

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** November 4, 2024  
**TO:** Mayor and Council  
**FROM:** Corrine Haer, P. Eng., Manager, Engineering  
**SUBJECT:** 2025 Cost-Share Funding Agreements for Transportation Related Projects

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**RECOMMENDATIONS**

THAT Council receive the corporate report dated November 4, 2024, from the Manager of Engineering, titled “2025 Cost-Share Funding Agreements for Transportation Related Projects;” and

1. That the submission of the Buena Vista – Johnston to Best Bike Path and the Finlay/Columbia Intersection Improvement projects as part of the 2025 TransLink Cost-Share Programs be endorsed;
  2. That the submission of the Buena Vista – Johnston to Best Bike Path project as part of the 2024/2025 BC Active Transportation Infrastructure Grant Program be endorsed;
  3. Confirms that the Buena Vista – Johnston to Best Bike Path project is a municipal priority and is intended to be complete by March 2027;
  4. Confirms that the Buena Vista – Johnston to Best Bike Path funding in the 2024 Consolidated Five-Year Financial Plan is available and supported;
  5. Confirms that the Buena Vista – Johnston to Best Bike Path project is “shovel ready” according to the application form; and
  6. In the grants are successful, authorizes the Director of Engineering and Municipal Operations to execute the funding agreement(s) for the projects identified in this corporate report.
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**EXECUTIVE SUMMARY**

Each year, municipalities are invited to submit road, pedestrian and bicycle-related projects for funding consideration from TransLink’s cost-share funding programs and from the B.C. Active Transportation Infrastructure Grant Program.

This corporate report provides an update to Council on those submissions and seeks Council’s approval to execute any funding agreements that arise from the applications.

**INTRODUCTION/BACKGROUND**

**TransLink Cost-Share Program**

TransLink provides cost-share funding to municipalities for multi-modal infrastructure projects via the following suite of programs:

- Major Road Network and Bike (MRNB) Upgrade Program: Allocated funding for capital improvements to roads that comprise the Major Road Network (MRN) and the construction of bicycle facilities both on and off the MRN.

- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program: Allocated and competitive funding for the construction of bicycle facilities.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Recovery Program: Competitive funding for the construction of bicycle facilities that can be completed within one year.
- Walking Infrastructure to Transit (WITT) Program: Allocated and competitive funding for pedestrian facility upgrades within walking distance of frequent stops, stations, and exchange to promote the seamless integration of walking and cycling with transit.
- Bus Speed and Reliability (BSR) Program: Competitive funding for feasibility studies and capital projects that support improved bus speed reliability.

The call for applications related to the above noted programs commenced on September 16, 2024 with a deadline of October 31, 2024. Staff prepared two applications and submitted them to TransLink by the deadline. These projects are further described below.

The total requested funding for the 2025 submissions to TransLink's cost-share programs is \$291,000 (Table 1). For most projects, the City can receive between 50 to 75 per cent of the estimated project cost from TransLink depending on the type of project and the components of the project that TransLink deems eligible for cost-sharing purposes.

Table 1 – Projects submitted to 2025 TransLink Cost Share Programs

Project	2025 Potential TransLink funding	TransLink program	Estimated Eligible Project Costs	Estimated Per Cent of Project Costs
Buena Vista – Johnston to Best Bike Path	\$235,000 (\$558,000 awarded in 2024)	BICCS allocated MRNB allocated	\$1,320,000	60%
Columbia/Finlay Intersection Improvements	\$56,000	WITT allocated	\$190,000	29%

*Buena Vista – Johnston to Best Bike Path*

Buena Vista – Johnston to Best Bike Path (Appendix A) is a comprehensive initiative that includes the construction of a two-way bike lane along Buena Vista Avenue, stretching from Johnston Road to Best Street, and was approved by Council through the 2024 Financial Plan. This project is also a high priority in the City's Integrated Transportation & Infrastructure Management Plan (ITIMP) and coincides with significant sanitary and drainage improvements in the area.

The project is divided into three key segments:

1. A 200-meter long, two-way protected bike lane between Fir Street and Best Street.
2. A 100-meter long, two-way shared-use bike lane west of Fir Street.
3. A 100-meter long, multi-use pathway east of Johnston Road.

These segments are designed to connect seamlessly, providing continuous two-way cycling access within the larger network of the City. In addition to the construction of the bike path, the project includes associated road and utility upgrades ensuring a comprehensive upgrade to the city's transportation and utility networks.

This project is currently in the conceptual design phase and will require full public engagement before moving forward to detailed design and construction. TransLink requires a portion of

funding to be spent on promotion for walking, cycling, and transit integration, which supports TransLink’s mandate to create “complete” (active transportation and transit-friendly) communities. This is also in alignment with the City’s ITIMP. Staff anticipate, with Council’s support, that this project could proceed to public engagement in 2025, detailed design in 2026 and construction in 2027. This aligns with TransLink’s requirement to construct the project by March 31, 2027.

Staff are seeking Council’s approval to enter into the funding agreements with TransLink for this project.

*Columbia/Finlay Intersection Improvements*

The south side of Columbia Avenue, adjacent to a bus stop, between Finlay Street and Maple Street has no sidewalk. As a result, to access this bus stop, transit users approaching from east or west on Columbia Avenue walk on the road and/or jaywalk. Furthermore, the sidewalk on the north side at the intersection of Columbia Avenue at Finlay Street lacks accessibility, so transit users cannot safely access the bus stop along the south side of the street.

This project is a crucial safety and accessibility initiative with the intention to construct a new sidewalk on the south side of Columbia Avenue between Finlay Street and Maple Street together with standard wheelchair ramps and is proposed to be submitted to the Translink through the WITT allocated program (Appendix B). In addition, the passenger landing pad for the bus stop on the south side of the street will be submitted through the separate Translink TRIPP program in order to provide a safe walking infrastructure and connectivity for transit passengers.

**B.C. Active Transportation Infrastructure Grant Program**

The Province of BC's Active Transportation Infrastructure Grant Program is a cost-share program between the Province and local governments to support the construction of new facilities to make it easier and safer for people to walk, ride or roll using active transportation modes.

The call for applications related to the above-noted program commenced on September 3, 2024 with a deadline of October 31, 2024. Staff prepared the application for the Buena Vista – Johnston to Best Bike Path and submitted it to the Province by the deadline.

The City is eligible for 60 per cent cost-share funding up to a maximum of \$500,000. The application must meet the Province's eligibility requirements of:

- City portion of funding secured
- Design completed or in progress
- Can be constructed within the required timeline of March 2027

Table 2 – Funding for application to the 2024/2025 BC Active Transportation Infrastructure Grant Program

Project	Fund	City Portion	Letter of Credit*	TransLink Funding	Potential BC Active Transportation Funding Grant	Estimated total project costs
Buena Vista –	General	\$330,000		\$793,000	\$197,000	\$1,320,000
	Sanitary	\$3,100	\$323,900	N/A	\$303,000	\$630,000

Johnston to Best Bike Path	Drainage	\$923,327	\$59,633	N/A	N/A	\$983,000
<b>Total</b>		<b>\$1,256,467</b>	<b>\$383,533</b>	<b>\$793,000</b>	<b>\$500,000</b>	<b>\$2,933,000</b>

\* Letter of credit is from the Oxford Heights Development by Oviedo Properties Homes Ltd.

Eligible expenses include any work that is required to build active transportation infrastructure, including moving hydro poles and any underground work that needs to be done before the surface work can be completed. Staff have identified sanitary work for the additional grant funding.

**FINANCIAL IMPLICATIONS**

The Buena Vista – Johnston to Best Bike Path has approved funding in the 2024 Consolidated Financial Plan. The Columbia/Finlay Intersection Improvements will be presented to Council in the 2025 Financial Plan for Council’s consideration.

**COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

Buena Vista – Johnston to Best Bike Path is currently in the design phase and will require full public engagement before moving forward to detailed design and construction.

TransLink requires a portion of funding to be spent on promotion for walking, cycling, and transit integration, which supports TransLink’s mandate to create “complete” (active transportation and transit-friendly) communities. This is also in alignment with the City’s ITIMP. Staff anticipate, with Council’s support, that this project could proceed to public engagement in 2025.

**IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT**

Staff plan to protect existing trees, , thereby enhancing and ensuring the sustainability of the City’s urban forest and recognizing the environmental and esthetic benefits trees provide. Typical city tree management will follow the City’s Tree Protection Bylaw No. 2407.

**ALIGNMENT WITH STRATEGIC PRIORITIES**

This project is in alignment with the Infrastructure Strategic Priority that identifies that the City plan, build and maintain infrastructure to enhance quality of life and civic service delivery while mitigating and adapting to environmental impacts. Specifically, this project ensures future infrastructure resiliency by making decisions through a long-term lens.

**OPTIONS / RISKS / ALTERNATIVES**

The following option is available for Council’s consideration:

1. Not endorse the submissions to the 2025 TransLink Cost-Share Program and to the BC Active Transportation Infrastructure Grant Program. This in turn would limit the City’s ability to fund these projects and will impact the overall project timeline.

**CONCLUSION**

The City has received funding from TransLink through the 2024 cost-share program for the Buena Vista – Johnston to Best Bike Path and is now requesting endorsement of the grant submission to the 2025 TransLink Cost-Share Program and to the 2024/2025 BC Active Transportation Infrastructure Grant Program for the same project. Staff are also requesting endorsement of the submission for the Finlay/Columbia Intersection Improvement project to the 2025 TransLink Cost-Share Programs under the WITT allocated program.

These projects reflect the City’s commitment to improving infrastructure for the safety and well-being of its residents. This work is in alignment with the City’s Integrated Transportation & Infrastructure Management Plan and supports the City Accessibility Committee’s mandate to improve accessibility

Respectfully submitted,



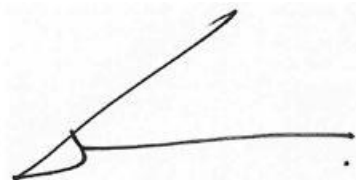
Corrine Haer, P.Eng.  
Manager, Engineering



Jim Gordon, P.Eng.  
Director, Engineering & Municipal Operations

**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer