



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** August 26, 2019
From: Lloyd Bie, P. Eng.
 Director, Transportation **File:** 01-0154-04/2019-Vol 01
Re: **TransLink 2020 Cost-Share Applications**

Staff Recommendation

That as described in the report titled “TransLink 2020 Cost-Share Applications” dated August 26, 2019 from the Director, Transportation:

- (a) the Cambie Road Overpass project be endorsed;
- (b) the submission of road, pedestrian, bicycle and transit facility improvement projects as part of the TransLink 2020 cost-share programs be endorsed;
- (c) the information will be considered in the 2020 Capital Budget process; and
- (d) 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: Finance Parks Engineering Law Roads & Construction	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for funding consideration from TransLink's cost-share funding programs. This staff report presents the proposed applications from the City to TransLink's 2020 cost-share programs.

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

- 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:

- 6.3 *Build on transportation and active mobility networks.*

Analysis

TransLink Cost-Share Programs

TransLink provides cost-share funding to municipalities via the following programs:

- Major Road Network and Bike (MRNB) Upgrade Program: allocated funding for capital improvements to roads that comprise the 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.
- Walking Infrastructure to Transit (WITT) Program: allocated and competitive funding for pedestrian facility upgrades within walking distance of frequent transit stops, stations and exchanges to promote the seamless integration of walking and cycling with transit.
- Transit-Related Road Infrastructure Program (TRRIP): competitive funding for roadway infrastructure facilities required for the delivery of transit services in the region.
- Bus Speed and Reliability (BSR) Program: competitive funding for feasibility studies and capital projects that support improved bus speed and reliability.
- MRN Structures Program: competitive funding for studies and capital projects for the upgrade, rehabilitation and/or replacement of bridges, culverts and retaining walls.

Projects to Receive Funding from 2019 TransLink Cost-Share Programs

Twelve pedestrian, cycling and road improvement projects in Richmond will collectively receive up to \$4.6 million from TransLink as part of its 2019 cost-share programs, which will support projects with a total estimated cost of \$8.2 million (Attachment 1).

- *Cambie Road Overpass at Knight Street*: In response to a late call for submission by TransLink under the 2019 MRN Structures Program, the City submitted an application for structural upgrades to the Cambie Road overpass at Knight Street. As the submission was successful, staff are now seeking Council's endorsement of the project. The estimated project cost is \$1,355,000 with the City responsible for one-half of the funding. The Cambie Road overpass project will be submitted for Council's consideration as part of City's 2020 capital program. Should the project be funded through the capital program, staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement.

Projects Proposed for Submission to 2020 TransLink Cost-Share Programs

TransLink has requested that 2020 cost-share projects be submitted by end of October 2019. The following projects are proposed for submission to the 2020 TransLink cost-share programs. These projects are proposed as part of upcoming City capital program which will be considered by Council during the 2020 Capital Budget process.

Major Road Network and Bike (MRNB) Upgrade Program

For 2020, TransLink's allocation for Richmond is \$1,781,000 (increase from \$1,598,000 in 2019). The City proposes to submit the following projects for consideration (see Attachment 2):

- *Collision Prone Intersections on MRN – Short-Term Improvements*: based on the recommendations of the City's network screening study presented to Council in June 2019, implementation of infrastructure improvements, including new pavement markings, signage and traffic signal modifications (i.e., larger lenses to improve visibility) at nine intersections in the top 20 collision prone locations that are on the MRN.
- *Cambie Road-No. 5 Road Intersection Upgrade*: provision of left-turn lanes on all four legs, boulevard/lighting strip, upgraded traffic signals, and overhead street name signs.
- *Steveston Highway Multi-Use Pathway – Phase 2*: westward extension of a two-way off-street paved 2.5-3.0 m wide pathway for pedestrians and cyclists on the south side of Steveston Highway between Mortfield Gate and No. 2 Road where currently there are discontinuous pedestrian facilities. This application is Year 1 of a 2-year accrual (i.e., the City will also apply to TransLink in 2021 for the same project in order to achieve a minimum of 50% external funding). A future phase will extend the pathway westward to Railway Avenue to link to the Railway Greenway.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

For 2020, TransLink's allocation for Richmond is \$868,000 (increase from \$782,000 in 2019) and the City can apply for up to \$600,000 per project from the competitive-based component. The City proposes to submit the following project for consideration for the allocated component (see Attachment 2):

- *Steveston Highway Multi-Use Pathway*: as described above for the MRNB Program.

The City also proposes to submit the following projects for consideration for the competitive component (see Attachment 2 for locations):

- Steveston Highway Multi-Use Pathway: as described above for the MRNB Program.
- Shell Road Multi-Use Pathway: reconstruction of the existing pathway on the east side between Alderbridge Way and the Highway 99 overpass is required due to extensive asphalt failing (e.g., root damage). The new pathway will include pedestrian lighting.

Walking Infrastructure to Transit (WITT) Program

For 2020, TransLink's allocation for Richmond is \$305,000 (increase from \$272,000 in 2019). The City proposes to submit the following projects for consideration for the allocated component (see Attachment 2 for locations):

- Westminster Highway Walkway: construction of a 1.5m wide pedestrian walkway on the north side from Muir Drive to the existing sidewalk approximately 90 metres to the east to improve access to the bus stops at Westminster Highway-Highway 91.
- Cambie Road-No. 5 Road Intersection Upgrade: widened sidewalks to create multi-use pathways (two-way pedestrian and one-way cyclist) on all four legs and improve access to the bus stops on Cambie Road.

Transit-Related Road Infrastructure Program (TRRIP)

For 2020, TRRIP has a total of \$1.0 million available for the entire program (same as 2019); the City's submission is for \$100,000. Projects proposed to be submitted by the City for cost-sharing under the 2020 TRRIP are:

- Bus Stop Upgrades: continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users) and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability.

As of July 2019, Richmond has 721 active bus stops, of which 579 (80.3%) are accessible. Staff anticipate that approximately 10-15 locations will be upgraded with the proposed project in 2020.

Additional TRRIP projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of traffic signal advance left-turn arrows at selected intersections to facilitate turning movements for buses in order to increase service reliability).

Bus Speed and Reliability (BSR) Program

For 2020, the BSR Program has approximately \$4.2 million (slightly higher than 2019) with all funding available on a competitive basis. Projects proposed to be submitted by the City for cost-sharing under the 2020 BSR Program will be presented in a future report in Q4 2019 following

the receipt of detailed data from TransLink regarding “hot spot” locations in Richmond where buses are experiencing travel delays.

Requested Funding and Estimated Project Costs

The total requested funding for the above 2020 submissions to TransLink’s capital cost-sharing programs is \$4,172,250 (Table 1), which will support projects with a total estimated cost of \$10,049,000 (Table 2).

Table 1: Projects to be Submitted to 2020 TransLink Cost-Share Programs

Project	TransLink Funding Sources					Total TransLink Funding ⁽¹⁾
	MRNB-Alloc.	BICCS-Alloc.	BICCS-Comp.	WITT-Alloc.	TRRIP	
Collision Prone Intersections on MRN – Short-Term Improvements	\$104,000	-	-	-	-	\$104,000
Cambie Road-No. 5 Road Intersection Upgrades	\$1,170,000	-	-	\$210,000	-	\$1,380,000
Steveston Hwy (No. 2 Road-Mortfield Gate): Phase 2 of multi-use path	\$507,000	\$868,000	\$600,000	-	-	\$1,975,000
Shell Road (Alderbridge Way-Hwy 99 Overpass): reconstruct multi-use path	-	-	\$518,250	-	-	\$518,250
Westminster Hwy (Muir Dr-90 m east): walkway	-	-	-	\$95,000	-	\$95,000
Accessibility upgrades to various existing bus stops	-	-	-	-	\$100,000	\$100,000
Total	\$1,781,000	\$868,000	\$1,118,250	\$305,000	\$100,000	\$4,172,250

(1) The amounts shown represent the maximum 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.

Table 2: City Funding for Projects to be Submitted to 2020 TransLink Cost-Share Programs

Project	Total Requested TransLink Funding	Proposed City Portion & Funding Source ⁽²⁾	Est. Total Project Cost
Collision Prone Intersections on MRN – Short-Term Improvements	\$104,000	\$104,000 2020 Capital Program	\$208,000
Cambie Road-No. 5 Road Intersection Upgrades	\$1,380,000	\$1,380,000 2020 Capital Program	\$2,760,000
Steveston Hwy (No. 2 Road-Mortfield Gate): Phase 2 of multi-use path	\$1,975,000 (Year 1 Accrual) Note: \$1,025,000 to be future submission	\$3,000,000 2020 Capital Program	\$6,000,000
Shell Road (Alderbridge Way-Hwy 99 Overpass): reconstruct multi-use path	\$518,250	\$172,750 2020 Public Works Minor Capital-Roads	\$691,000
Westminster Hwy (Muir Dr-90 m east): walkway	\$95,000	\$95,000 2020 Neighbourhood Walkway Program	\$190,000
Accessibility upgrades to various existing bus stops	\$100,000	\$100,000 2020 Transit-Related Road Infrastructure Program	\$200,000
Total	\$4,172,250	\$4,851,750	\$10,049,000

(2) The City’s portions of the costs of the projects will be considered during the 2020 Capital Budget process.

Should the submissions be successful, the City would enter into funding agreements with TransLink. 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 will be considered in the 2020 Capital Budget process.

Financial Impact

The City's portions of the costs of the proposed project applications will be considered during the 2020 Capital Budget process. All projects have operating budget impacts that will be incorporated as part of the upcoming 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 2020 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.

The proposed projects capitalize on the expanded external cost-share funding available from TransLink as part of the implementation of Phases One and Two of its 10-Year Investment Plan. 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.



Joan Caravan
Transportation Planner
(604-276-4035)
JC:jc



Fred Lin, P.Eng., PTOE
Senior Transportation Engineer
(604-24-4627)

Att. 1: Projects to Receive Funding from 2019 TransLink Cost-Share Programs

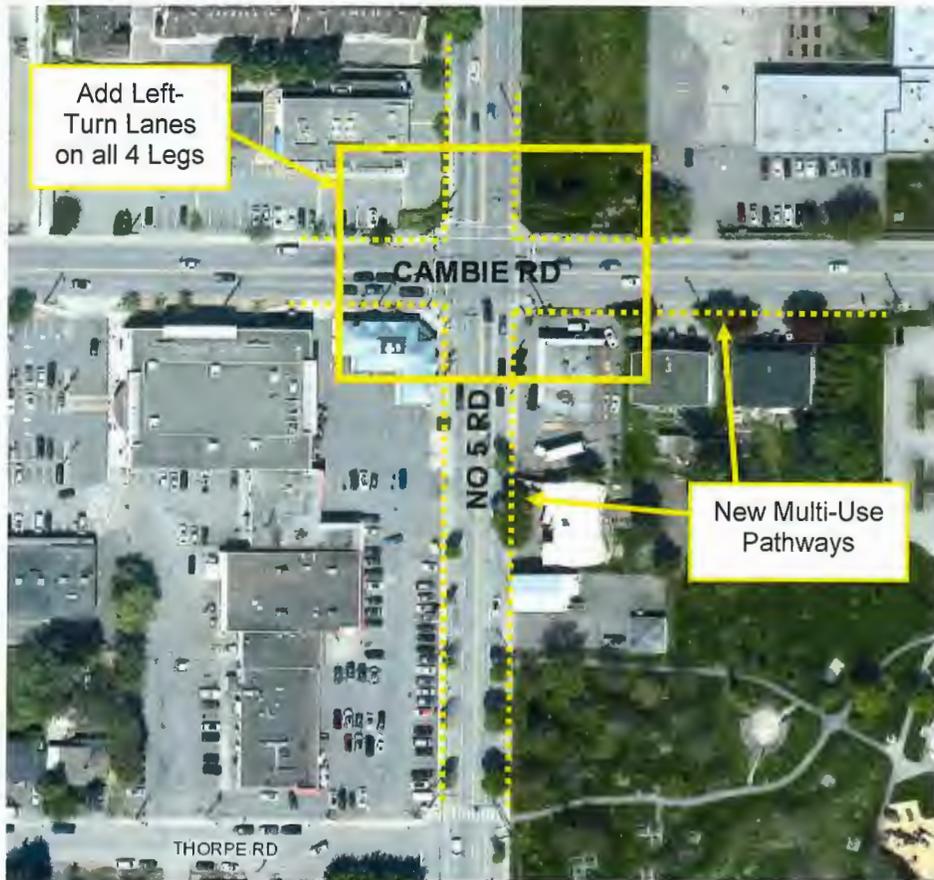
Att. 2: Locations of Proposed 2020 Cost-Share Projects

Projects to Receive Funding from 2019 TransLink Cost-Share Programs

Project	TransLink Funding				Estimated City Funding	Estimated Total Project Cost
	MRNB-Allocated	BICCS-Allocated	BICCS-Competitive	WITT Allocated		
Alderbridge Way (Shell Rd-No. 4 Rd): MUP	\$600,000	-	-	-	\$600,000	\$1,200,000
Railway Greenway Intersection Upgrades	-	\$168,750	-	\$112,500	\$168,750	\$450,000
Steveston Hwy (Shell Rd-Mortfield Gate): MUP	\$489,000	\$321,000	\$600,000	-	\$590,000	\$2,000,000
Garden City Rd (Lansdowne Rd-Westminster Hwy): MUP	\$500,000	-	-	-	\$500,000	\$1,000,000
Westminster Hwy (Smith Cr-Fraserside Gate): MUP	-	\$42,250	\$287,750	\$159,500	\$610,500	\$1,100,000
No. 6 Road (Cambie Rd-Bridgeport Rd): MUP	-	\$250,000	-	-	\$250,000	\$500,000
Subtotal	\$1,589,000	\$782,000	\$887,750	\$272,000	\$2,719,250	\$6,250,000
Project	TransLink Funding				Estimated City Funding	Estimated Total Project Cost
	WITT Competitive	TRRIP	Bus Speed & Reliability	MRN Structures		
Charles St (Sexsmith Rd-Bridgeport Station entrance): MUP	\$193,340	-	-	-	\$156,660	\$350,000
Various Bus Stops: Upgrade to Accessible	-	\$100,000	-	-	\$100,000	\$200,000
Bridgeport Station: Transit Operations	-	-	\$30,000	-	\$-	\$30,000
Steveston Hwy at Highway 99: Transit Operations	-	-	\$30,000	-	\$-	\$30,000
Westminster Hwy at Garden City Rd: Transit Operations	-	-	\$15,000	-	\$-	\$15,000
Cambie Rd Overpass at Knight Street	-	-	-	\$677,500	\$677,500	\$1,355,000
Subtotal	\$193,340	\$100,000	\$75,000	\$677,500	\$934,160	\$1,980,000
Total				\$4,576,590 (55.6%)	\$3,653,410 (44.4%)	\$8,230,000

Note: The amounts shown represent the maximum 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.

Proposed 2020 MRNB, BICCS and WITT Program Projects

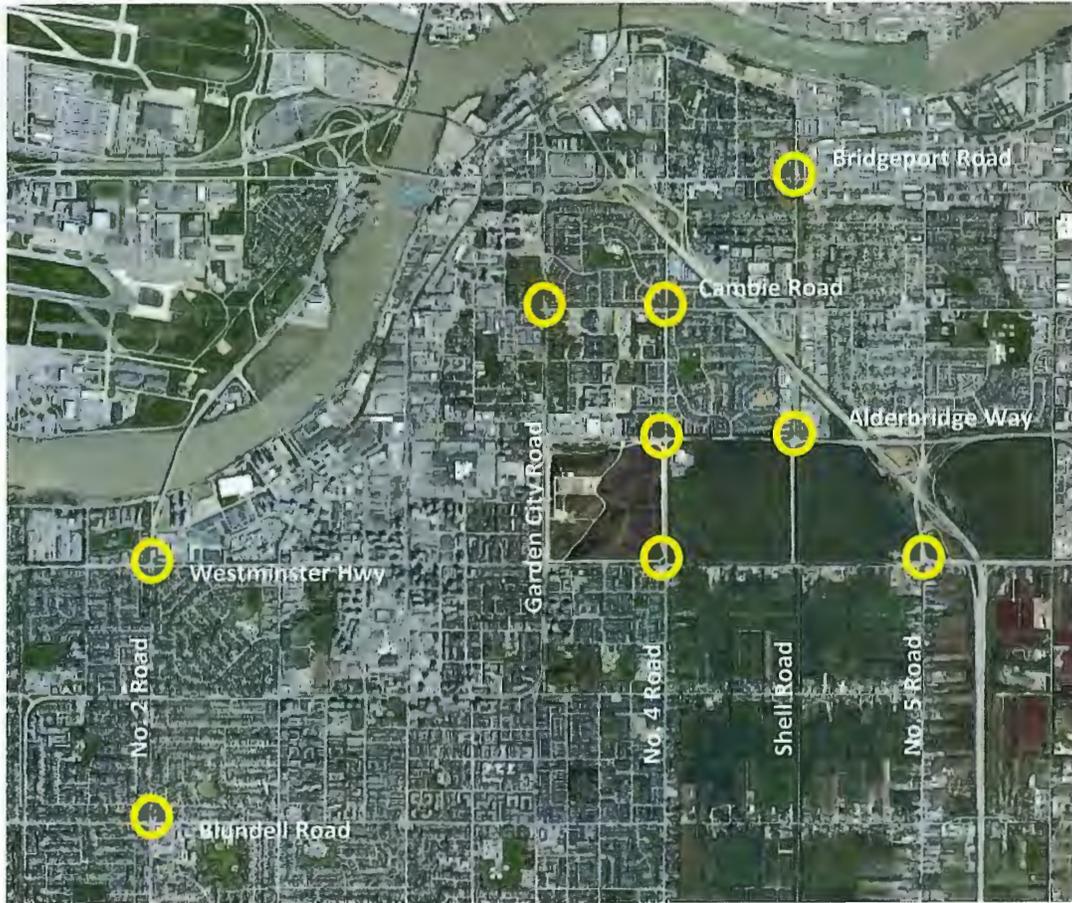


Cambie Road-No. 5 Road: Intersection Upgrade



Steveston Highway (No. 2 Road-Mortfield Gate): Phase 2 - Multi-Use Pathway (MUP)

Proposed 2020 MRNB, BICCS and WITT Program Projects



Collision Prone Intersections on the MRN: Short-Term Improvements



Shell Road Multi-Use Pathway: Alderbridge Way-Highway 99 Overpass

Proposed 2020 MRNB, BICCS and WITT Program Projects



Westminster Highway (Muir Drive-90 m east): Walkway