi-use path on the north side of Francis Road between McCutcheon Place and Schaefer Gate. This project was approved by Council in the 2022 Capital Budget (2022 Active Transportation Improvement Program). If this application is successful, the budget for the 2022 Active Transportation Improvement Program will be increased by the external contribution, and be included in the Consolidated 5 Year Financial Plan (2024-2028) accordingly.

### ***Walking Infrastructure to Transit (WITT) Program***

TransLink's 2024 estimated allocation for Richmond is \$373,000 for the WITT Program. The following projects have been submitted for consideration for the allocated component:

- *Garden City Road and Alderbridge Way Intersection*: As described above for the MRNB Program.
- *Westminster Highway and Cooney Road Intersection*: As described above for the MRNB Program.

### **Bus Speed and Reliability (BSR) Program**

TransLink will reimburse a municipality 100 per cent of the eligible costs for a BSR project. Funding for the BSR Program is available on a competitive basis. BSR projects to study the Garden City Road corridor for bus and traffic movement efficiency have been identified and submitted to TransLink for consideration. This includes study and functional design of bus priority opportunities at the Garden City Road and Granville Avenue, Cambie Road and Capstan Way intersections.

The estimated value of the BSR submission is \$400,000. Should the BSR study submissions be successful, these projects would be considered in the 2025 budget process to reflect the fully secured TransLink funding. Any road or traffic operational changes recommended by this study would be brought forward to Council for consideration prior to implementation.

#### Requested Funding and Estimated Project Costs

The total requested funding for the 2024 submissions to TransLink's cost-share programs is \$3,888,000, which will support projects with a total estimated eligible project cost of \$13,613,000 (Table 1). For most projects, the City can receive between 50 to 75 per cent of the estimated project cost from TransLink depending on the type of project and the components of the project that TransLink deems eligible for cost-sharing purposes.

**Table 1: Projects Submitted to 2024 TransLink Cost-Share Programs**

Project	2024 <sup>(1)</sup> Potential TransLink Funding	Estimated Eligible Project Costs	2024 Estimated Per Cent of Project Costs
Garden City Road and Alderbridge Way – Intersection Improvements	\$618,000 <i>(additional funds to be submitted for 2025 cost-share)</i>	\$1,850,000	33%
Cooney Road and Westminster Hwy – Intersection Improvements	\$103,500	\$207,000	50%
No. 4 Rd and Westminster Hwy – Intersection Improvements	\$297,828 <i>(\$163,595 awarded in 2023)</i>	\$923,000	50%
No. 2 Rd and Blundell Rd – Intersection Improvements	\$141,672 <i>(\$45,828 awarded in 2023)</i>	\$375,000	50%
Steveston Hwy MUP Phase 3 (No. 2 Rd to Railway Ave)	\$1,290,000 <i>(\$2,985,000 awarded in 2023)</i>	\$5,700,000	75%
Gilbert Road Off-Road Cycling Facility	\$833,000 <i>(\$2,280,000 awarded from Federal grant)</i>	\$4,150,000	75% <i>(20% TransLink, 55% Federal)</i>
Francis Road and McCuthcheon Place	\$204,000	\$408,000	50%
Bus Speed and Reliability (BSR) Study	\$400,000 <sup>(2)</sup>	\$0	100%
<b>Total 2024 Estimated Funding</b>	<b>\$3,888,000</b>	<b>\$13,613,000</b>	

<sup>(1)</sup> The amounts shown represent the anticipated 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.

<sup>(2)</sup> BSR project funding is not allocated and is subject to a competitive process.

Should the submissions be successful, the City would enter into funding agreements with TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements.

#### Projects Receiving Funding from 2023 TransLink Cost-Share Programs

Five pedestrian, cycling and road improvement projects in Richmond will collectively receive up to \$3.87 million from TransLink as part of its 2023 cost-share programs (Attachment 1).

#### **Financial Impact**

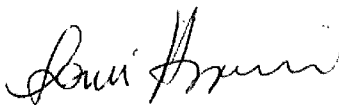
The City's portion of the cost for the Gilbert Road Off-Road Cycling Facility project and the removal/modification of the southeast channelized right-turn at Garden City Road and Alderbridge Way will be submitted to Council for consideration during the 2024 budget process. Should the application be successful, the Bus Speed and Reliability studies will be submitted to Council for consideration during the 2025 budget process.

Should the grant application for the Francis Road and McCuthcheon Place be successful, the budget of the capital project will be increased by the external contribution and will be included in the Consolidated 5 Year Financial Plan (2024-2028) accordingly.

The City's portion of the costs of the remaining project applications will be funded from previously approved capital projects.

#### **Conclusion**

A number of road, pedestrian and bicycle route improvement projects have been submitted to TransLink's various cost-sharing programs for 2024. Maximizing external funding supports the implementation of local transportation improvements. Should these projects be approved by TransLink and Council, new infrastructure that provides safety and accessibility enhancements to those using sustainable travel modes will be achieved.



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Att. 1: Prior Year (2023) TransLink Approved Cost-Share Funding

### Prior Year (2023) TransLink Approved Cost-Share Funding

Project	2023 TransLink Funding Approved
Steveston Hwy MUP Phase 3 – No. 2 Rd-Railway Ave	\$2,985,000
No. 4 Rd-Alderbridge Way – Intersection Improvements	\$455,000
No. 4 Rd-Westminster Hwy – Intersection Improvements	\$163,595
No. 5 Rd-Westminster Hwy – Intersection Improvements	\$218,500 <i>(\$381,500 received in 2022)</i>
No. 2 Rd-Blundell Rd – Intersection Improvements	\$45,828
<b>Total</b>	<b>\$3,867,923</b>