



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** November 18, 2025
From: Lloyd Bie, P.Eng. **File:** 01-0154-04/2025-Vol
Director, Transportation 01
Re: TransLink 2026 Cost-Share Funding Applications – Transportation Projects

Staff Recommendations

1. That the submission of transportation projects as part of the TransLink 2026 Cost-Share Programs, as described in the report titled “TransLink 2026 Cost-Share Funding Applications – Transportation Projects”, dated November 18, 2025, from the Director, Transportation be approved; and
2. That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the successful funding agreements.

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

REPORT CONCURRENCE			
ROUTED TO: Finance Engineering	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 	
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 applications from the City to TransLink's 2026 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 transportation 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 16, 2025, with a deadline of October 31, 2025. Staff prepared the applications and submitted them to TransLink by the deadline.

The projects for cost-sharing considerations are described below.

Projects for the 2026 TransLink Cost-Share Programs

The following projects have been submitted to TransLink for consideration in the 2026 infrastructure cost-share funding programs. Collectively, these projects will utilize TransLink's allocated funding for the City of Richmond, which is estimated at approximately \$4.1 million for 2026.

Major Road Network and Bike (MRNB) Upgrade Program (allocated)

TransLink's estimated 2026 allocation for Richmond is \$2,389,000 for the MRNB Program. The following projects have been submitted for consideration:

- *(Project #1) Steveston Highway Multi-Use Pathway (MUP) Phase 3 - Additional Scope (Shell Road to Highway 99 Interchange):* This project includes provision of a multi-use pathway along the south side of Steveston Highway from Shell Road to the Highway 99 Interchange. The project will complete a one-kilometre gap in the cycling network along Steveston Highway by extending the existing Steveston Highway MUP east of Shell Road. Upon completion, users will be able to connect from the Railway Greenway to the new cycling facilities on the Steveston Interchange, the future Fraser River Tunnel and the existing bike lanes to the Riverport.
- *(Project #2) River Road Cycling Enhancements (No. 2 Road to Lynas Lane):* As part of dike upgrades between No. 2 Road and Lynas Lane on River Drive, this project allows for a dedicated and separated cycling facility to be initiated which will support enhancement along TransLink's Major Bikeway Network.
- *(Project #3) Westminster Highway and No. 4 Road Intersection Upgrade:* This intersection is ranked #7 of the City's Top 20 Collision Prone Intersections report. Upgrades include increasing left-turn safety and capacity along with pedestrian and cycling facility upgrades.
- *(Project #4) Alderbridge Way and No. 4 Road Intersection Safety Improvements:* This intersection is ranked #4 of the City's Top 20 Collision Prone Intersections report. Upgrades include improving left-turn safety, removing channelized right-turn islands and pedestrian facility upgrades.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program (allocated)

TransLink's 2026 estimated allocation for Richmond is \$1,313,000 for the BICCS Program.

The following projects have been submitted for consideration for the allocated component:

- *(Project #1) Steveston Highway Multi-Use Pathway Phase 3 – Additional Scope:* As described above for the MRNB Program.

Walking Infrastructure to Transit (WITT) Program (allocated)

TransLink's 2026 estimated allocation for Richmond is \$421,000 for the WITT Program. The following projects have been submitted for consideration for the allocated component:

- *(Project #4) Alderbridge Way and No. 4 Road Intersection Safety Improvements:* As described above for the MRNB Program.
- *(Project #5) Special Crosswalk – Lancing Road and No. 2 Road:* Upgrades include adding in a new pedestrian crossing with flashing beacons to improve connections to and from nearby transit stops.
- *(Project #6) Simpson Road Walkway Infill – Bridgeport Road to River Road:* Upgrades include infill of approximately 225 metres of asphalt walkway in sections, filling gaps between constructed sidewalks in a light industrial/heavy commercial employment neighbourhood and providing improved access to transit on Bridgeport Road.

Requested Funding and Estimated Project Costs

The total requested funding for the 2026 submissions to TransLink's cost-share programs is \$4.1 million, which corresponds to the amount allocated to the City and will support projects with a total estimated eligible project cost of \$10,889,000 (Table 1).

Table 1: Projects Submitted to 2026 TransLink Cost-Share Programs

Project No.	Project	2026 ⁽¹⁾ Potential TransLink Funding	Estimated Project Costs	Total % of Project Costs
1.	Steveston Highway Multi-Use Path – Phase 3 – Additional Scope (Shell Road to Highway 99 Interchange)	\$4,672,500 MRNB \$759,500 BICCS \$1,313,000 (\$2,600,000 remaining from funding received in 2024)	\$6,230,000	75%
2.	River Road Cycling Enhancements (No. 2 Road to Lynas Lane)	\$402,000 MRNB	\$536,000	75%
3.	Westminster Highway and No. 4 Road Intersection Upgrade	\$950,000 MRNB \$616,097 (\$333,903 received in 2024)	\$1,900,000	50%
4.	Alderbridge Way and No. 4 Road Intersection Safety Improvements	\$870,903 ⁽²⁾ MRNB \$611,403 WITT \$259,500	\$1,900,000	46%
5.	Special Crosswalk – Lancing Road and No. 2 Road	\$107,500 WITT	\$215,000	50%
6.	Simpson Road Walkway Infill (Bridgeport Road to River Road)	\$54,000 WITT	\$108,000	50%
	Total 2026 Estimated Funding	\$4,123,000 MRNB \$2,389,000 BICCS \$1,313,000 WITT \$421,000	\$10,889,000	

⁽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⁾ Additional funding to be applied through the 2027 funding program.

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

Financial Impact

The City's portion of the costs for intersection improvements at Alderbridge Way and No. 4 Road, River Road Cycling Enhancements and Special Crosswalk at Lancing Road and No. 2 Road are included as capital submissions in the 2026 Top 20 Collision Prone Intersections, 2026 Disaster Mitigation and Adaptation Fund Infrastructure Upgrades, and 2026 Special Crosswalk Program, respectively, which will be submitted to Council for consideration during the 2026 budget process.

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

Should any submitted projects receive funding from TransLink exceeding the budgeted external contribution, staff recommend that the external grants be used to reduce the previously approved City funding sources, and the Consolidated 5 Year Financial Plan be amended accordingly. Upon project completion, any excess funding would be returned to the original funding sources.

Conclusion

Several road, pedestrian and bicycle route improvement projects have been submitted to TransLink's various cost-sharing programs for 2026. 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.



Sonali Hingorani, P.Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

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