

**TO:** CITY MANAGER 2001 March 28

**FROM:** DIRECTOR PLANNING & BUILDING OUR FILE: 08.109

**SUBJECT:** 2001 TRANSLINK FUNDING FOR TRANSPORTATION SERVICES IN BURNABY

**PURPOSE:** To provide information to Council on the impact of TransLink budget reductions on road and transit services in Burnaby and on the process for funding capital improvements on the TransLink Major Roads Network (MRN).

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**RECOMMENDATION:**

1. **THAT** Council receive this report for information.

**REPORT**

**1.0 INTRODUCTION**

In recent weeks significant attention has been focused on regional transportation funding issues stemming from the refusal of the Province to implement the proposed vehicle levy. At its meeting of 2001 February 13, the TransLink Board directed staff to revise the 2001 Program Plan for all TransLink services assuming the following adjustments:

- reduce funding for bus services by \$5 million in 2001, and \$10 million in 2002, with service reductions to come from routes with poor performance; and
- reduce funding for the Major Roads Network (MRN) by \$2 million in 2001, and \$4 million in 2002, with the reduction to come from the funding for roads which were formerly the responsibility of the municipalities (uploaded roads).

The 2001 Program Plan and Final Budget were presented for approval at the March 16 meeting of the TransLink Board.

As these reductions in funding for regional transportation will have a significant impact on Burnaby, this report is written to provide Council with information on the overall implications of the funding reductions and to update Council on the current status of funding for projects under the MRN Capital (Minor Roads) Program.

## 2.0 IMPACT OF FUNDING REDUCTIONS

### 2.1 Bus Service Reductions

The bus service reductions of \$5 million in 2001 translates into a 4% reduction in the number of service hours operated by the transit system - a total of approximately 161,200 service hours. The existing SkyTrain line and the Seabus would not be affected as the service reductions were intended to focus on the less productive bus routes operated by Coast Mountain Bus Company and West Vancouver Municipal Transit.

In Burnaby the following bus service reductions are identified:

- **discontinuation of early morning service on weekends and late evening service (after 10 p.m.)** on all South Slope routes including the #114, #115 and #116 and many North Burnaby routes including the #129, #131, #134 and #136.

*Total Reduction - 11,900 service hours*

- **discontinuation of all service on two peak period - only express bus services to SFU** from Edmonds (#142) and the New Westminster (#145) to Lougheed Mall SkyTrain Stations, Lougheed Mall to SFU will continue off #145.

*Total Reduction - 2,900 service hours*

- **discontinuation of midday, late evening and weekend service on two Burnaby to Vancouver services.** Outside of peak periods the #123 service on Canada Way would be truncated at Kootenay Loop instead of continuing on into Vancouver and service would stop at Lougheed Mall on the #152 from Coquitlam and no longer continue along Lougheed to Downtown Vancouver.

*Total Reduction - 21,400 service hours*

- **other service reductions** including the discontinuation of late night owl service on Burnaby routes.

*Total Reduction - 11,620 service hours*

According to estimates presented by TransLink staff to the Board on 2001 March 16, the Vancouver and Burnaby/New Westminister service area collectively are targeted with 50% of the total service reductions, but this 50% translates to a 4% reduction of existing service hours within the Vancouver/Burnaby/New Westminister service area (see table below).

	<b>Vancouver / Burnaby / New Westminster</b>	<b>Northeast Sector / Maple Ridge / Pitt Meadows</b>	<b>South of the Fraser / Richmond</b>	<b>North Shore</b>
Distribution of Reductions	50%	14%	29%	7%
Percentage of Existing Service Hours	4%	9%	7%	5%

Of greater concern, however, are the potential service reductions for 2002 which could be much deeper than those being implemented for 2001 if the TransLink funding issue is not satisfactorily addressed.

## **2.2 MRN Operations, Maintenance and Rehabilitation (OMR) Funding**

As shown in *Attachment A*, in 2000 Burnaby received \$708,120 to fund operations, maintenance and rehabilitation (OMR) on its 84.3 kilometers of “uploaded” roads (former municipal roads) in the Major Roads Network (MRN) and another \$2,494,800 to fund 207.9 kilometers of “downloaded” roads (former provincial highways) - a total of \$3,202,920 annually. However, Burnaby actually receives only \$814,552 of the \$2,494,800 allocated to Burnaby for downloaded roads - the remainder is paid to Mainroad Contracting to continue their contract for the maintenance of these former Provincial Highways.

The funding reductions of \$2,000,000 for the remaining six months of 2001 represent 15.6% of the total OMR budget of \$12,820,080 for uploaded roads. Applied to the Burnaby allocation of \$708,120, the reduction in funding for the remainder of 2001 to Burnaby would be \$110,467. To address this shortfall the City would be scaling back the maintenance of MRN uploaded roads.

## **2.3 MRN Capital (Minor Roads) Funding**

The MRN Capital (Minor Roads) Program funds “minor” capital improvements to roads in the Major Roads Network. Each year since 1999 \$10 million annually region-wide has been available to fund roads projects on the MRN and a proportion of the total funding available (i.e., funding entitlement) is “block allocated” to each municipality based on a formula which takes into account three factors: the estimated population growth, the daily vehicle miles traveled on MRN roads, and the total kilometers of MRN roads in the municipality. In 1999 and 2000, the funding entitlement received by the City of Burnaby was \$1.273 million and \$1.153 million respectively, or approximately 12% of the region-wide funding available for MRN (Minor Roads) Capital.

The TransLink Strategic Transportation Plan proposed that funding for MRN Capital (Minor Roads) would be increased to \$13 million for 2001. However, as a result of the 2001 revenue shortfall, the TransLink Board has directed that the MRN Capital (Minor Roads) funding be maintained at the 2000 level of \$10 million which will mean that the City funding entitlement for 2001 will again be \$1.153 million. For 2001, the City has applied to TransLink for MRN Capital funding for projects with a total cost of \$4.25 million to try to take advantage of the potential increased funding for 2001. Without the expected increase in MRN Capital funding, the City will have to review the funding options currently identified in the 2001 Provisional Financial Plan and may not wish to proceed with all of the projects identified in the application to TransLink. Specific MRN Capital projects will be discussed with Council as part of the Burnaby 2001 - 2005 Capital Budget process.


### 3.0 CONCLUSION

The reduction in funding for transportation services provided by TransLink for the remainder of 2001 will have an impact on the City of Burnaby in the following areas:

- bus service reductions of 47,820 service hours, primarily on local routes operating in the evening hours, but also a substantial reduction in service on some express routes operating between Burnaby and Vancouver;
- reduction in roads operating, maintenance and rehabilitation (OMR) funding to the City of \$110,467.

While MRN Capital (Minor Roads) funding has been capped at \$10 million for the entire region, the program remains intact and the funding entitlement of approximately \$1.153 million per year for 2000 will continue in 2001.

Against this background, the City has received TransLink approval for MRN Capital funding for three projects, but due to the capping of the MRN Capital (Minor Roads) funding in 2001, the City will not receive an increase over the 2000 funding entitlement of \$1.153 million. As a result, the City may not be able to proceed with all of the projects submitted by the City and approved by TransLink for funding in 2001. These MRN Capital projects will be discussed with Council as part of the 2001 - 2005 Capital Budget process.

  
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PLANNING & BUILDING

RG/ma/sa

Attachment

cc: Director Engineering  
Director Finance

## OMR FUNDING FROM TRANSLINK

MRN OPERATIONS, MAINTENANCE AND REHABILITATION FUNDING (Municipal Allocation for Uploaded Roads at 70% of the Full \$12,000/Lane-Km Level)						
Municipality	Up-loaded Lane-Km	Municipal Allocation 70%	Downloaded Lane-Km	Municipal Allocation 100%	Total Lane-Km	Total Municipal Allocation
Anmore	3.5	\$29,400	0.9	\$10,800	4.4	\$40,200
Belcarra	5.2	\$43,680	0.0	\$0	5.2	\$43,680
Burnaby	84.3	\$708,120	207.9	\$2,494,800	292.2	\$3,202,920
Coquitlam	115.2	\$967,680	57.5	\$690,000	172.7	\$1,657,680
Delta	106.9	\$897,960	46.8	\$561,600	153.7	\$1,459,560
Langley City	18.0	\$151,200	6.5	\$78,000	24.5	\$229,200
Langley Township	86.6	\$727,440	88.5	\$1,062,000	175.1	\$1,789,440
Maple Ridge	39.8	\$334,320	12.8	\$153,600	52.6	\$487,920
New Westminster	28.2	\$236,880	15.9	\$190,800	44.1	\$427,680
North Vancouver City	28.1	\$236,040	0.0	\$0	28.1	\$236,040
North Vancouver District	35.8	\$300,720	4.0	\$48,000	39.8	\$348,720
Pitt Meadows	9.5	\$79,800	0.0	\$0	9.5	\$79,800
Port Coquitlam	0.0	\$0	15.4	\$184,800	15.4	\$184,800
Port Moody	14.0	\$117,600	45.6	\$547,200	59.6	\$664,800
Richmond	128.4	\$1,078,560	10.9	\$130,800	139.3	\$1,209,360
Surrey	260.1	\$2,184,840	140.4	\$1,684,800	400.5	\$3,869,640
Vancouver	549.2	\$4,613,280	0.0	\$0	549.2	\$4,613,280
West Vancouver	10.0	\$84,000	0.0	\$0	10	\$84,000
White Rock	3.4	\$28,560	0.0	\$0	3.4	\$28,560
<b>Total</b>	<b>1526.2</b>	<b>\$12,820,080</b>	<b>653.1</b>	<b>\$7,837,200</b>	<b>2179.3</b>	<b>\$20,657,280</b>

