

ITEM	17
MANAGER'S REPORT NO.	60
COUNCIL MEETING	1980 09 29

RE: REPORT OF TRANSPORTATION COMMITTEE RE: BURNABY COMPREHENSIVE
TRANSPORTATION PLAN - IMPLEMENTATION STRATEGY/SCHEDULE REVIEW
REPORTS - COUNCIL MEETING 1980 JULY 21

The following is a report from the C.I.P. Committee re the above.

RECOMMENDATION

1. THAT the recommendations of the C.I.P. Committee be adopted.

* * * * *

1980 September 24

TO: MUNICIPAL MANAGER

File: C58-26

FROM: C.I.P. COMMITTEE

RE: REPORT OF TRANSPORTATION COMMITTEE RE: BURNABY COMPREHENSIVE
TRANSPORTATION PLAN - IMPLEMENTATION STRATEGY/SCHEDULE REVIEW
REPORTS - COUNCIL MEETING 1980 JULY 21

RECOMMENDATIONS

1. THAT North Road - Freeway to New Westminster boundary and Nelson Avenue - Marine Drive to Marine Way be moved to the top of the priority list; and (Sec. 2.1.1)
2. THAT the Municipal Engineer be authorized to make application to the Province for grants pursuant to the Revenue Sharing Act for works defined in Schedule "B" of this report. (Sec. 2.4.4)

SUMMARY

The C.I.P. Committee has reviewed the report of the Transportation Committee which was presented to Council 1980 July 21. The Committee is recommending some minor changes in priority, and is concerned about the availability of Provincial grants needed to carry out the works. Subject to these concerns, the Committee is in general agreement with the recommendations of the report.

REPORT

1. BACKGROUND

Council on 1980 July 21, received a report from the Transportation Committee and adopted eight recommendations (Schedule A attached). One of the recommendations was that a copy of the report as approved by Council be sent to the C.I.P. Committee for their review and report to Council. This is the report of the Committee.

2. C.I.P. COMMITTEE DELIBERATIONS

The C.I.P. Committee, in considering the Transportation Committee report, looked at various factors.

2.1 PRIORITY

The C.I.P. Committee felt that two projects which are ready for construction in the near future should be moved to the top of the priority list:

North Road - is designed and awaiting construction subject to final CTC approval. Preliminary CTC approval has been received.

Nelson Avenue - is designed and preloaded. Construction should be completed prior to the opening of Marine Way.

The Committee is recommending a revised priority schedule as follows:

Priority Schedule
Assigned by the
Transportation Committee

GROUP "A"

North Road - Freeway to New Westminster boundary	B
Nelson Avenue - Marine Drive to Marine Way	A
BNR Overpass, including widening of approach roads	A
Kensington, Sprott to Laurel	A

GROUP "B"

Boundary Road Stages 2 and 3	B
Griffiths/19th/20th	B
Sprott - Douglas to Freeway	B

GROUP "C"

Royal Oak - Grange to Canada Way	C
Phillips/Bainbridge	C
Moscrop/Price/Deer Lake	C
Beaverbrook	C
Gilmore - Lougheed to Still Creek Street	C
Oakland - Royal Oak to Sperling	C

2.1.1 It is recommended that North Road - Freeway to New Westminster boundary and Nelson Avenue - Marine Drive to Marine Way be moved to the top of the priority list.

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2.2 OTHER CAPITAL NEEDS

The existing Capital Improvement Program for the period 1981-83 includes other capital projects for which financing is presently unknown.

	<u>1981</u> \$	<u>1982</u> \$	<u>1983</u> \$
Parks	853,800		
Library		1,015,300	1,394,800

The Committee is aware that changes may need to be made in the timing of these projects, and that the implementation of the Transportation Committee plan could affect the Municipality's ability to finance these programs. The Committee decided to defer any recommendations regarding these programs until the extent of Provincial Government grants for the transportation program was known.

2.3 COST

The construction cost estimates contained in the Transportation Committee report are expressed in 1979 dollars. 16% has been added to increase those estimates to 1981 estimated levels. Schedule B attached is a detailed analysis of the proposed major Municipal road projects, indicating estimated expenditures by year and anticipated funding sources. A summary thereof follows:

	<u>1981</u> \$	<u>1982</u> \$	<u>1983</u> \$	<u>TOTAL</u> \$
Estimated construction costs \$000's 1981	5,718	8,389	7,513	21,620
Anticipated source of funds:				
Burnaby	1,722	3,185	3,340	8,247
Province of B.C.	2,249	3,456	3,340	9,045
C.T.C.	1,221	1,221	833	3,275
Vancouver	290	290		580
Coquitlam	222	222		444
New Westminster	14	15		29
	<u>5,718</u>	<u>8,389</u>	<u>7,513</u>	<u>21,620</u>

These estimates will be shown in the 1981 Provisional C.I.P.

2.4 FINANCING

Financing of the three year program is uncertain until such time as the amount of all grants is known and the cost sharing formulas with other governments have been finalized.

2.4.1 PROVINCIAL GRANTS

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The Transportation Committee prepared its plan on the basis that the Provincial Government would pay 50% of the costs to be borne by Burnaby, for major Municipal road projects which are eligible for cost sharing.

To the knowledge of the C.I.P. Committee, the Province has only two sources of funds available from which to make grants:

Highways Act - cost sharing of secondary highways. Only North Road qualifies.

Revenue Sharing Fund - by regulation, the total of all grants made by the Province to all the communities throughout the Province in any fiscal year, shall not exceed \$15 million.

- The eligibility guidelines state:

"Funds not used in the fiscal year for which approval was given will not be carried over automatically to the next fiscal year. If a municipality intends to complete a project in the next fiscal year it must re-apply for the unused portion. While an effort will be made to assign a high priority to applications to complete projects in the next fiscal year, it should be understood that they will have to compete with many new applications on a merit basis and a second approval cannot be guaranteed. For this reason, every effort should be made to complete projects within the fiscal year covered by the original approval."

Unless the limit of the Revenue Sharing Fund is raised, or the Province finds other sources of revenue, it is questionable that Burnaby will be able to obtain from the Province the financing it seeks, for the scheduled program.

2.4.2 COST SHARING - OTHER COMMUNITIES

The cost sharing arrangements with New Westminster and Coquitlam for the North Road project have been completed subject to finalizing the C.T.C. and Provincial sharing. Sharing of costs with Vancouver on Boundary Road stages 2 and 3 is reasonably assured.

2.4.3 FINANCING BURNABY'S SHARE

Currently there is \$7.5 million in the Capital Works Financing Reserve. If, annually, a transfer of \$1.5 million to \$2 million is made from general revenue to the Capital Works Financing Reserve, then the Municipality should be in a position to finance its share of the program. This is, however, dependent upon Burnaby's ability to obtain the projected Provincial grants.

In order to determine the extent of Provincial funding, application for grants under the Revenue Sharing Act should be submitted.

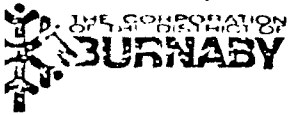
2.4.4 It is recommended that the Municipal Engineer be authorized to make application to the Province for grants pursuant to the Revenue Sharing Act for works defined in Schedule B of this report.

CAPITAL IMPROVEMENT PROGRAM COMMITTEE

Municipal Engineer - Member
Parks and Recreation
Administrator - Member
Director of Planning - Member
Chief Librarian - Member
Municipal Treasurer - Chairman

Per: 

HBK:gw
Attach.



INTER-OFFICE COMMUNICATION

TO: Sec., Transportation Comm. DEPARTMENT: DATE: 80/07/25

FROM: Municipal Clerk DEPARTMENT: OUR FILE #

SUBJECT: Report of Transportation Committee Re: Comprehensive YOUR FILE #
Transportation Plan-Implementation Strategy/Schedule Review
Reports - Council Meeting 1980 July 21

This is to advise that Council on 1980 July 21 received the attached report from the Transportation Committee on the above subject and adopted the following recommendations contained in this report. Please note the amendments adopted by Council relative to recommendations no.'s 2, 4 and 5.

1. THAT Council lift from the table the Comprehensive Transportation Plan Implementation Strategy (report dated 1979 November 22) and reconsider it relative to the review of the Transportation Committee.
2. THAT Council adopt as a guideline the Comprehensive Transportation Plan Implementation Strategy as amended in this report.
3. THAT Council approve the continued use of the ten-year implementation schedule (as amended) as the basis for planning capital expenditures for transportation in the Capital Improvement Program.
4. THAT Council authorize the use of the amended Implementation Schedule as the basis for discussion with adjacent municipalities, the G.V.R.D., the Ministry of Transportation and Highways, and the Urban Transit Authority relative to the project programming of those agencies.
5. THAT Council annually review the Implementation Strategy , and ten-year Implementation Schedule.
6. THAT Council in its consideration of certain short-term project priorities relative to financing include the projects that are scheduled 1981 - 1983 inclusive (listed in Table 1).
7. THAT Council request the Transportation Committee, in consultation with staff, to give further consideration to the alignment, jurisdiction and scheduling of the Marine Way/Tenth Avenue Connector.
8. THAT a copy of this report as approved by Council be sent to the Capital Improvement Program Committee for their review and report to Council.

MAJOR ROAD PROGRAM *
1981-1983

SCHEDULE B

\$000's (1981)	ESTIMATED CONSTRUCTION COSTS				ANTICIPATED SOURCE OF FUNDS						
	1981 \$	1982 \$	1983 \$	Total \$	Burnaby \$	C.T.C. \$	Prov. of B.C. \$	City of Vanc. \$	City of New West. \$	District of Coq. \$	Total Financing \$
North Road - from freeway to New Westminster boundary	1,305	1,305		2,610	444	775	918		29	444	2,610
Nelson - from Marine Drive to Marine Way	160			160	80		80				160
BNR overpass	3,093	3,093	3,094	9,280	3,390	2,500	3,390				9,280
Boundary Road Stage 2 (Imperial to Kingsway) and Stage 3 (Thurston to 29th)	1,160	1,160		2,320	580		1,160	580			2,320
Sprott - Douglas to Freeway		371		371	186		185				371
Royal Oak - Grange to Canada Way		870	870	1,740	870		870				1,740
Phillips/Bainbridge		638		638	319		319				638
Moscrop/Price/Deer Lake		696	696	1,392	696		696				1,392
Beaverbrook		255		255	255						255
Kensington/Sprott to Laurel			441	441	220		221				441
Griffiths/19th/20th			1,160	1,160	580		580				1,160
Gilmore - Lougheed to Still Creek			441	441	221		220				441
Oakland - Royal Oak to Sperling			812	812	406		406				812
	<u>5,718</u>	<u>8,388</u>	<u>7,514</u>	<u>21,620</u>	<u>8,247</u>	<u>3,275</u>	<u>9,045</u>	<u>580</u>	<u>29</u>	<u>444</u>	<u>21,620</u>

* Exclusive of Traffic Management, Local Improvements,
Development Cost projects

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