



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 21, 2024
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 10-6500-01/2023-Vol 01
Re: **Application to 2024/25 BC Active Transportation Infrastructure Grant Program**

Staff Recommendations

1. That the submission for cost-sharing to the 2024/25 BC Active Transportation Infrastructure Grant Program as described in the staff report titled "Application to 2024/25 BC Active Transportation Infrastructure Grant Program" dated October 21, 2024, from the Director, Transportation be endorsed;
2. That, should the above application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to execute the funding agreement; and
3. That, should the grant application be successful, the grant amount will be included in the Consolidated 5 Year Financial Plan (2025-2029) accordingly.

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

Att. 1

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

Staff Report

Origin

The Province of BC's Active Transportation Infrastructure Grant Program (the Program) is a cost-share program between the Province and local governments to support the construction of new facilities to make it easier and safer for people to walk, ride or roll using active transportation modes. This report presents the proposed submission from the City for consideration of cost-share funding under the Program for the 2024/25 funding cycle. Council endorsement is a requirement of the submission.

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.

4.1 Ensure effective financial planning to support a sustainable future for the City.

This report supports Council's Strategic Plan 2022-2026 Strategy #2 Strategic and Well-Planned 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

BC Active Transportation Infrastructure Grant Program

The call for 2024/25 applications to the BC Active Transportation Infrastructure Grant Program commenced on September 3, 2024, with a deadline of October 31, 2024. Staff prepared the application and submitted to the Province by the deadline.

The City is eligible for up to 50% cost-share funding up to a maximum of \$500,000. The application that staff are proposing for the Province's annual 2024/25 funding cycle meets the Province's eligibility requirements of:

- City portion of funding secured
- Design completed or in progress
- Can be constructed within the required timeline of March 2027

The proposed project for cost-sharing consideration is described below.

Westminster Highway Cycling Facility (No. 2 Road to Lynas Lane)

The Council approved Cycling Network Plan identifies a new cycling facility on this section of roadway as a short-term priority (2022-2026). The cycling facility along Westminster Highway will provide connectivity between the bike lanes on No. 2 Road (north of Westminster Highway) and the neighbourhood bike route on Lynas Lane (Attachment 1).

A cycling facility on Westminster Highway is included in the scope of work for the No. 2 Road and Westminster Highway intersection project. This intersection is one of the two intersections approved by Council in the 2021 Top 20 Collision Prone Intersection – Implementation of Medium/Long-term Improvements Program. The cycling related improvements of this project include:

- Re-purposing the westbound merge lane on Westminster Highway between No. 2 Road and Lynas Lane using concrete barriers to create a new protected bi-directional cycling facility.
- Removal of the channelized southbound right-turn at Westminster Highway and No. 2 Road to slow right-turning traffic and enhance safety for cyclists and pedestrians. A dedicated southbound right-turn lane on No. 2 Road will replace the channelized right-turn.

Figure 1 below provides a concept of the Westminster Highway Cycling facility submitted to the Application for the 2024/25 BC Active Transportation Infrastructure Grant Program.



Figure 1: Westminster Highway Cycling Facility Conceptual Rendering

The project is currently in the detailed design stage and construction is anticipated to commence in Q2 2025.

Proposed Funding

The estimated cost for the No. 2 Road and Westminster Highway intersection is \$2.3 million, which is approved as part of the 2021 Top 20 Collision Prone Intersection – Implementation of Medium/Long-term Improvements Program.

The City has already secured up to \$650,000 in grant funding from TransLink for this intersection with the remaining \$1,650,000 to be funded by the City. Should the City’s application be successful at achieving the maximum provincial contribution amount of \$500,000, the City’s share of funding will be reduced from \$1,650,000 to \$1,150,000 for the Westminster Hwy & No. 2 Road intersection.

Table 1 below summarizes the estimated cost-share breakdown should the City’s grant application to the Province be successful.

**Table 1: Funding for Application to
2024/2025 BC Active Transportation Infrastructure Grant Program**

Project	Est. Total Intersection Cost	Secured TransLink Funding	City Portion	Potential BC Active Transportation Funding Grant
No. 2 Road and Westminster Highway Intersection: No. 2 Road to Lynas Lane (cycling facility)	\$2,300,000	\$650,000	\$1,650,000	\$500,000

Financial Impact

Should the application be successful, the City’s funding will be reduced from \$1,650,000 to \$1,150,000 and be included in the Consolidated 5 Year Financial Plan (2025-2029). Any excess funding would be returned to the original funding sources and be available for use in future capital projects.

Conclusion

The cycling facility improvement project proposed for submission to the 2024/25 BC Active Transportation Infrastructure Grant Program supports numerous goals of the City to improve community mobility, reduce greenhouse gas emissions and increase physical activity. The approved cycling improvements as part of the Westminster Hwy and No. 2 Road intersection project advances the City’s goals by expanding the active transportation network and rethinking the road right-of-way. The potential receipt of external funding will enable the City to reduce its share of the project from \$1,650,000 to \$1,150,000.



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Att. 1: Cycling Network Plan Context Map

Cycling Network Plan (CNP) Context Map

