




City of Richmond

Report to Committee

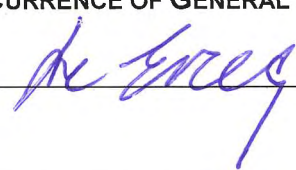
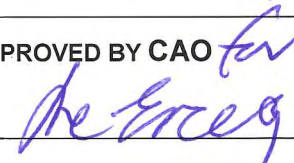
To: Public Works and Transportation Committee **Date:** October 21, 2016
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 01-0150-20-THIG1/2016-Vol 01
Re: Provincial 2017/2018 BikeBC Program Submission

Staff Recommendation

1. That the submission for cost-sharing to the Province's 2017/2018 BikeBC Program for the River Drive multi-use pathway, as described in the report, titled "Provincial 2017/2018 BikeBC Program Submission" dated October 21, 2016, from the Director, Transportation, be endorsed; and
2. That, should the above application be successful and the project receive Council's approval via the annual capital budget process, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement and that the 2017 Capital Plan and the 5-Year Financial Plan (2017-2021) 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"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO 

Staff Report

Origin

The Province of BC's BikeBC Program is a 50-50 cost-share program between the Province and local governments to support the construction of new bike lanes, trails and pathways to promote cycling as a means of reducing traffic congestion and greenhouse gas emissions. As part of the Government of B.C.'s 10-year transportation plan (B.C. on the Move) released in March 2015, the Ministry of Transportation and Infrastructure (the Ministry) committed \$6 million annually in BikeBC funding for a three-year (2015/2016-2017/2018) period. In September 2016, the Ministry announced an additional \$2 million in BikeBC funding for 2017/2018 for a total of \$8 million.

This report presents the proposed submission from the City for consideration of cost-share funding under BikeBC program for the 2017/2018 funding cycle.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. Effective transportation and mobility networks.

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

5.2. Strengthened strategic partnerships that help advance City priorities.

Analysis

River Drive Multi-Use Pathway (No. 4 Road-Van Horne Way)

River Drive in this section is a narrow (6.0 m wide) two-lane roadway with gravel shoulders and an open watercourse on both sides. There are currently no pedestrian facilities on this section of River Drive, however, pedestrian and cycling facilities exist at either end of this section. The roadway also carries relatively higher volumes of truck traffic due to the adjacent industrial land uses. The City has received requests from residents of the Tait neighbourhood for a pedestrian connection to the Bridgeport Canada Line Station.

The project would comprise construction of a two-way paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the south side of River Drive between No. 4 Road and Van Horne Way including pedestrian lighting (Attachments 1 and 2). The project would address a gap and provide an improved pedestrian connection plus enhance access to the Canada Line Bridge for cyclists.

The City previously submitted this same project for cost-share consideration as part of the previous BikeBC 2016/2017 funding cycle. While that the submission was not successful, Ministry staff subsequently advised that the project remains worthy and encouraged its re-submission for the current BikeBC 2017/2018 funding cycle with further description such as how the project is aligned with the mobility and wellness goals of the City's Official Community Plan and the project's potential to increase cycle tourism given its proximity to the Canada Line Bridge, the Bridgeport Canada Line Station and the Bridgeport transit exchange.

In September 2016, Council approved the submission of the River Drive multi-use pathway for submission to TransLink for consideration of cost-share funding as part of its 2017 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program. That application was the second of a two-year accrual process over the 2016 and 2017 periods with up to \$250,000 being requested each year towards the project. The total cost of this project is currently estimated at \$1,344,000.

TransLink has confirmed funding of \$171,500 under the 2016 BICCS Regional Needs Program but has not yet confirmed the funding the City may receive under the 2017 Program, which may be less than \$250,000. The project will proceed in 2017 only if the City is successful in securing at least a further \$484,000 combined external cost-share funding from both of the current applications to TransLink and BikeBC; otherwise, the project will be deferred to 2018 for further consideration.

Requested External Funding and Estimated Project Costs

Table 1 below summarizes the estimated project cost, the proposed internal funding sources and the requested external funding sources. Should the submission be successful, the City would enter into a funding agreement with the Province. The agreement is a standard form agreement provided by the Province and includes an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement.

Table 1: Project to be Submitted to 2017/2018 BikeBC Program

Project Name/Scope	Proposed City's Portion & Funding Source for 2017 ⁽¹⁾	TransLink Funding	Proposed BikeBC 2017/2018 Funding ⁽²⁾	Estimated Total Project Cost
River Drive (No. 4 Road-Van Horne Way): new multi-use pathway on south side including pedestrian lighting	Roads DCC: \$688,500	2016: \$171,500 (Confirmed) 2017: \$250,000 (Proposed)	\$586,250	\$1,344,000

- (1) The City's portion shown is based on available Roads DCC funding over the next five years, confirmed funding from TransLink (\$171,500) and at least \$484,000 to be secured from combined current external cost-share applications. The City's actual portion (i.e., balance of remaining estimated cost after external grants) will be determined upon confirmation of the approved amounts to be received from external agencies.
- (2) The amount shown represents the maximum 50% funding contribution to be received from the external agency based on the City's cost estimate for the project less the confirmed 2016 funding from TransLink (\$171,500). The actual approved amount may be lower than requested. The actual invoiced amount follows project completion and is based on incurred costs.

Financial Impact

Should this 2017/2018 BikeBC application be successful, the TransLink funding amount for 2017 would be reduced accordingly as TransLink cost-share funding guidelines require the deduction of any senior government funding with the balance then cost-shared between the City and TransLink on a 50-50 basis. Thus, based on successful cost-share applications to both the 2017/2018 BikeBC program and TransLink, the proposed cost to the City for the multi-use pathway on River Drive is anticipated to be \$378,875 (i.e., \$1,344,000 total cost less \$586,250 from BikeBC less two-year accrual of up to \$378,875 from TransLink), which will be considered during the 2017 capital budget process. The project would have an operating budget impact that

would be incorporated as part of the annual budget process.

Conclusion

The pedestrian and bicycle facility improvement project proposed for submission to the provincial 2017/2018 BikeBC cost-sharing program would support the goals of the Official Community Plan to improve community mobility and reduce greenhouse gas emissions by encouraging more cycling trips rather than driving. The potential receipt of external funding would enable the City to expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Joan Caravan
Transportation Planner
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Att. 1: Proposed River Drive Multi-Use Pathway: Context Map
Att. 2: Proposed River Drive Multi-Use Pathway

Proposed River Drive Multi-Use Pathway: Context Map



Proposed River Drive Multi-Use Pathway



Before: Existing River Drive looking west (west of No. 4 Road)



Conceptual Rendering of Pathway: River Dr looking west (west of No. 4 Road)