

RE: NORTH ROAD IMPROVEMENTS - TRANS CANADA HIGHWAY #1
TO NEW WESTMINSTER BOUNDARY
(ITEM 7, REPORT NO. 10, 1982 FEBRUARY 15)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 82 07 26
FROM: DIRECTOR ENGINEERING
SUBJECT: NORTH ROAD IMPROVEMENTS - TRANS CANADA HIGHWAY #1
TO NEW WESTMINSTER BOUNDARY

RECOMMENDATION:

1. THAT a copy of this report be sent to the Ministry of Highways, the District of Coquitlam, and the City of New Westminster.

SUMMARY:

This report brings Council up-to-date on the current status of the North Road reconstruction project.

REPORT:

The last report presented to Council on this subject was Item #7, Manager's Report No. 10, Council Meeting 82 02 15 (copy attached).

At the beginning of the year, Burnaby made application to the Provincial Ministry of Transportation and Highways for 50% Project cost sharing because North Road is classed as a Secondary Highway.

When the Ministry's Budget was brought down, it had been necessary to decrease severely the provision for construction cost sharing in Secondary Highways projects compared to that approved in the previous fiscal year. We were advised that it was simply not possible to fit in our requirements for North Road.

The first requirement in construction phasing was to have been the replacement of the North Road Bridge over the Burlington Northern tracks. In this connection, a UTAP (Federal) grant was approved in the total amount of \$946,365 and we have received the first draw of \$269,693.

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Without the 50% Provincial Secondary Highways sharing being approved, we are not in a position to proceed. We have had discussions with Ministry Officials and it was mutually agreed that we would preserve the UTAP provision and hope that the project partners would be able to put the balance of the required funding into place in the Spring of 1983, still in time to meet the UTAP completion deadline of 1984 March 31.

We have had the bridge checked out as to its physical condition and we have been advised by the Specialists that the present load limit restriction is satisfactory and there should be no problem in leaving it in its present state for another year. Some minor maintenance and cleaning work will be performed.

This report is a follow-up one to keep Council informed of the present status of the project. It also serves to keep informed our other partners in the project, namely the Province of British Columbia, District of Coquitlam, and City of New Westminster.

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DIRECTOR ENGINEERING

RE: NORTH ROAD IMPROVEMENTS
TRANS CANADA HIGHWAY #1 TO NEW WESTMINSTER BOUNDARY

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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ITEM	SUPPLEMENTARY	25
MANAGER'S REPORT NO.	MANAGER'S REPORT NO.	45
COUNCIL MEETING	COUNCIL MEETING	1982 07 26

TO: MUNICIPAL MANAGER 82 02 10

FROM: DIRECTOR ENGINEERING

SUBJECT: NORTH ROAD IMPROVEMENTS - TRANS CANADA HIGHWAY #1
TO NEW WESTMINSTER BOUNDARY

RECOMMENDATIONS:

1. THAT a Bylaw to appropriate \$2,486,640.00 from the Capital Works Machinery and Equipment Reserve be prepared and brought to final reading as soon as possible.
2. THAT Council authorize the Mayor and Clerk to sign and seal the Project Contribution Arrangement with Transport Canada which outlines the Federal Government's share of this project.
3. THAT the Municipal Solicitor be given the authority to negotiate road widening acquisitions from the Greater Vancouver Sewerage & Drainage District and the Burlington Northern Railway within the Municipality of Coquitlam.
4. THAT a copy of this report be sent to the Minister of Highways, the District of Coquitlam and the City of New Westminster.

SUMMARY:

This report will provide Council with a brief background of this project as well as a schedule outlining the financing of this project and a projected construction schedule.

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ITEM SUPPLEMENTARY 25
MANAGER'S REPORT NO. 45
COUNCIL MEETING 1982 07 26

ITEM 7
MANAGER'S REPORT NO. 10
COUNCIL MEETING 1982 02 15

REPORT:

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Municipal Council will recall through previous reports (Item #9, Municipal Manager's Report #75, October 31, 1977; Item #33, Supplemental, Municipal Manager's Report #84, December 12, 1977 and Item #24, Municipal Manager's Report #54, July 31, 1978) and annual Capital Improvement Budget discussions that the improvements to North Road have been planned for some time.

The design of these improvements, including the widening and reconstruction of the railway bridge and the bridge over the Brunette River, have now been completed and we are in a position to advertise the calling of a construction tender for the entire project within the next two weeks. Based on this schedule, construction would start in April and would be expected to be completed by the Summer of 1983. Both of the other two participating Municipalities, namely the District of Coquitlam and the City of New Westminster, have continued, to cooperate with our efforts to get this project to construction and both Municipalities are aware of our construction schedule and of the cost sharing arrangements which apply to this project.

A great deal of time has been spent over the last few years dealing with the Canadian Transport Commission and Transport Canada to secure their share of this project. We are now in receipt of the final document which is the Project Contribution Arrangement which we have been asked to sign and return to Transport Canada so that we may claim our first disbursement from the Urban Transportation Assistance Program. This first draw will amount to \$269,693.00 and would probably be received prior to the award of the construction contract.

The following tabulation outlines the source of funds and the years in which these funds are projected to be expended. The contribution from Transport Canada under the Urban Transportation Assistance Program is a fixed amount as detailed in the Project Contribution Arrangement referred to earlier, as is the contribution from Burlington Northern Inc. The balance of the construction costs are to be shared 50% by the Province of B.C. under the Secondary Highways Act, 25% by the Municipality of Burnaby and the other 25% by the District of Coquitlam and the City of New Westminster.

<u>SOURCE</u>	<u>81 & PRIOR</u>	<u>1982</u>	<u>1983</u>	<u>TOTAL</u>
Transport Canada (U.T.A.P.)	0	\$689,596	\$256,769	\$ 946,365
B.N.I.	0	\$156,250	0	\$ 156,250
Province of B.C. (Secondary Hwy.)	\$83,293	\$820,397	\$211,808	\$1,115,498
Burnaby	\$41,646	\$410,199	\$105,904	\$ 557,749
Coquitlam	\$36,357	\$358,103	\$ 92,296	\$ 486,756
New Westminster	\$ 5,289	\$ 52,095	\$ 13,608	\$ 70,992

TOTALS: \$166,585 \$2,486,640 \$680,385 \$3,333,610

(cont'd)

ITEM SUPPLEMENTARY 25
MANAGER'S REPORT NO. 45
COUNCIL MEETING 1982 07 26

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The Secondary Highways Act requires that participating Municipalities must make application for each fiscal year as a project progresses and the fact that approval was granted the year previous does not necessarily ensure that approval will be granted this year or any subsequent year. We have currently made an application to the Province on behalf of the three participating Municipalities, however, we may not know whether or not approval will be granted until sometime in April or May as the Province's fiscal year begins April 1.

As agents for this project which involves other Municipalities we will become involved in some financing of this project. The Treasurer has advised that we should appropriate sufficient funds from the Capital Works Machinery and Equipment Reserve Fund to finance the 1982 portion of this project. The Bylaw should be for the gross amount in order to allow for interim financing expenditures pending receipt of funds from other participants. A further Bylaw may be required in 1983 although I believe that because of the heavy concentration of expenditure in 1982 this will probably not be necessary. It is customary for the project contractor to be paid approximately the fifteenth of the month following the one in which contract work is performed. At the same time as payment goes out to the contractor, invoices in the appropriate amount will be sent to each of the project partners. Financing costs and late payment charges will form an integral part of shareable project costs.

The design of these improvements on North Road were based on our initial criteria that two-way traffic remain at all times during the construction period. Because of this the new road alignment will be shifted slightly to the east. This shift in alignment will require the acquisition of some property on the east side which is in the District of Coquitlam. As agents for this project we have undertaken preliminary property acquisition negotiations with Burlington Northern Inc. and the Greater Vancouver Sewerage & Drainage District. A third property owner is currently negotiating the sale of a strip of property with the District of Coquitlam. All property acquisitions are subject to the aforementioned cost sharing arrangement between the three Municipalities. In order that we might stay with the previously mentioned construction schedule, we request that the Municipal Solicitor be given the authority to complete a negotiation of property acquisition from the Burlington Northern Inc. and the Greater Vancouver Sewer & Drainage District. The latter owner has already responded to our initial request and subject to our agreeing to the conditions outlined by the owner, the matter must be brought before the Greater Vancouver Sewerage & Drainage District's Commissioner, Administration Board, and eventually the Minister of Municipal Affairs. As their next regular board meeting is scheduled for late February we would be most anxious to have them consider this property sale at that time.

VNW:sp

cc: () Treasurer
() Director Planning & Building Inspection
{ } Municipal Solicitor
{ } Municipal Clerk


DIRECTOR ENGINEERING

