
FINANCE AND CIVIC DEVELOPMENT COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: TRANSLINK FUNDING - MAJOR ROAD NETWORK

RECOMMENDATION:

1. THAT Council approve the allocation of 2013 TransLink funding to operations, maintenance and repair (OMR) work as described in this report.

REPORT

The Finance and Civic Development Committee, at its meeting held on 2012 June 28, received and adopted the *attached* report reviewing proposed changes to TransLink's 2013 operating, maintenance and capital funding allocations for the Major Road Network.

Respectfully submitted,

Councillor D. Johnston
Chair

Councillor C. Jordan
Vice Chair

Councillor P. McDonell
Member

Copied to:	City Manager Director Engineering Acting Director Planning & Building Director Finance
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TO: CHAIR AND MEMBERS
FINANCE AND CIVIC DEVELOPMENT
COMMITTEE

DATE: 2012 June 22

FROM: DIRECTOR ENGINEERING

FILE: 9110 20
Ref: GVTA/TransLink

SUBJECT: TRANSLINK FUNDING – MAJOR ROAD NETWORK

PURPOSE: To review proposed changes to TransLink’s 2013 operating, maintenance and capital funding allocations for the Major Road Network.

RECOMMENDATIONS:

1. **THAT** the Committee recommend Council approve the allocation of 2013 TransLink funding to operations, maintenance and repair (OMR) work as described in this report.

REPORT**1. BACKGROUND**

In 1998, a regional transportation authority (Greater Vancouver Transportation Authority or TransLink) was created to replace BC Transit and to assume many transportation responsibilities previously held by the provincial government. TransLink is responsible for regional transit, cycling and commuting options, and shares funding responsibility for the Major Road Network (MRN) with municipalities within Metro Vancouver. The MRN consists of roadways that are considered regionally significant and generally have high traffic volumes and are important transit or truck routes. The Burnaby section of the MRN included both the devolved Provincial highways and major municipal roads. Roadways that are a part of the MRN are owned, maintained and operated by the respective municipalities, while TransLink provides oversight and funding for the operations, maintenance and rehabilitation of the road network. TransLink also shares in the cost of eligible capital improvements with municipalities. The MRN within Burnaby is shown in *Figure 1*. The total length of MRN in the region is 2,311.5 lane km and the portion of MRN in Burnaby is 322.5 lane km.

2. CURRENT MRN FUNDING

In 2012, TransLink is providing a total funding of \$14,355 per lane km for the operations, maintenance and rehabilitation of the MRN. Under the current OMR funding formula, this represents approximately 70% of the funding level required. Burnaby is entitled to a total of approximately \$4.63M in 2012 for OMR work on MRN roads.

In addition to OMR funding, TransLink also provides 50% cost share capital funding for MRN roadway and bicycle facility upgrades. In 2012, a total of \$20M was allocated by TransLink for minor capital work cost sharing and Burnaby's maximum eligible funding amount is approximately \$2.5M. Based on the above, the total 2012 available TransLink funding for Burnaby is approximately \$7.13M.

The adequacy of TransLink's MRN funding is being reviewed by staff. A further report on the results of the review will be presented to the Committee and Council in the fall of 2012.

3. PROPOSED 2013 MRN FUNDING

Due to the financial constraints and the uncertainties of additional funding sources, TransLink has proposed changes to the 2013 funding formula which will focus on maintaining a state of good repair and maintenance rather than funding new capital improvements.

For 2013, TransLink is proposing to combine the OMR and capital funding which will provide 100% funding level for OMR works at \$19,100 per lane km and no funding provision for minor capital improvements. Under the proposed funding formula, Burnaby would receive a total of \$6.16M from TransLink, a reduction from the 2012 level.

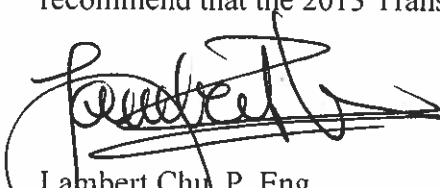
Recognizing that some growing municipalities may have a greater need of capital allocation for MRN upgrades, TransLink is providing some flexibility for municipalities to reallocate a portion of the OMR funding to provide 50% cost share funding for capital upgrades. For TransLink's budget planning and approval purposes, they have requested that municipalities make an election for any reallocation of funds from OMR to capital by the end of 2012 June. Based on a preliminary review of the overall MRN maintenance and capital improvement priorities, staff are recommending that the 2013 TransLink funding be fully allocated to OMR for Burnaby. Should the funding allocation need to be modified in subsequent years to meet the City's transportation improvement priorities, adjustment to the funding allocation will be requested accordingly.

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From: Director Engineering
Re: TransLink Funding – Major Road Network
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4. CONCLUSION

The adequacy of OMR and capital funding for the MRN is the subject of a staff review. A comprehensive report on the review results will be presented to the Committee and Council at a later date. In the meantime, TransLink has identified changes to its 2013 MRN funding that will provide a lower overall funding level in 2013 than 2012, but will provide greater flexibility for municipalities to select funding allocation between OMR and capital improvements. This will result in a lower MRN funding level for Burnaby in 2013 compared to 2012, but still higher than the funding allocated in 2011.

Having reviewed the current MRN maintenance and capital improvement priorities, staff recommend that the 2013 TransLink funding be fully allocated to OMR.



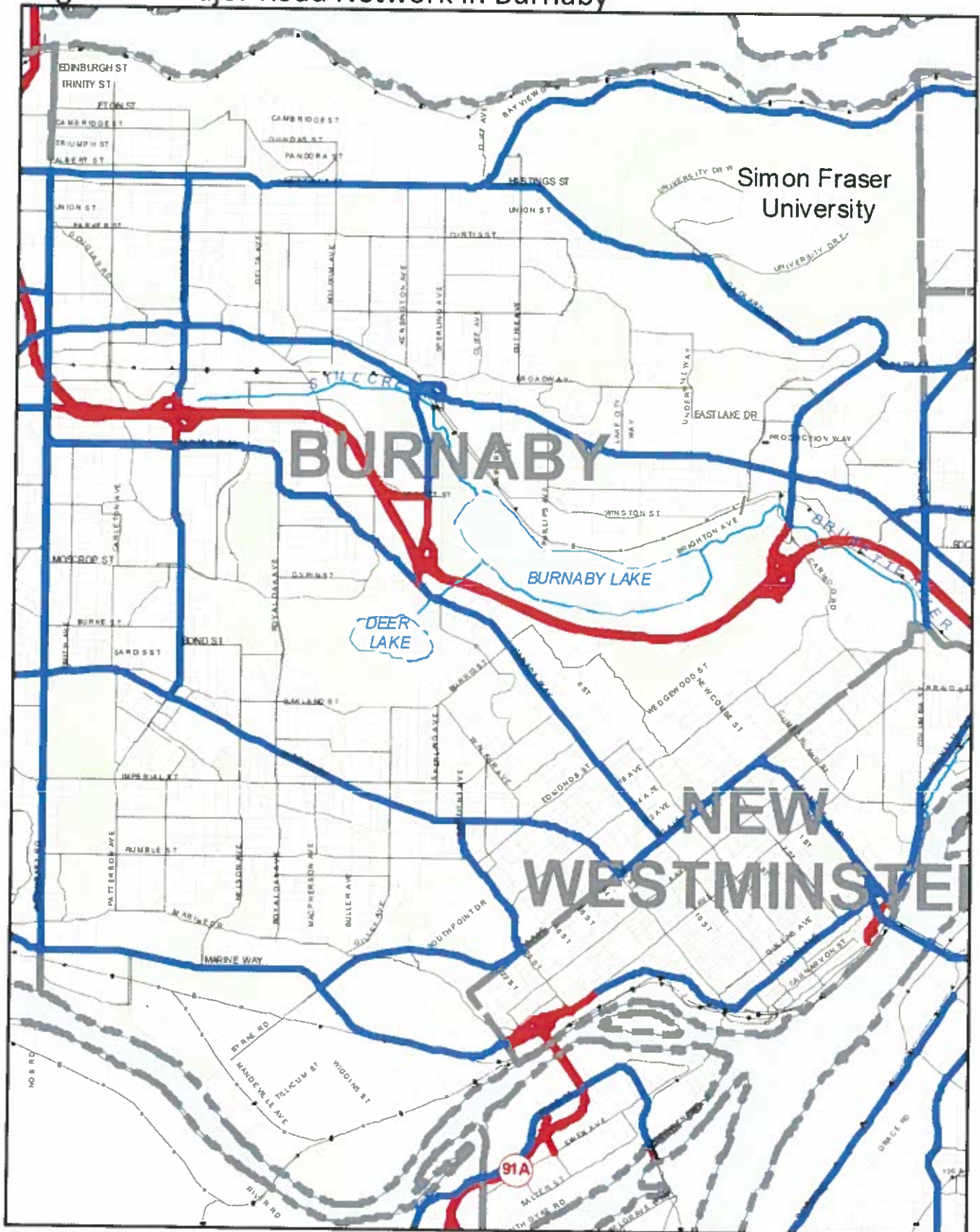
Lambert Chu P. Eng.
DIRECTOR ENGINEERING

DL/br

Attachment

Copied to: City Manager
Director Planning & Building
Director Finance

Figure 1 - Major Road Network in Burnaby



Legend

- Provincial Road
- Major Road Network

