



To: Public Works and Transportation Committee **Date:** October 24, 2022
From: Lloyd Bie, P. Eng.
Director, Transportation **File:** 10-6460-01/2022-Vol
01
Re: **TransLink 2023 Cost-Share Funding Applications – Transportation Capital
Projects**

Staff Recommendation

That as described in the report titled “TransLink 2023 Cost-Share Funding Applications” dated October 24, 2022 from the Director, Transportation:

- (a) the submission of road, pedestrian and bicycle improvement projects as part of the TransLink 2023 cost-share programs be endorsed and the information be considered in the 2023 Capital Budget process; and
- (b) 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. 2

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

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 proposed applications from the City to TransLink's 2023 transportation related cost-share programs.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

TransLink Cost-Share Programs

TransLink provides cost-share funding to municipalities for multi-modal infrastructure projects via the following suite of programs on an allocated and competitive basis:

- 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 23, 2022 with a deadline of November 4, 2022. Staff prepared the applications and submitted to TransLink by the deadline. The proposed projects for cost-sharing considerations are described below.

Projects Proposed for 2023 TransLink Cost-Share Programs

The following projects have been submitted to TransLink for consideration in the 2023 infrastructure cost-share funding programs. Collectively, these projects will fully utilize TransLink's funding allocated for City of Richmond which is estimated at \$3.4 million. Staff have also proposed projects through the competitive funding stream, which could potentially see the contribution amount increase.

Major Road Network and Bike (MRNB) Upgrade Program

TransLink's estimated 2023 allocation for Richmond is \$2,059,000. The following projects have been submitted for consideration (Attachment 1):

- *No. 5 Rd and Westminster Highway Intersection Upgrade*: The City's network screening study of collision-prone intersections presented to Council in June 2019 ranked this intersection as #5 of the top 20. The scope includes modification of the channelized island, increased pedestrian refuge areas and improved cyclist protections. This project was approved by Council as part of the 2022 Capital Plan. It received partial funding in Translink's 2022 cost-share funding program, which also identified it for additional 2023 funding.
- *No. 4 Rd and Alderbridge Way Intersection Upgrade*: The City's network screening study of collision-prone intersections presented to Council in June 2019 ranked this intersection as #4 of the top 20. The scope includes modification of the channelized island, increased pedestrian refuge areas and improved cycling. This project was approved by Council as part of the 2022 Capital Plan.
- *No. 4 Road and Westminster Highway Intersection Upgrade*: This intersection is ranked #7 of the City's Top 20 collision prone intersections. Upgrades include increasing left-turn capacity along with pedestrian and cycling facility upgrades. This project is currently under consideration as part of the 2023 Capital Plan.
- *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 is currently under consideration as part of the 2023 Capital Plan.
- *Steveston Highway Multi-Use Pathway (No. 2 Road to Railway Avenue)*: This project will provide a 750 m expansion of the approved two-way off-street paved 3.0 m wide pathway for pedestrians and cyclists on the south side of Steveston Highway from Mortfield gate to No. 2 Road (2020 project approved by council). This project is proposed under the 2023 Capital Plan for Council consideration and will require a 2 year accrual of TransLink funds in the 2023 and 2024 program years to receive maximum available funding.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Allocated Program

TransLink's 2023 estimated allocation for Richmond is \$1,000,000. The following projects have been submitted for consideration for the allocated component (Attachment 1):

- Steveston Highway Multi-Use Pathway (MUP): As described above for the MRNB Program. This project will also be entered under the competitive stream for additional BICCS funding described below.
- No. 4 Road and Westminster Highway: As described above for the MRNB Program.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Competitive/Recovery Programs

- Steveston Highway Multi-Use Pathway (No. 2 Road to Railway Avenue): As described above for the MRNB Program. This project is an excellent candidate for competitive funding due to its location connecting over 10km of previously approved or constructed sections of TransLink's regional Major Bike Network (MBN).
- No. 4 Road and Westminster Highway Intersection Upgrade: As described above for the MRNB Program. This project is a good candidate for the BICCS Recovery competitive program as it has designed for robust cyclist protections and project to complete in less than 2 years.

Walking Infrastructure to Transit (WITT) Program

TransLink's 2023 estimated allocation for Richmond is \$365,000. The City proposes to submit the following projects for consideration for the allocated component (Attachment 1):

- No. 2 Road and Blundell Road Intersection Upgrade: As described above for the MRNB Program.

Bus Speed and Reliability (BSR) Program

For 2023, TransLink's BSR Program has \$8.04 million in total available funding for municipalities on a competitive basis. Staff have submitted the following project for consideration (Attachment 1):

- Great Canadian Way-Bridgeport Road Intersection Southbound Bus-Only Lane: As part of the 2021 BSR Program, the functional design for a southbound bus only lane on Great Canadian Way approaching Bridgeport Road to facilitate buses accessing Highway 99 southbound was completed. This application will progress the project to implementation. Construction will include improvements to accommodate the additional lane for buses, while also improving the surrounding cycling and pedestrian infrastructure. Should the project be approved, it would be solely funded by TransLink.

The project will also support the bus only on-ramp from Bridgeport Road to southbound Highway 99 to be completed by the end of 2022 by the Province as part of the Highway 99 Tunnel Program. The BSR project will be included in the 2023 Capital Plan for Council's consideration.

Requested Funding and Estimated Project Costs

The total requested funding for the above 2023 submissions to TransLink's cost-sharing programs is \$5,256,000, which will support projects with a total estimated cost of \$10,525,000 (Table 1). For all projects, the City can receive between 50% to 100% of the estimated project cost depending on the level of success for the competitive proposals and the components of the project that TransLink deems eligible for cost sharing purposes.

Table 1: Projects Submitted to 2023 TransLink Cost-Share Programs

Project	Funding Program	2023 ⁽¹⁾ Potential TransLink Funding	Estimated Eligible Project Costs
Steveston Hwy MUP Phase 3 – No 2 Rd to Railway Ave	BICCS (Competitive, Allocated) MRNB (Allocated)	\$2,850,000	\$5,700,000
No 4 Rd-Alderbridge Way – Intersection Improvements	MRNB (Allocated)	\$437,500	\$875,000
No 4 Rd-Westminster Hwy – Intersection Improvements	BICCS (Allocated, Competitive, Recovery) MRNB (Allocated)	\$600,000	\$1,200,000
No 5 Rd-Westminster Hwy – Intersection Improvements	MRNB (Allocated)	\$218,500 (\$381,500 received in 2022)	\$1,200,000
No 2 Rd-Blundell Rd – Intersection Improvements	WITT (Allocated) MRNB (Allocated)	\$400,000	\$800,000
Bus Only Left-Turn Lane – Great Canadian Way at Bridgeport Rd	BSR (Competitive)	\$750,000	\$750,000
Total		\$5,256,000 ⁽²⁾	\$10,525,000

⁽¹⁾ 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.

⁽²⁾ Does not include previously approved TransLink funding

Should the submissions be successful, the City would enter into funding agreements with TransLink. Staff will report back should any applications not be successful or cost-share funding levels for 2023 differ from those identified in this report. 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 and the information be considered in the 2023 Capital Budget process.

Projects Receiving Funding from 2022 TransLink Cost-Share Programs

Eight pedestrian, cycling and road improvement projects in Richmond will collectively receive up to \$3.97 million from TransLink as part of its 2022 cost-share programs, which will support projects with a total estimated cost of \$10.25 million (Attachment 2).

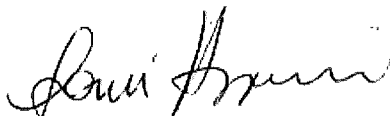
Financial Impact

The City's portion of the costs for two projects: No. 5 Rd and Westminster Highway intersection upgrade and the No. 4 Rd and Alderbridge Way intersection upgrade were approved as part of the 2022 Capital Budget. The remaining proposed project applications will be considered during the 2023 Capital Budget process. The operating budget impacts will also be considered through the annual budget process.

Conclusion

A number of road, pedestrian and bicycle route improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2023 that will support Council's Strategic Plan for 2018-2022 with respect to "Strategic and Well-Planned Growth" as well as the goals of a number of City plans and strategies including the Official Community Plan, the Community Energy Emissions Plan and the Community Wellness Strategy.

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 will also be achieved should these projects be approved by TransLink and Council.



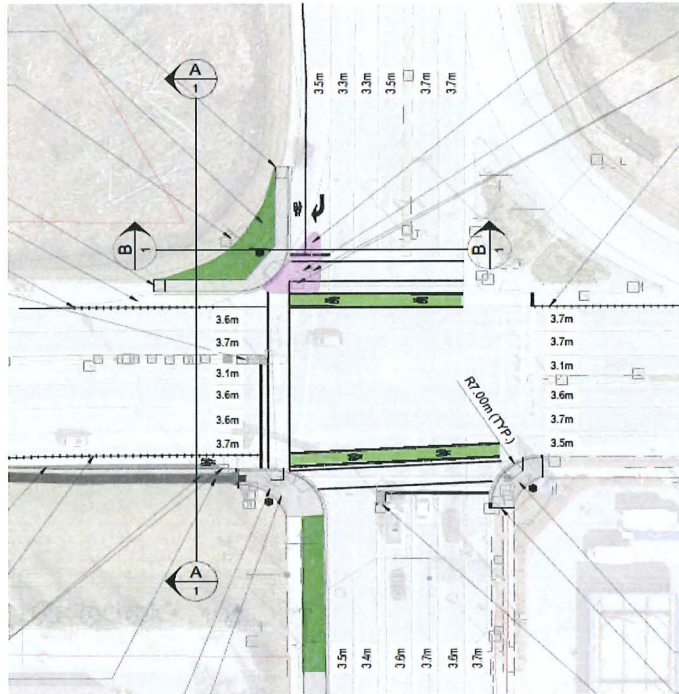
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Senior Transportation Engineer
(604-276-4049)

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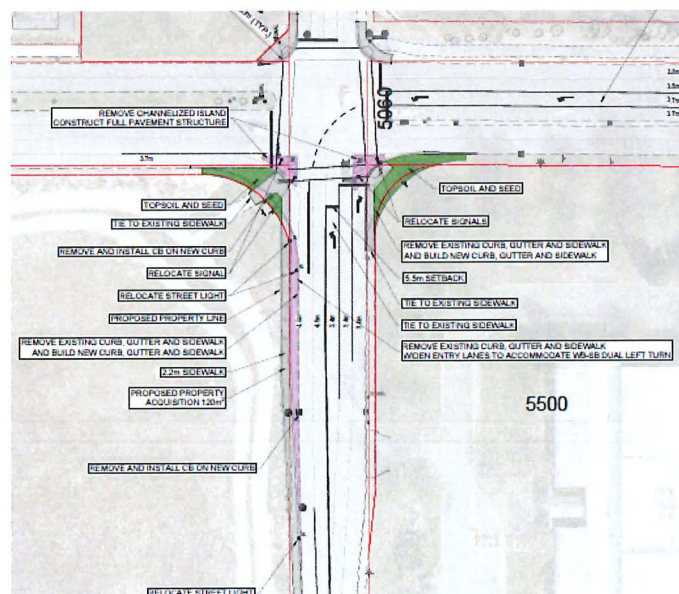
- Att. 1: 2023 TransLink Cost-Share Funding Submission Images
- 2: 2022 TransLink Approved Cost-Share Funding

2023 TransLink Cost-Share Funding Submissions

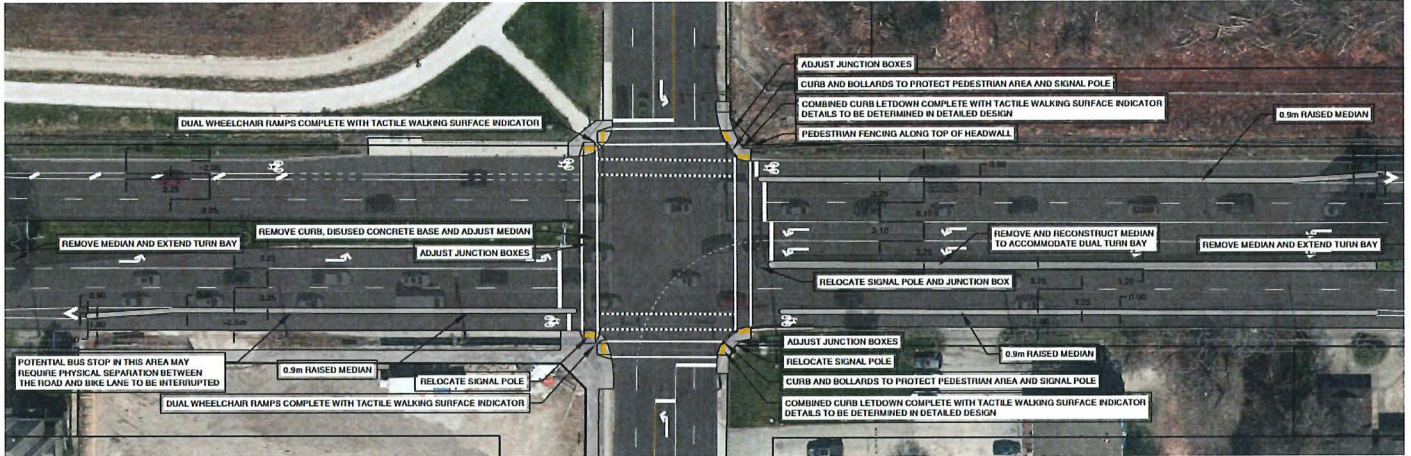
No. 5 Rd and Westminster Highway Intersection Upgrade



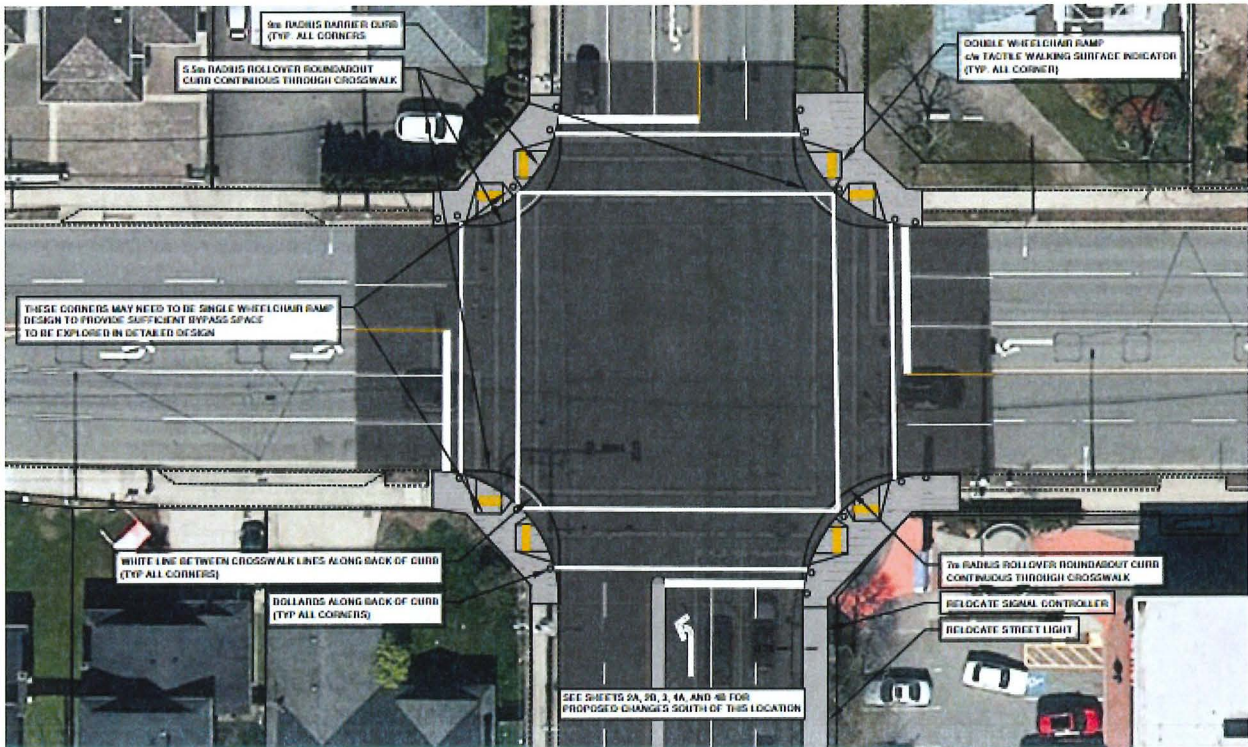
No. 4 Rd and Alderbridge Way Intersection Upgrade



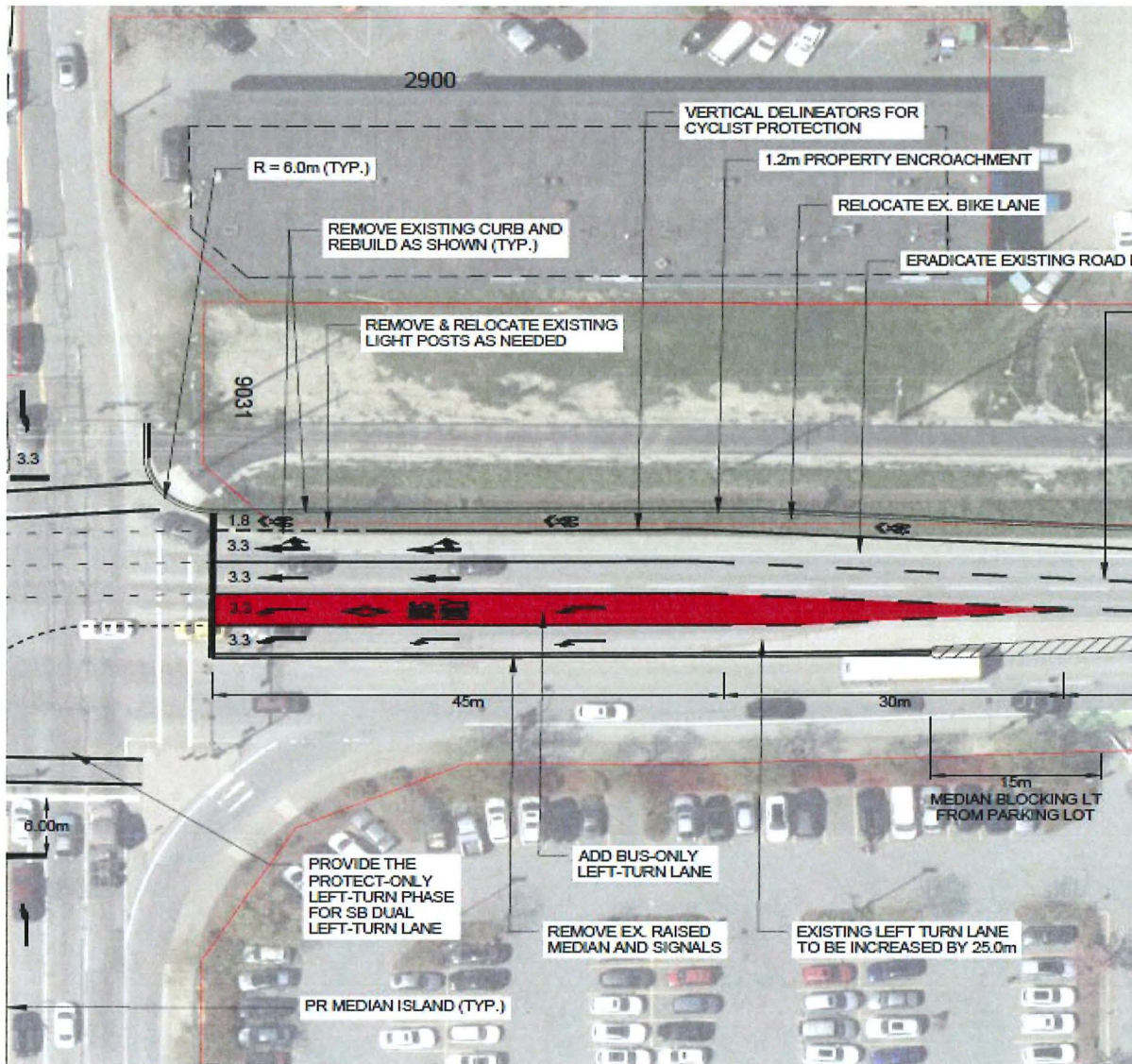
No. 4 Road and Westminster Highway Intersection Upgrade



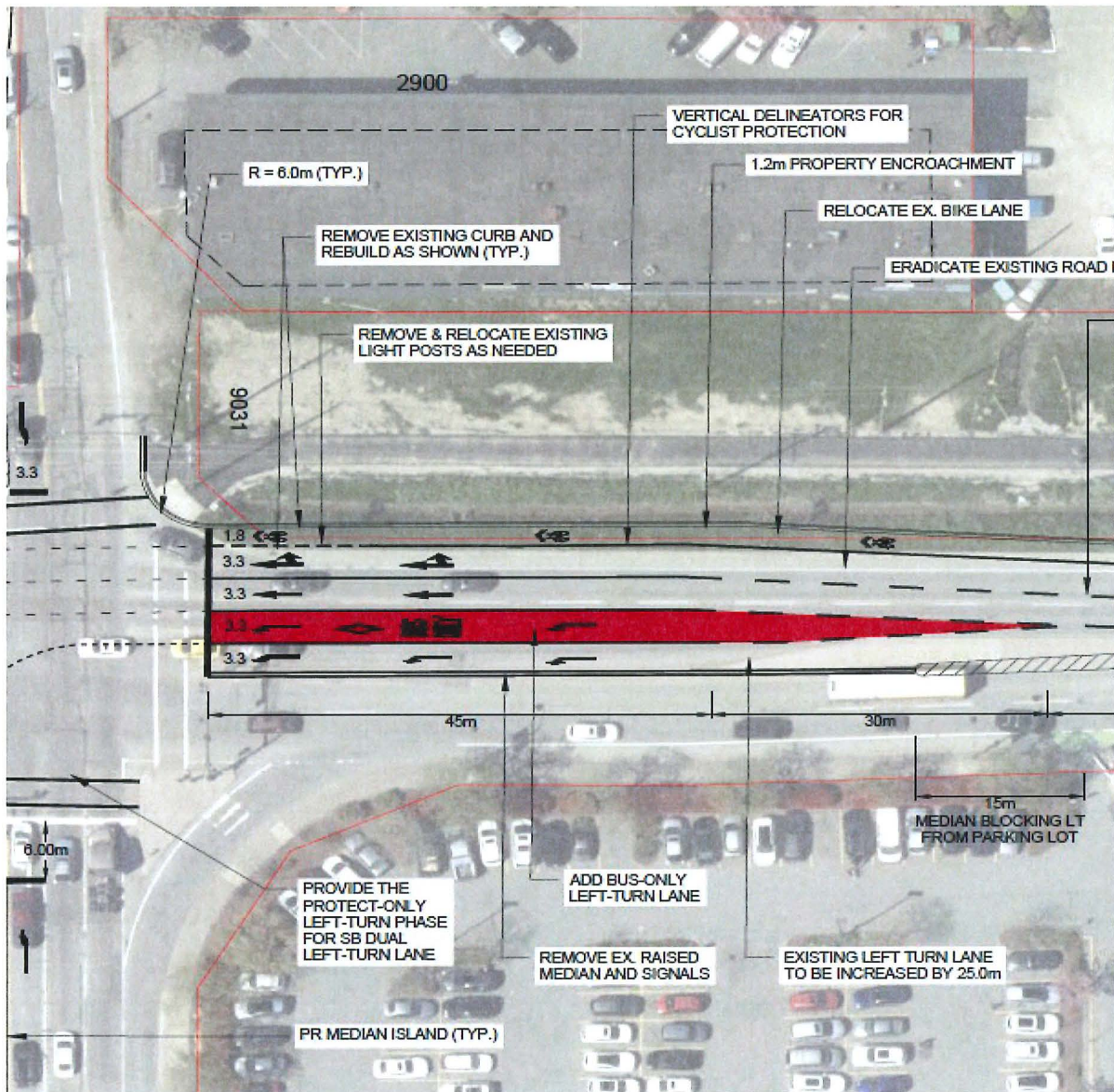
No. 2 Road and Blundell Road Intersection Upgrade



Great Canadian Way-Bridgeport Road Intersection Southbound Bus-Only Lane



Great Canadian Way-Bridgeport Road Intersection Southbound Bus-Only Lane



Prior Year (2022) TransLink Approved Cost-Share Funding

Project	Total TransLink Funding for 2022	Additional Funding Approved	Estimated Project Cost
Cambie Rd - No 4 Rd Intersection Upgrade	\$425,000	\$425,000 (2021)	\$1,700,000
Garden City Rd Bike Route Upgrade: Addition of Protection	\$275,000		\$300,000
Garden City Rd MUP	\$500,000		\$1,000,000
No 2 Rd MUP	\$727,500	\$772,500 (2021)	\$2,400,000
River Rd MUP	\$800,000		\$1,600,000
Sexsmith Rd - Brown Rd Protected Bike Route	\$562,500		\$750,000
Westminster Hwy - No 2 Rd Intersection Upgrade	\$300,000	\$350,000 (2021)	\$1,300,000
Westminster Hwy - No 5 Rd Intersection Upgrade	\$381,500		\$1,200,000
Total	\$3,971,500	\$1,547,500	\$10,250,000