

TO: CITY MANAGER 2000 February 3

FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.230.3

SUBJECT: **TRANSLINK/PROVINCIAL SKYTRAIN AGREEMENT**

PURPOSE: To provide Council with an update on the proposed TransLink/Provincial SkyTrain Agreement and its relationship to the City of Burnaby.

RECOMMENDATIONS:

1. **THAT** staff be authorized to work with RTP 2000 Ltd. and TransLink to prepare an Agreement on SkyTrain matters in Burnaby, as summarized in Sections 2 and 3 of this report, involving the City of Burnaby, RTP 2000 Ltd. and TransLink for the consideration of Council.
2. **THAT** a copy of this report be forwarded to the Hon. J. Kwan, Minister Responsible for SkyTrain; Mr. G. Puil, Chair, TransLink; and Burnaby MLA's.

REPORT

1.0 BACKGROUND

Council at its meeting of 2000 January 24, received a report providing an update on the SkyTrain Project as it relates to the City. That report outlined the deletion of the Lake City Station as a Phase 1 element, with no specific commitment for its future development from either a firm time or financial basis. As well, concerns were expressed about station and road related deficiencies.

Following consideration of the report, Council requested that:

- the Province and TransLink ensure that the Lake City Station be constructed and operational concurrent with Phase 1;
- TransLink and Rapid Transit 2000 (RTP 2000) meet the outstanding station, road and servicing requirements identified by the City.

In addition, Council resolved to not make its lands available at Sperling and Lougheed Highway available until outstanding issues had been resolved and addressed within a legal agreement involving the City, RTP 2000 and TransLink.

The purpose of this report is to report on the agreement reached between TransLink and the Province subsequent to Council's meeting of 2000 January 24 on the Cost Sharing Agreement, the Municipal Integration Fund (MIF) and its relationship to the City.

2.0 COST SHARING AGREEMENT BETWEEN TRANSLINK AND THE PROVINCE

Following Council's resolutions, staff and the Mayor have had discussions with both TransLink and RTP 2000, including meeting with the Minister Responsible for SkyTrain, with the objective of best meeting Council's directives.

The most recent negotiations relating to the overall Cost Sharing Agreement between TransLink and the Province took into account Council's most recent position in the articulation of the following TransLink objectives:

- to include a combination of additional items in the base RTP 2000 base budget, the Municipal Integration Fund (MIF) and if necessary, supplementary TransLink funding to help meet the requirements of Vancouver and Burnaby;
- finalization of separate access agreements between the Cities of Burnaby and Vancouver with RTP 2000;
- protection of funding for the construction of necessary bus loops and SkyTrain connections under MIF; and
- the retention of the \$25 million of MIF reserved for the Coquitlam extension previously approved by the TransLink Board.

On the Province's side, the need to secure a Cost Sharing Agreement and obtain municipal cooperation was viewed as a priority given the status of the construction schedule. The Province has indicated that in the event that a cost sharing agreement cannot be reached, it intended to pass legislation to effect a solution including access to municipal lands, proceed with the Coquitlam extension on its own if necessary and recapture funding sources intended for the broad spectrum of TransLink's programs. Finally, the Province restated its firm position on its budget limitations.

2.1 The Recommended Cost Sharing Agreement

The **attached Tables 1 and 2** outline the basis of the negotiated Cost Sharing Agreement between the TransLink and Provincial negotiators. Staff had an opportunity to identify specific elements of concern to the City at a session involving the TransLink and Provincial negotiators. The additional MIF elements as related to the City of Burnaby from that reported to Council at its meeting of 2000 January 24 are as follows:

- the Lake City Station would be constructed and be operational by 2003 or 2004 with \$4.804 million coming from the existing MIF and \$11.7 million to be funded by TransLink on a supplementary basis;

- the “T” intersection at Lake City Way and Lougheed Highway (including signalization) would be built as a Phase 1 item at a cost of about \$1.14 million with the funding coming from the \$4.804 million in MIF;
- the expansion of the proposed plaza area and sidewalk at the Holdom Station at an estimated cost of \$122,000;
- the inclusion of undergrounding wiring at Holdom Station across the bus loop area at a cost of \$200,000.

Concurrent with these additions, there has also been agreement by RTP 2000 to include the following Burnaby items within the scope of the base budget:

- an allowance in the amount of \$380,000 for addressing urban frontage deficiencies at various station locations;
- Project acquisition of required right-of-way widening along the north side of the Lougheed Highway west of Willingdon Avenue to provide for sidewalk access, estimated to cost \$600,000;
- provision for undergrounding overhead wiring on the west side of Sperling Avenue between Lougheed Highway and Winston at an estimated cost of \$350,000;
- an allowance for utility upgrades to be determined by the City in the amount of \$1 million;

The additions to the SkyTrain budgets as related to the City of Burnaby since our last reporting to Council (2000 January 24) include \$16.826 million from MIF and \$2.33 million in scope for a total of \$19.156 million.

2.2 TransLink Board Approval

At its meeting of 2000 February 2, the TransLink Board approved a series of recommendations relating to the Cost Sharing Agreement and the Municipal Integration Fund. It approved the allocation of \$11.7 million from TransLink resources to supplement the residual \$4.804 million in MIF in order to construct the Lake City Station by 2003. The Board also approved the MIF items and acknowledged the expanded scope items included in Tables 1 and 2. TransLink approval of the proposed Cost Sharing Agreement with the Province is subject to finalization of agreements between Rapid Transit 2000 and each of Burnaby and Vancouver respecting scope provisions and access to municipal property for SkyTrain. It is our understanding that the Provincial Negotiator is also recommending acceptance of the negotiated terms to the Province.

3.0 PROPOSED CITY, RTP 2000 AND TRANSLINK AGREEMENT

Should Council concur with the staff recommendation to proceed on the basis of the negotiated agreement, it will be necessary to prepare an Agreement documenting the positions reached that collectively involve the City, TransLink and RTP 2000. The Agreement would need to address matters including the following:

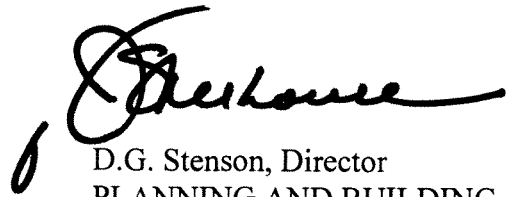
- provision of a statutory right-of-way over the affected City lands for SkyTrain construction;
- documenting the funding and construction timelines for the Lake City Station improvements;
- documenting the scope additions as agreed to by RTP 2000 and identified in this report;
- establishing protocols for the review, processing and permitting of works, other than the guideway;
- documenting the baseline in scope and MIF works at each of the stations (including Lake City Station) in the form of drawings and tables to avoid future misunderstandings as to their content;
- addressing liability and construction coordination protocols;
- agreement as to the general disposition of unused scope or MIF funds resulting from agreed to design changes; and
- agreeing that Burnaby shall work with RTPO and its contractors to collectively achieve construction of the Project in a cooperative manner.

4.0 CONCLUSIONS

The pressures on both the MIF and scope budgets have been many and diverse involving all affected municipalities, TransLink and RTP 2000. As previously indicated, this has resulted from the setting of the overall budget prior to meaningful design. At the same time, the Province has reached a position where unless an agreement can be reached within the financial and timeline limits set, it is the intention to proceed unilaterally, with implications beyond the scope of the project.

While it is recognized that the normal City standards will not be met across the board and individual items will not be addressed, staff, on balance, are of the view that the Burnaby package presented represents the best available under the prevailing circumstances. Future improvements to the station areas, roadways and greenway connections could be pursued over time through adjacent redevelopments, TransLink Major Road funding sources, potential Greenway Legacy Program funding from the Province and possible City capital works initiatives. If there are any excess funds that become available through design changes in the Burnaby section, they should be reassigned to other items in Burnaby that have not been addressed.

The finalization of the scope and MIF additions noted in this report in the view of staff, as previously stated, represent the best available under the prevailing time and budget constraints. As such, staff would recommend that Council authorize staff to work with RTP 2000 Ltd. and TransLink to prepare an Agreement for Council on SkyTrain matters in Burnaby as outlined in Sections 2 and 3 involving the City of Burnaby, RTP 2000 Ltd. and TransLink for the consideration of Council.



D.G. Stenson, Director
PLANNING AND BUILDING

JSB\BLS\sa

Attachments(2)

cc: Director Engineering
Director Finance
Director Parks, Recreation and Cultural Services
City Solicitor

Table 1
List 1 - Revised Projects for MIF
(as of January 31, 2000)

Project Description	Soft Costs (000's)	Hard Costs (000's)	Total Costs (000's)	Comments
New Westminster - List 1 (MIF) Projects				
Waterfront Park	\$ 1,953	\$ 5,247	\$ 7,200	Utility Underground and Lowering Guideway to Scope
Braid Station	\$ 325	\$ 3,867	\$ 4,192	Reduced by \$800 k - January 28/00 - contingency 15%
Realignment of Guideway	\$ -	\$ 300	\$ 300	Canopy and Plaza transferred to Scope
Total - New Westminster Projects	\$ 2,278	\$ 9,414	\$ 11,692	
Burnaby - List 1 (MIF) Projects				
Lougheed Station	\$ 412	\$ 6,800	\$ 7,212	Not including median fence etc.; contingency 15%
University Station	\$ 253	\$ 2,443	\$ 2,696	Not including Urban Trail - Station to Gagliardi; contingency 15%
Lake City Station	\$ -	\$ -	\$ -	See below
Sperling Station	\$ 196	\$ 1,883	\$ 2,079	RTPO estimate - Not including Urban Trail; contingency 15%
Sperling Station - Relocate Employee Parking Lot	\$ -	\$ 200	\$ 200	Included as MIF - January 19/2000
Holdom Station	\$ 88	\$ 1,228	\$ 1,316	RTPO estimate - includes undergrounding; contingency 15%
Holdom Station - Transit Signal Allowance	\$ -	\$ 20	\$ 20	Reduced to loop detector for Lougheed signal - Jan 19/2000
Holdom Station - Extension of W/B Left turn lane	\$ -	\$ 50	\$ 50	Left turn extension (\$50 K) dependent on traffic study
Brentwood Station	\$ 247	\$ 1,169	\$ 1,416	RTPO estimate - includes Lougheed sidewalk; contingency 15%
Brentwood Station - Modify existing Bus Loop	\$ -	\$ 81	\$ 81	Included as MIF - January 19/2000
Gillmore Station	\$ 156	\$ 815	\$ 971	Contingency 15%; excludes raising of roadway
Total - Burnaby Projects	\$ 1,352	\$ 14,689	\$ 16,041	
Vancouver - List 1 (MIF) Projects				
Rupert Station	\$ -	\$ 253	\$ 253	
Renfrew Station	\$ -	\$ 192	\$ 192	
Renfrew Station - 12th Avenue extension	\$ -	\$ 800	\$ 800	
Broadway Station	\$ -	\$ 332	\$ 332	
Allowance for VCC Station	\$ -	\$ 400	\$ 400	
Total - Vancouver Projects	\$ -	\$ 1,977	\$ 1,977	
RTPO Management				
Station Traffic Studies	\$ 82	\$ -	\$ 82	Increased by \$10 K - January 19/2000
RTPO Planning work	\$ 326	\$ -	\$ 326	Added January 27, 2000
MIF Co-ordination	\$ 78	\$ -	\$ 78	Traffic studies and other management costs
Total RTPO Management	\$ 486	\$ -	\$ 486	
Lake City Station Allocation	\$ -	\$ 4,804	\$ 4,804	Approximately \$11.7 million still to be funded
Total MIF- Category 1 Projects	\$ 4,116	\$ 30,884	\$ 35,000	

Notes:
(1) There may be some opportunity to transfer some property and roadway costs associated with the stations to scope
(2) Costs reflect RTPO estimates. City of Burnaby staff indicate some variance that may understate the costs

Table 2
List 2 - RTP Scope Modification Projects
(as of January 31, 2000)

Project Description	Soft Costs (000's)	Hard Costs (000's)	Total Costs (000's)	Comments
New Westminster - List 2 (Scope Modification) Projects				
Waterfront Park - Utility Undergrounding	\$ -	\$ 1,500	\$ 1,500	NW advises this is RTPO previous commitment
Waterfront Park - Lowering Guideway	\$ -	\$ -	\$ -	Transferred to MIF - January 28/ 00
Sapperton Station - Plaza	\$ 74	\$ 403	\$ 477	NW advises this is RTPO previous commitment
Sapperton Station - Connection to Waterfront Park	\$ -	\$ -	\$ -	Should be part of basic station design to provide access
Total New Westminster - Projects	\$ 74	\$ 1,903	\$ 1,977	
Burnaby - List 2 (Scope Modification) Projects				
Urban Frontages at Stations	\$ -	\$ 380	\$ 380	
Sperling Undergrounding	\$ -	\$ 350	\$ 350	
Utility Allowance	\$ -	\$ 1,000	\$ 1,000	
Lougheed Highway Road Widening	\$ -	\$ 600	\$ 600	
Total - Burnaby Projects	\$ -	\$ 2,330	\$ 2,330	
Vancouver - List 2 (Scope Modification) Projects				
Vancouver Allowance	\$ -	\$ 7,800	\$ 7,800	Vancouver provisions transferred to Scope
Total - Vancouver Projects	\$ -	\$ 7,800	\$ 7,800	
Total List 2 (Scope Modification) Projects	\$ 74	\$ 12,033	\$ 12,107	

