



Item .....
Meeting ..... 2011 May 9

COUNCIL REPORT

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**TO:** CITY MANAGER **DATE:** 2011 May 3

**FROM:** DIRECTOR ENGINEERING **FILE:** 35000 40  
**REF:** KYBP

**SUBJECT: COST SHARING ON UTILITY RELOCATION IN CITY RIGHTS-OF-WAY**

**PURPOSE:** To provide information to Council on utility relocation cost sharing policies and practices.

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**RECOMMENDATION:**

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

**REPORT**

**1. INTRODUCTION**

At the Council meeting of 2011 April 11, Council approved a staff report to issue a purchase order to Coast Mountain Bus Company (CMBC) for the trolley line relocation in connection with the Kingsway/Patterson Intersection Improvement Project. Arising from the discussion of the report, Council requested staff to prepare a report on the policies related to payment by the City for relocation of trolley wires and other transportation ancillary facilities to facilitate road improvement projects.

This report provides an overview of existing policies and practices on transportation facilities and utility relocation cost sharing for road improvement projects.

**2. DISCUSSION - CMBC**

Prior to 1999, Kingsway was part of the Provincial arterial highway network, and the Ministry of Highways had an agreement with BC Transit that granted BC Transit the right to construct and maintain a trolley system on Kingsway. The agreement obligated BC Transit to pay 100% of the costs of relocating any trolley facilities if required to accommodate road improvement works by the Ministry. The agreement was terminated and not transferred to the City of Burnaby when the Provincial arterial highway network was devolved to the local government in 1999. When the trolley lines relocation was identified during the current Kingsway road improvement design phase, staff contacted Coast Mountain Bus Company to coordinate the relocation work.

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CMBC staff have cooperated with City staff in working towards the design of the relocation work. However, CMBC stated that CMBC funding is not available for the trolley relocation work which is estimated at \$570,000.00. Staff has written to Mr. Doug Kelsey, President of CMBC requesting further consideration of cost sharing of the new trolley infrastructure that will be installed to replace the aging infrastructure and waiving CMBC’s internal engineering and overhead costs. To date, staff have not received a reply from CMBC on this latest cost sharing request.

For the section of Kingsway located in the City of Vancouver, Vancouver pays 100% of the trolley relocation work if the work is initiated by Vancouver. As Kingsway is a component of TransLink’s Major Roads Network, a 50% sharing of this project’s design and construction costs by TransLink has been approved. The 50% cost sharing also applies to the trolley facilities relocation work. Staff will continue to pursue discussion with CMBC to seek further cost sharing opportunities on the trolley lines relocation work.

Under the South Coast British Columbia Transportation Authority Act, the City is not permitted to remove or restrict trolley operations without the approval of TransLink.

**3. RELOCATION OF OTHER UTILITIES**

The current Gateway project and the proposed Evergreen Line project also require relocation of municipal utilities as part of the transportation improvement work. Under these two projects, the Province is responsible for 100% of the utility relocation works. Burnaby will participate in cost sharing only when additional pipe capacity is needed for future growth in the City.

Burnaby has a number of utility companies that have facilities within the City’s road rights-of-way. The following table summarizes the general policies and practices the City has with these companies for utility relocation works arising from a City initiated construction program.

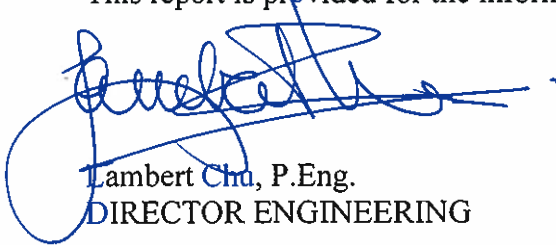
BC Hydro, Overhead plant	Hydro provides an initial estimate of the works. City pays 50% of Hydro’s labour and equipment costs. Hydro pays for all the material costs.
BC Hydro, Underground facilities	The City pays for 100% of all relocated facilities less salvage and depreciation value of existing facilities.
Telus	Similar cost sharing arrangement as with BC Hydro.
CP, CN, BNSF Rail	Where the City is senior, the City pays for all the material costs and the rail company installs the equipment at their cost. Where rail company is senior, the City is responsible for the material and installation costs.

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**4. CONCLUSION**

For City road and utility improvement projects, there are occasions that third party utilities must be relocated to accommodate the planned improvements. This report outlines the current cost sharing practices for third party utility relocation. In general, the City pays 50% to 100% of the relocation costs if the City is the project initiating party. For the trolley lines relocation work on Kingsway, the City will receive 50% cost sharing on the relocation work from TransLink under the MRN agreement. Staff will pursue further discussion with CMBC to obtain a higher level of cost sharing on the trolley line relocation work.

This report is provided for the information of Council.



Lambert Chu, P.Eng.  
DIRECTOR ENGINEERING

LJB/LSC/br