



PUBLIC MEETING AGENDA

Version: May 24, 2024

May 30, 2024, 9:00AM to 9:55AM

Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via Videoconference (live streamed to the [TransLink YouTube Channel](#))

Chair: Mayor Brad West **Vice-Chair:** Mayor Mike Hurley

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards at the [TransLink's YouTube Channel](#).

9:00AM	1. PRELIMINARY MATTERS	
	1.1. Adoption of agenda	Page 1
	1.2. Approval of Public Meeting Minutes (April 25, 2024)	2
9:05AM	2. PUBLIC DELEGATES	6
9:25AM	3. REPORT OF THE CHAIR	ORAL
9:35AM	4. REPORT OF THE PLANNING & PRIORITIES COMMITTEE	
	4.1. Local Government Funding Program Utilization.....	7
9:55AM	5. OTHER BUSINESS	
	5.1. Next Meeting – June 27, 2024 at 9AM (Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC and via videoconference)	
9:55AM	6. ADJOURN to closed session	

Note that Mayors' Council members may participate in-person or via Zoom videoconferencing. Zoom connection information sent separately via e-mail. Members of the public are welcome to observe via the live stream on the [TransLink's YouTube Channel](#) or in-person. Public Delegates will be required to appear in person in order to present to the Mayors' Council at this meeting.

MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION DRAFT PUBLIC MEETING MINUTES

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held April 25, 2024, at 10:20 a.m. in the Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC, and via videoconference.

PRESENT:

Mayor Brad West, Port Coquitlam, Chair
Mayor Mike Hurley, Burnaby, Vice-Chair
Councillor Brent Asmundson, Coquitlam (alternate)
Mayor Ken Berry, Lions Bay
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Tracey Elke, Pitt Meadows (alternate)
Mayor Patrick Johnstone, New Westminster
Councillor Sarah Kirby-Yung, Vancouver (alternate)
Councillor Dylan Kruger, Delta
Mayor Megan Knight, White Rock
Mayor Meghan Lahti, Port Moody
Mayor Andrew Leonard, Bowen Island
Mayor Mike Little, North Vancouver District
Mayor Brenda Locke, Surrey
Director Jen McCutcheon, Electoral Area A
Mayor John McEwen, Anmore
Mayor Nathan Pachal, Langley City
Mayor Jamie Ross, Belcarra
Mayor Dan Ruimy, Maple Ridge
Mayor Mark Sager, West Vancouver
Mayor Eric Woodward, Langley Township

REGRETS:

Chief Laura Cassidy, Tsawwassen First Nation

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Matt Craig, Director, System Planning, TransLink
Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink

PREPARATION OF MINUTES:

Carol Lee, Mosaic Writing Group

CALL TO ORDER

Chair Brad West declared that a quorum was present and called the meeting to order at 9:36 a.m.

1. PRELIMINARY MATTERS

1.1. Adoption of the Agenda

Draft agenda for the April 25, 2024 Public Meeting of the Mayors' Council on Regional Transportation, version dated April 19, 2024, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the April 25, 2024 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2. Approval of Public Meeting Minutes (November 23, 2023)

Draft minutes of the November 23, 2023 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the minutes of the November 23, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2. Approval of Public Meeting Minutes (February 29, 2024)

Draft minutes of the February 29, 2024 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the minutes of the February 29, 2024 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. PUBLIC DELEGATIONS

Report titled "ITEM 2 – Public Delegate Presentations", dated April 8, 2024, was provided with the agenda material.

2.1. Morgan Nicholsfigueiredo

M. Nicholsfigueiredo expressed opposition to the alternate bus rapid transit (BRT) route to connect the North Shore with Metrotown proposed by the City of Burnaby.

2.2. Arden English

This delegation was not present.

2.3. Nathan Davidowicz

N. Davidowicz recommended that TransLink focus on improving bus speed and reliability on the trolley bus fleet routes.

2.4. Michael Hall

M. Hall urged the Mayors' Council to approve the staff recommendation in Item 4.2 to invest in high-delay corridors to reduce bus delays.

3. REPORT OF THE CHAIR

The Chair advised that there were no items of significance to report.

4. REPORT OF THE PLANNING AND PRIORITIES COMMITTEE

4.1. Bus Speed and Reliability Report: Bus Priority Vision

Report re “ITEM 4.1 – Bus Speed and Reliability Report: Bus Priority Vision”, dated April 18, 2024, was provided with the agenda material.

Matt Craig, Director, System Planning, TransLink, reviewed the presentation titled “2023 Bus Speed & Reliability Report – Bus Priority Vision” that was provided with the agenda material and highlighted:

- The purpose and importance of improving bus speed and reliability by prioritizing bus travel
- Methodology to develop the Bus Priority Vision
- Implementation of the Bus Priority Vision requires the support of municipal Councils and staff.

Discussion ensued on:

- The need for the coordination of bus priority signalization across the region
- Suggestion to remind the public of the legislative requirement to yield to buses
- Whether there is an opportunity to shift bus routes away from goods movement and active transportation routes in small, concentrated municipalities.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation receive this report.

CARRIED

4.2. Bus Speed and Reliability Program: Investing in High-Delay Corridors

Report re “ITEM 4.2 – Bus Speed & Reliability Program: Investing in High-Delay Corridors”, dated April 18, 2024, was provided with the agenda material.

M. Craig reviewed the presentation titled “Bus Speed & Reliability Program: Investing in High Delay Corridors” that was provided with the agenda material and highlighted:

- Context of the bus delay issue
- Five corridors in the region have been identified for the implementation of bus speed and reliability improvements
- Next steps.

Discussion ensued on:

- Confirmation that there is funding available to assist municipalities to address specific areas where bus delays occur regularly
- Suggestion that, to achieve a regional approach, staff identify heavily congested corridors outside of Vancouver and Burnaby where bus reliability must be addressed.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation receive this report.

CARRIED

5. OTHER BUSINESS

5.1. Next Meeting

The next Public Meeting of the Mayors' Council will be held on May 30, 2024 in the Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC, and via videoconference.

5. ADJOURNMENT

There being no further business, the April 25, 2024 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 10:11 a.m.

Certified Correct:

Mayor Brad West, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation
FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat
DATE: May 21, 2024
SUBJECT: **ITEM 2 – Public Delegate Presentations**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

To introduce the objectives and process for hearing from public delegates.

BACKGROUND:

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to mayorscouncil@translink.ca.

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

DISCUSSION:

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).

TO: Mayor's Council on Regional Transportation

FROM: Shezana Hassko, Acting VP Engineering
Sarah Ross, VP Transportation Planning and Policy

DATE: May 21, 2024

SUBJECT: Local Government Funding Programs Report

PROPOSED RESOLUTION:

That the Mayor's Council receives this report.

PURPOSE:

The purpose of the 2024 Local Government Funding Programs Report is to ensure transparency into TransLink's Local Government Funding Programs and increase regional participation in the Programs.

BACKGROUND:

As Metro Vancouver's regional transportation authority, TransLink supports the acquisition, construction, and maintenance of walkways, bikeways, major roads, and bridges by investing in local infrastructure projects through the Local Government Funding Programs.

The Local Government Funding Programs have been a part of TransLink's multimodal mandate since our formation. The current Programs were initiated in 2017 and refined over the course of the following years to advance goals and objectives from the 2013 Regional Transportation Strategy and Mayors' Council 10-Year Vision for Transit and Transportation that was developed in 2014. The program funding envelope is determined through Investment Plans, and eligible projects are developed through an annual process with local partners. The program scope includes walkways, bikeways, bus speed and reliability, roadway safety and reliability, roadway structures, seismic retrofitting, and pavement rehabilitation.

DISCUSSION:

The attached 2024 Local Government Funding Programs Report provides an overview of the different funding programs, presents information on funds that were made available to our local government partners, identifies how those funds were utilized to help advance regional transportation objectives, and highlights a variety of funded projects.

High demand for regional investment in transportation

In 2024, \$144M was made available to local government partners, which supported 104 projects across the region as well as ongoing maintenance of major roads. Of this funding, \$106.7M was available on an allocated basis (meaning the amount per jurisdiction is based on the regional share of population and employment or the share of MRN lane-kilometres in a given jurisdiction) and \$34.2M was

available on a competitive basis (meaning funding is awarded based on a competitive application process, with limits to the number and requested amount per local government).

Since 2017, demand for competitive funds has consistently exceeded what was available, signaling a regional need for continued and increased investment in regional transportation infrastructure. Allocated funding has not always been fully utilized, and TransLink has worked with local government partners to evolve the programs over the years to make sure they can take full advantage of regional funding. Where allocated funding isn't fully subscribed, it is re-allocated into the competitive program.

Following the approval of the 2024 Investment Plan on April 25, 2024, current funding levels for the Local Government Funding Programs will be extended for one more year to cover the 2025 Program Year. After 2025, the 2024 Investment Plan does not include any funding for the programs. TransLink continues to work with the Board of Directors and the Mayors' Council, as well as senior levels of government to secure a new sustainable funding model.

Upcoming program review and delivering on the Access for Everyone Plan

TransLink staff are initiating a significant program review to ensure the Local Government Funding Programs are aligned with and support our regional goals and objectives. Refinements to the funding programs can help advance the recently finalized regional Bus Priority Vision and the under-development Major Bikeway Network and Urban Centre Bikeways Action Plan. TransLink will work with the Mayors' Council and local government staff to improve the programs' efficacy and impact, and to make sure they are set up to help deliver the Access for Everyone Plan.

ATTACHMENTS:

Attachment 1 - Local Government Funding Programs Report: April 2024

Local Government Funding Programs Report

Sarah Ross, VP, Transportation Planning & Policy
Shezana Hassko, VP, Engineering

May 30, 2024

11/72



The purpose of this Local Government Funding Programs Report is to:



**Ensure
transparency into
how these
programs are
administered**



**Encourage
regional
participation in
these programs**

Detail is provided regarding the 2024 Program Year, as well as a summary of past program experience with the 2017-2023 Program Years.

People-First Streets

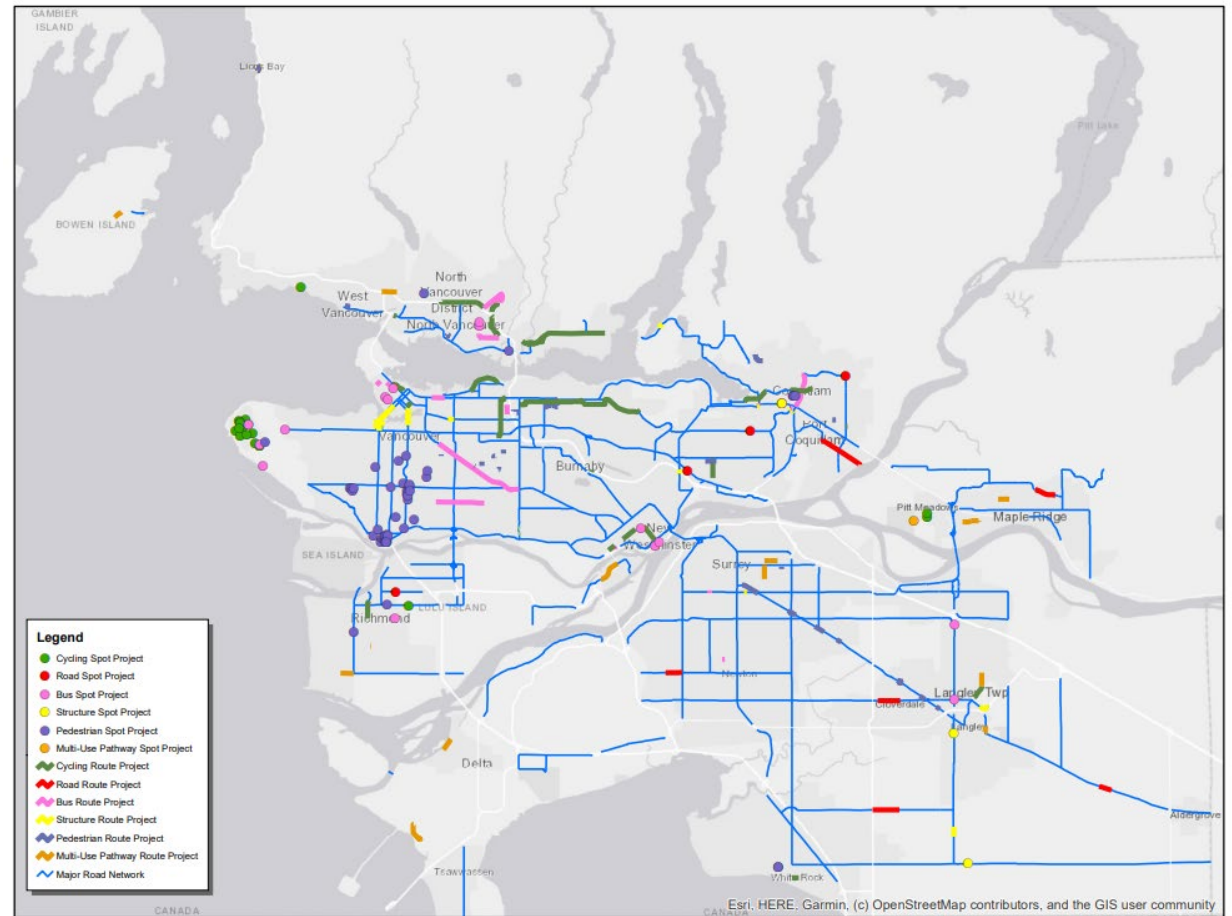
- Walking – Walking Infrastructure to Transit (WITT)
- Cycling – Bicycle Infrastructure Capital Cost Share (BICCS)
- Transit – Bus Speed and Reliability (BSR)
- Roads – Major Road Network Structures (MRN Structures)
- Roads – Major Road Network Operations, Maintenance and Rehabilitation (MRN OMR)
- Cycling/Walking/Roads – Major Road Network and Bicycle (MRNB)



2024: High demand for regional investment in transportation

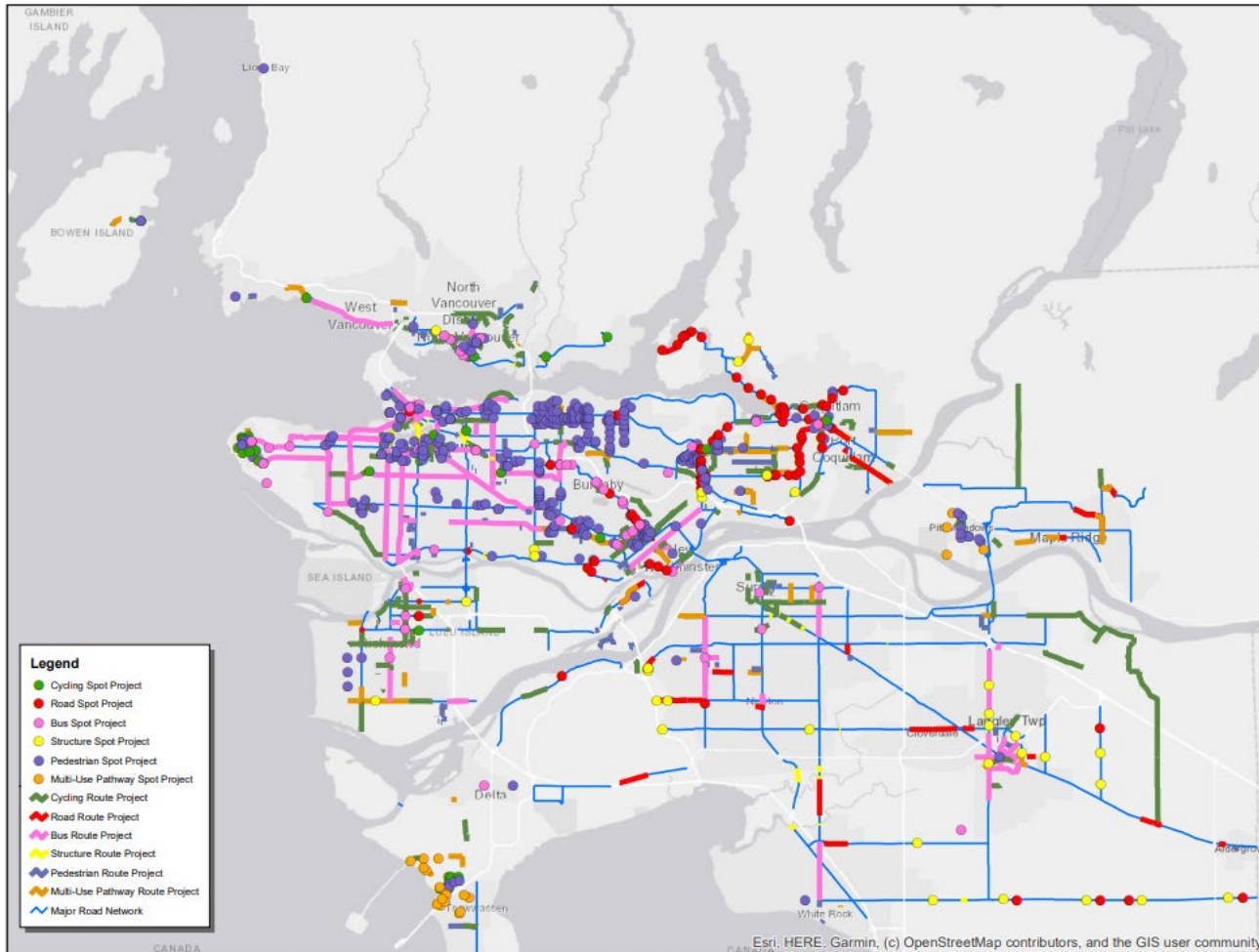
In 2024, \$144M was made available to local government partners, which supported 104 projects across the region as well as ongoing maintenance of major roads.

Of this funding, \$106.7M was available on an allocated basis and \$34.2M was available on a competitive basis.



Map showing locations of funded projects (2024 Program Year)

Since 2017, these programs have been in high demand



Since 2017, demand for competitive funds has consistently exceeded what was available

Regional need for continued and increased investment in regional transportation infrastructure has grown.

From 2017-2024, we have committed \$884M towards 733 projects across the region.

15/72 Map showing locations of funded projects (2017-2023 Program Years)



Delivering on the Access for Everyone Plan

Following the approval of the 2024 Investment Plan, the Local Government Funding Programs will be extended for one more year. There is no additional funding after 2025.

TransLink staff are initiating a significant program review with local governments to ensure the Local Government Funding Programs support our regional goals and objectives, such as the regional Bus Priority Vision and the under-development Major Bikeway Network and Urban Centre Bikeways Action Plan.





Local Government Funding Programs Report | April 2024

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Purpose of this report

This report has been prepared to ensure transparency about TransLink’s Local Government Funding Programs, with the goal of increasing program participation from local governments across the region. This report provides an overview of the different funding programs, presents information on funds that were made available to our local government partners, and identifies how those funds were utilized to help advance regional transportation objectives. Detail is provided regarding the 2024 Program Year, as well as a summary of past program experience with the 2017-2023 Program Years.

A Message from the CEO of TransLink

A robust transportation system is about more than just offering good transit options. It's about quality infrastructure that benefits all road users, including drivers, cyclists, pedestrians and, of course, public transit users. That's why TransLink invests in our Local Government Funding Programs to truly connect our region, support safe and affordable travel options, and provide access for everyone.

This year, we're contributing to 63 walking, cycling, and multi-use path projects across the region, as well as 69 roads, structures, and bus speed and reliability upgrades. We're also supporting maintenance and pavement rehabilitation for the 2,700 lane-kilometers of the Major Road Network that TransLink oversees.

These investments will help keep Metro Vancouver moving, which is central to addressing some of our region's most pressing issues and serves as a catalyst for connected communities, affordable housing, and a thriving economy.

But right now, the future of this program is in jeopardy. With a looming fiscal cliff, program funding runs out after 2025 which will mean significant cuts to programs and services. This is a reality none of us wants to see.

We are unwavering in our resolve to develop a new funding model alongside the Mayors' Council and senior governments to advance the Access for Everyone plan and enable transportation investments that support our growing communities for years to come, including through the Local Government Funding Programs.



Kevin Quinn
CEO, TransLink

Introduction

As Metro Vancouver’s regional transportation authority, TransLink plans, funds, operates, and manages a regional transportation system that moves people and goods, and supports the regional growth strategy, provincial and regional environmental and emission reduction objectives, and economic development of the transportation service region. This means, in addition to operating transit services, we also play an important role in acquiring, constructing, maintaining, and investing in the infrastructure required to support the regional transportation system including walkways, bikeways, major roads, and bridges.

Transport 2050 and the Access for Everyone Plan envision a future for this region where most trips are made by walking, cycling, or transit. To get there, we must work with local governments, the province, and other agency partners to secure a more sustainable future where:

- Walking and cycling are the most convenient choice for shorter trips,
- Transit is more reliable and the most convenient choice for longer trips, and
- All travel is safer, with a special focus on the safety of people walking and cycling.

Local Government Funding Programs

One of the ways TransLink supports the movement of people across the region is by investing in local infrastructure projects that improve walking, cycling, and transit and make all travel safer. These investments are made through the Local Government Funding Programs, which include:

- Walking – Walking Infrastructure to Transit (WITT)
- Cycling – Bicycle Infrastructure Capital Cost Share (BICCS)
- Transit – Bus Speed and Reliability (BSR)
- Roads – Major Road Network Structures (MRN Structures)
- Roads – Major Road Network Operations, Maintenance and Rehabilitation (MRN OMR)
- Cycling/Walking/Roads – Major Road Network and Bicycle (MRNB)

Two approaches to funding: Allocated and Competitive

Funding is provided to local projects that contribute to regional transportation networks or serve a regional purpose, as opposed to a purely local purpose, and all projects are evaluated on a performance basis to ensure they are advancing regional objectives outlined in Transport 2050. Some of the funding provided through these programs is *Allocated*, meaning the amount per jurisdiction is based on the regional share of population and employment or the share of MRN lane-kilometres in a given jurisdiction, while other portions of the funding are *Competitive*, meaning funding is awarded based on a competitive application process. And because some projects provide improvements for multiple modes of transportation (e.g., a single road project might make walking *and* cycling safer), some projects utilize funds from multiple programs. The two approaches are intended to balance regional interests in geographic equity with strict performance-based investment.

A robust regional transportation system includes good walking, cycling, transit, and road infrastructure that keeps people moving. It’s also central to addressing some of our region’s most pressing issues and serves as a catalyst for affordable housing and a thriving economy. By working with local governments to invest in critical infrastructures projects, TransLink is improving regional safety, affordability, equity, and access, advancing both Transport 2050 and regional goals.

More detail on TransLink's Local Government Funding Programs

WITT Funding

The Walking Infrastructure to Transit (WITT) program funds local government projects that provide new or improved pedestrian infrastructure (e.g., sidewalks) to enhance safety, connectivity, pedestrian experience, and accessibility to transit – including bus stops, transit exchanges, and rapid transit stations. Two-thirds of annual funding is allocated based on a local government's share of regional population and employment; and one-third of funding is distributed through a competitive process. Regional funds cover up to 50%-75% of the cost for eligible projects.

BICCS Funding

The Bicycle Infrastructure Capital Cost Share (BICCS) program funds local government bikeway projects that improve the safety, comfort, and connectivity of regionally significant bikeways and cycling infrastructure. Two-thirds of annual funding is allocated based on a local government's share of regional population and employment; and one-third of funding is distributed through a competitive process. Regional funding covers up to 50% of the cost for eligible bikeway projects, up to 75% of costs for projects that contribute to an Urban Centre bikeway network or the Major Bikeway Network (MBN), and up to 100% of costs for Urban Centre or MBN bikeway projects that can be implemented quickly (through what's known as the BICCS Rapid Implementation stream). Cycling infrastructure can also receive funding through the MRNB program described below.

BSR Funding

The Bus Speed and Reliability (BSR) funding program aims to invest in the development and delivery of infrastructure projects that enhance bus speed and reliability in Metro Vancouver in partnership with local governments. Projects are primarily delivered by local governments on roadways within their jurisdiction. Regional funding covers up to 50-100% of total eligible project costs for capital projects, including project development work.

MRNB Funding

The Major Road Network and Bicycle (MRNB) funding program aims to improve the capacity, efficiency, and safety of the MRN as well as to improve the safety, comfort, and connectivity of bicycle facilities in the region. Eligible projects include upgrades on MRN road infrastructure and bicycle facilities (located on or off the MRN). Funding is allocated annually, based on the regional population and employment growth expected for each local government that has portions of the MRN under their jurisdiction. Regional funding covers up to 50-75% of eligible project costs.

MRN Structures Funding

The MRN Structures program provides funding to address the replacement, rehabilitation, and seismic upgrade needs of structures (e.g., overpass bridges, retaining walls, large culverts) to keep the MRN in a state of good repair. Local governments can apply for MRN Structures Funding, which is distributed to shortlisted projects evaluated through a risk-based competitive process. The funding framework for the program was developed in collaboration with local governments and regional funding can cover up to 75% of eligible project costs.

MRN OMR Funding

The MRN Operations, Maintenance and Rehabilitation (OMR) funding is provided to local governments annually towards operations, maintenance and rehabilitation of the MRN (as per our legislative requirements). The Program provides funding using formulas based on the lane-kilometre cost to maintain the MRN in a state of good repair. To provide local governments flexibility in managing the funds, each local government has the option to transfer MRN Operations & Maintenance (O&M) funding (from TransLink's operations budget) to R Funding according to their needs per the program guidelines. The O&M funding is paid to local governments quarterly whereas R funding is paid bi-annually.

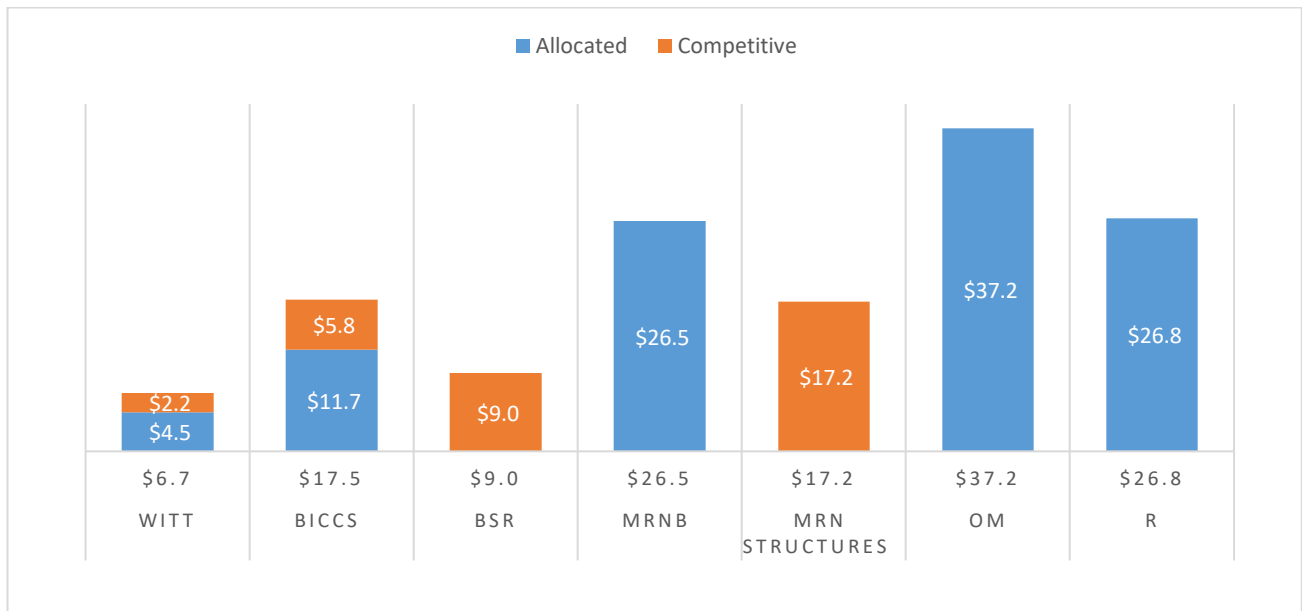
More information on the above funding programs can be found in the program guideline documents on TransLink's website: <https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement>

2024 Program Year

Overview of funding for the 2024 Program Year

Funding levels for the Local Government Funding Programs are identified in TransLink’s 10-Year Investment Plan ([link](#)). The funding amounts included in the 2022 Investment Plan for the 2024 Program Year are shown below in Figure 1.

Figure 1: Available 2024 Allocated and Competitive funding (\$millions)



For the 2024 Program Year, there was approximately \$140.9M in regional funding available to local government partners through the Local Government Funding Programs. Of this funding, \$106.7M was available on an *allocated* basis and \$34.2M was available on a *competitive* basis.

Any *allocated* funds that are not applied for by a local government cannot be carried over from one year to the next, and, therefore, will end up getting distributed to projects seeking *competitive* funding to ensure regional funds are being put to good use to advance regional transportation objectives in a timely way. For the 2024 Program Year, approximately 99% of *allocated* funds available to local government partners were applied for, with the remaining 1% of unclaimed *allocated* funds being used to fund local government projects seeking *competitive* funding.

2024 allocated funding 99% utilized, with remaining used to fund Competitive projects

For the 2024 Program Year, there was approximately \$42.7M in *allocated* regional funding available to local government partners through the WITT, BICCS, and MRNB funding programs, and TransLink received the applications for the amounts shown in Table 1.

Table 1: Utilization of Allocated funding (2024 Program Year)

Jurisdiction	WITT		BICCS		MRNB		Difference*
	Funding Available	Local Gov. Application	Funding Available	Local Gov. Application	Funding Available	Local Gov. Application	
Anmore	\$52,000	-	\$64,000	-	\$91,000	-	\$207,000
Belcarra	\$52,000	\$52,000	\$64,000	\$64,000	\$91,000	\$91,000	-
Bowen Island	\$52,000	\$52,000	\$64,000	\$64,000	\$91,000	\$91,000	-
Burnaby	\$427,000	\$427,000	\$1,164,000	\$1,164,000	\$3,278,000	\$3,278,000	-
Coquitlam	\$213,000	\$213,000	\$579,000	\$579,000	\$2,098,000	\$2,098,000	-
Delta	\$174,000	\$174,000	\$473,000	\$473,000	\$910,000	\$910,000	-
Electoral Area A	\$52,000	\$52,000	\$115,000	\$112,000	n/a	n/a	\$3,000
Langley City	\$52,000	\$52,000	\$135,000	\$135,000	\$395,000	\$395,000	-
Langley Township	\$196,000	\$196,000	\$533,000	\$533,000	\$2,098,000	\$2,098,000	-
Lions Bay	\$52,000	\$52,000	\$64,000	\$64,000	n/a	n/a	-
Maple Ridge	\$119,000	\$119,000	\$325,000	\$325,000	\$1,180,000	\$1,180,000	-
New Westminster	\$113,000	\$113,000	\$307,000	\$307,000	\$1,096,000	\$1,096,000	-
North Vancouver City	\$98,000	\$98,000	\$267,000	\$267,000	\$539,000	\$539,000	-
North Vancouver District	\$131,000	\$131,000	\$357,000	\$357,000	\$745,000	\$745,000	-
Pitt Meadows	\$52,000	-	\$75,000	\$46,452	\$238,000	\$60,966	\$257,582
Port Coquitlam	\$92,000	\$92,000	\$250,000	\$250,000	\$755,000	\$755,000	-
Port Moody	\$52,000	\$52,000	\$132,000	\$132,000	\$327,000	\$327,000	-
Richmond	\$373,000	\$373,000	\$1,017,000	\$1,017,000	\$2,098,000	\$2,098,000	-
Surrey	\$780,000	\$780,000	\$2,126,000	\$2,126,000	\$6,556,000	\$6,556,000	-
Vancouver	\$1,192,000	\$1,192,000	\$3,246,000	\$3,246,000	\$3,278,000	\$3,278,000	-
West Vancouver	\$72,000	\$72,000	\$196,000	\$194,500	\$511,000	\$511,000	\$1,500
White Rock	\$52,000	\$52,000	\$83,000	\$83,000	\$125,000	\$125,000	-
Tsawwassen First Nation	\$52,000	\$52,000	\$64,000	\$64,000	n/a	n/a	-
Total	\$4,500,000	\$4,396,000	\$11,700,000	\$11,602,952	\$26,500,000	\$26,231,966	\$469,082*

* This is the difference between funding available and applications received for *allocated* funding for each local government, with any funding that was not applied for being redistributed to fund local government projects seeking *competitive* funding.

Supporting participation by local governments with smaller populations

Recognizing the diversity of local governments that TransLink seeks to partner with and support on advancing regional transportation objectives, special attention has been paid to understand and accommodate the needs of some of the local governments with smaller populations, limited staff capacity, and limited budgets.

One key accommodation provided for local governments with populations of less than 15,000 people, is that regional funding is allowed to be used to cover up to 75% of the cost for any approved project that meets the basic eligibility criteria for the WITT, BICCS or MRNB funding programs. With funded projects needing to be completed within a four-year period, this means that there is an opportunity for smaller local governments to apply their annual Allocated funding amounts for several years toward a bigger project to achieve a regional cost-share of up to 75%.

Allocated funding for WITT, BICCS, and MRNB is assigned to local governments based on population and employment size. Smaller local governments are allocated a minimum funding level that exceeds what the regional formula would provide.

Another aide for smaller local governments is the offer of TransLink staff time to help them with identifying suitable projects and assistance with developing those project ideas into applications for Local Government Funding Program or other grant funding.

Competitive funding oversubscribed, signaling regional demand for further investment

For the 2024 Program Year, there was approximately \$37.2M in *Competitive* regional funding made available to local government partners through the WITT, BICCS, BSR, and MRN Structures funding programs. Competitive funds awarded by TransLink are shown in Table 2.

Despite limits to the number of competitive applications that can be submitted and limits to the funding amounts that can be requested per project, demand for competitive funding exceeded what was available for WITT, BICCS, and BSR program funding, which signals the regional need for continued and increased investment in transportation infrastructure.

Table 2: Competitive funding award (2024 Program Year)

Jurisdiction	WITT Competitive	BICCS Competitive	BICCS Rapid Implementation	BSR	MRN Structures
Anmore	-	-	-	-	-
Belcarra	-	-	-	-	\$65,000
Bowen Island	-	-	-	-	-
Burnaby	\$400,000	\$600,000	-	\$0	-
Coquitlam	\$218,361	\$550,000	-	\$980,283	\$1,470,440
Delta	-	\$581,412	-	-	-
Electoral Area A	\$167,525	-	-	\$704,700	-
Langley City	-	\$600,000	-	-	\$585,000
Langley Township	\$400,000	\$600,000	\$1,000,000	\$105,000	\$1,481,233
Lions Bay	-	-	-	-	-
Maple Ridge	-	-	-	-	-
New Westminster	-	\$400,000	\$430,000	\$175,500	-
North Vancouver City	\$230,000	\$600,000	-	\$1,022,750	-
North Vancouver District	\$125,000	-	\$985,000	\$200,000	-
Pitt Meadows	-	-	-	-	-
Port Coquitlam	\$270,000	-	-	-	-
Port Moody	-	\$600,000	-	\$45,000	\$2,050,000
Richmond	-	-	-	\$150,000	-
Surrey	-	\$0	-	\$2,061,000	\$400,000
Vancouver	\$800,000	\$600,000	-	\$3,085,700	\$11,055,000
West Vancouver	\$73,000	-	-	-	-
White Rock	\$0	\$350,000	-	-	-
Tsawwassen First Nation	\$400,000	\$600,000	-	-	-
Total	\$3,083,886	\$6,081,412	\$2,415,000	\$8,529,933	\$17,106,673

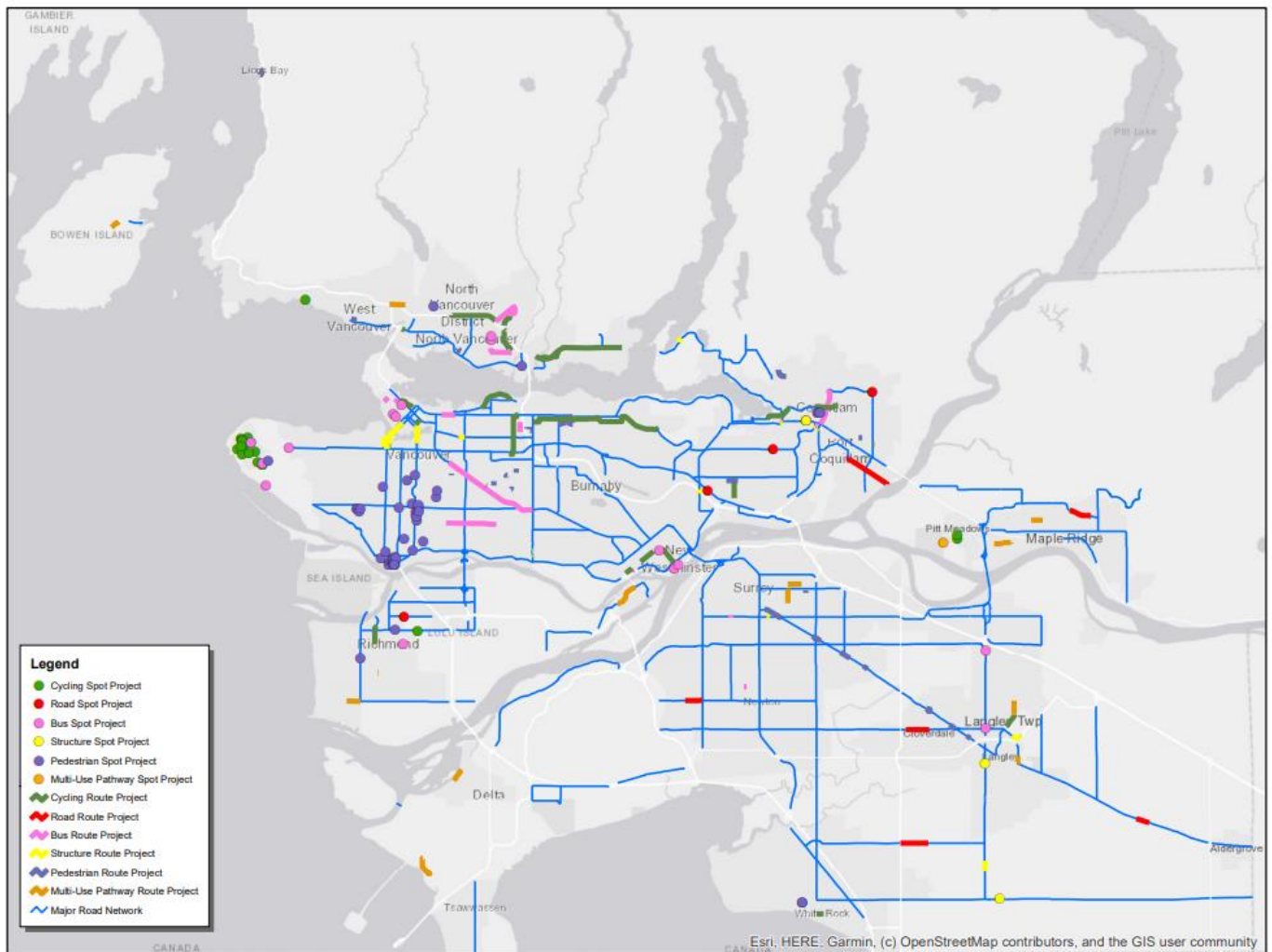
Note: In the table above, "\$0" indicates that an application for Competitive funding was made but not successful, "-" indicates that no Competitive applications were submitted.

104 projects across the region funded through the 2024 Program Year

For the 2024 Program Year, TransLink has committed funds totaling \$144M¹ towards these Local Government Funding Programs including 104 projects which were approved for funding. Projects that were awarded funding were confirmed in March 2024 and communicated to local governments in April 2024, including the issuance of TransLink-signed funding agreements. Funded projects include:

- 21 walkway projects
- 24 bikeway projects
- 18 bus speed and reliability projects
- 15 Multi-Use Pathway
- 8 roadway safety and capacity projects
- 18 roadway structure replacement, rehabilitation, and seismic retrofit projects on the MRN
- Annual operations, maintenance, and rehabilitation for 675km (2,700 lane-kms) of MRN

Figure 2: Map showing locations of funded projects (2024 Program Year)



¹ Includes redistributed funds from previous program years per TransLink’s Local Government Funding Program Reinvestment Policy

Featured projects from the 2024 Program Year

The local government projects featured in this section were awarded funding for the 2024 Program Year and represent a diversity of projects from across the different funding programs and across a variety of local government jurisdictions, all of which are helping to advance regional goals.

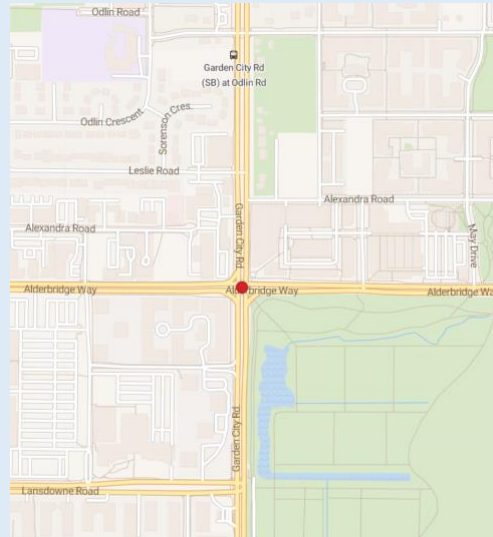
Safety Improvements at Alderbridge Way and Garden City Road

City of Richmond

Funding Program: WITT, MRNB

TransLink Contribution: \$825,000

Description: This project aims to improve safety for people walking, cycling, and driving at the intersection of Alderbridge Way and Garden City Rd, by removing channelized right-turn islands at the northwest, southwest, and southeast corners, replacing them with standard curbs with reduced curb radii. Associated works will include signal relocation, crosswalk modifications, concrete sidewalk/curb and gutter works, landscape restorations and signage and pavement marking modifications. Additional works at the location include bus stop and cycling protection improvements along Garden City Rd, such as installation of concrete curbs to properly separate cycling lanes in areas of high traffic conflict.



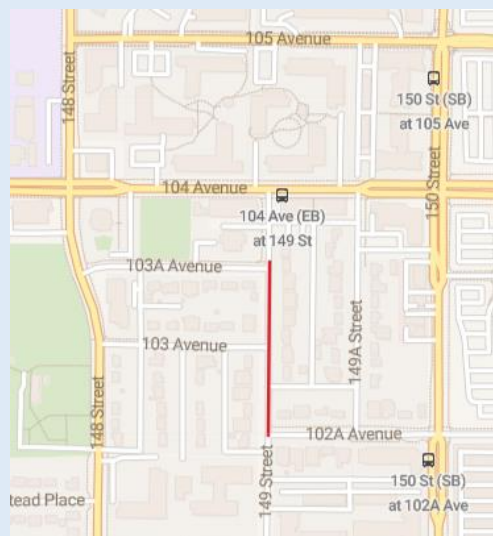
Sidewalk Connection to RapidBus on 104 Avenue

City of Surrey

Funding Program: WITT

TransLink Contribution: \$200,000

Description: This project will provide a critical missing link in Surrey's sidewalk network, where currently only a gravel shoulder exists between 102A Ave and 103A Ave. This two-block gap in the sidewalk network means that residents wishing to access the R1 RapidBus on 104 Ave are forced to navigate around parked vehicles which often occupy the gravel shoulder. This project aims to construct 1.5m sidewalks with curb extensions to separate people walking from motor vehicles. This will not only remove a major hurdle for those with mobility issues but will also provide a safer and more comfortable experience for everyone.



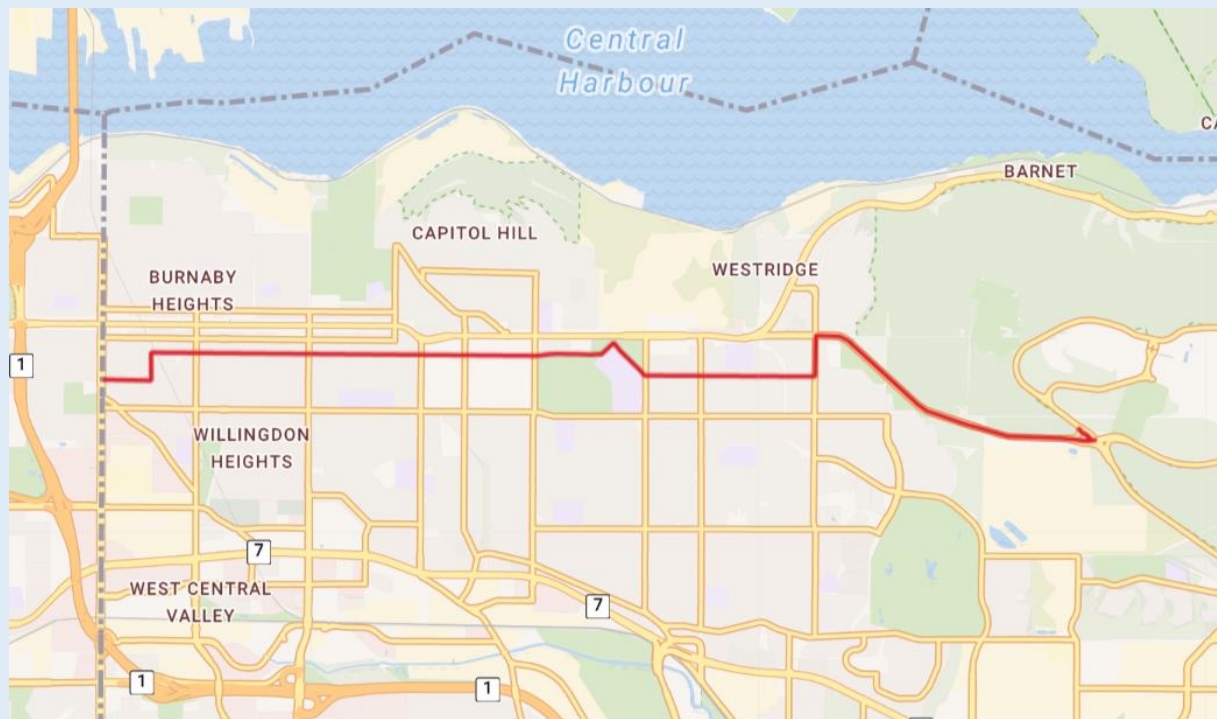
Vancouver to SFU Cycling Connection

City of Burnaby

Funding Programs: BICCS, MRNB

TransLink Contribution: \$1.9M

Description: This approximately 8km-long project will connect the Union-Adanac Bikeway in Vancouver with Simon Fraser University (SFU) via the Union-Frances Bikeway and the Burnaby Mountain Pkwy. Once complete, it will provide a bikeway connection that will help link Downtown Vancouver with the SFU Burnaby Campus and serve the communities in between. This route is part of TransLink's Transport 2050 Major Bikeway Network, part of Metro Vancouver's 2050 Regional Greenways Network, and part of the City's Priority Cycle Network.



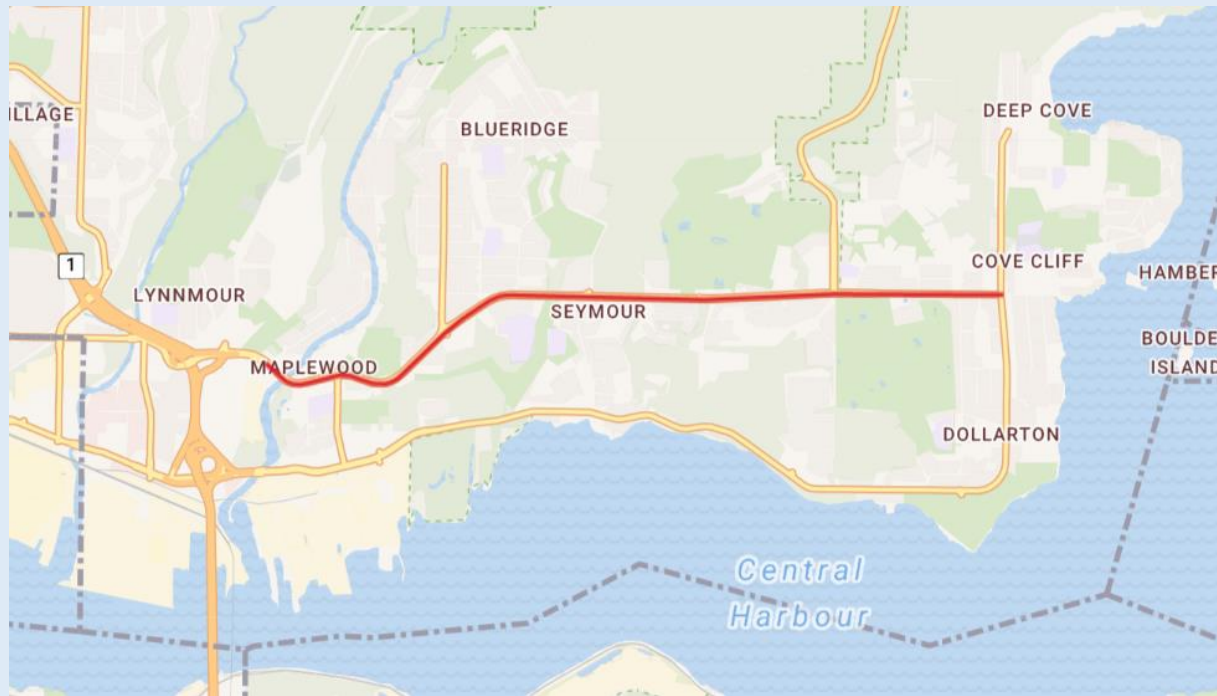
Mount Seymour Parkway Active Transportation Rapid Implementation

District of North Vancouver

Funding Program: BICCS (Rapid Implementation)

TransLink Contribution: \$985,000

Description: This is a rapid implementation active transportation project on Mount Seymour Pkwy, which is designated as part of the region's Major Bikeway Network in Transport 2050. The project aims to improve the safety and comfort of the cycling connection between the existing multi-use pathways west of Seymour Blvd and Mount Seymour Rd. Mount Seymour Pkwy is a major arterial road directly connecting Maplewood to Deep Cove. Currently, the road features two through-vehicle lanes and a painted bicycle lane in each direction, but with fast travelling vehicles, cyclists often report feeling uncomfortable using the current bike lane due to the lack of physical separation from vehicles. The proposal narrows the travel lanes to create space to add protection for approximately 4km of bike lanes. It will include low-height concrete barriers where feasible, or flexible delineator posts. This approach should also have the benefit of reducing motor vehicle travel speeds to improve the overall safety of the corridor.



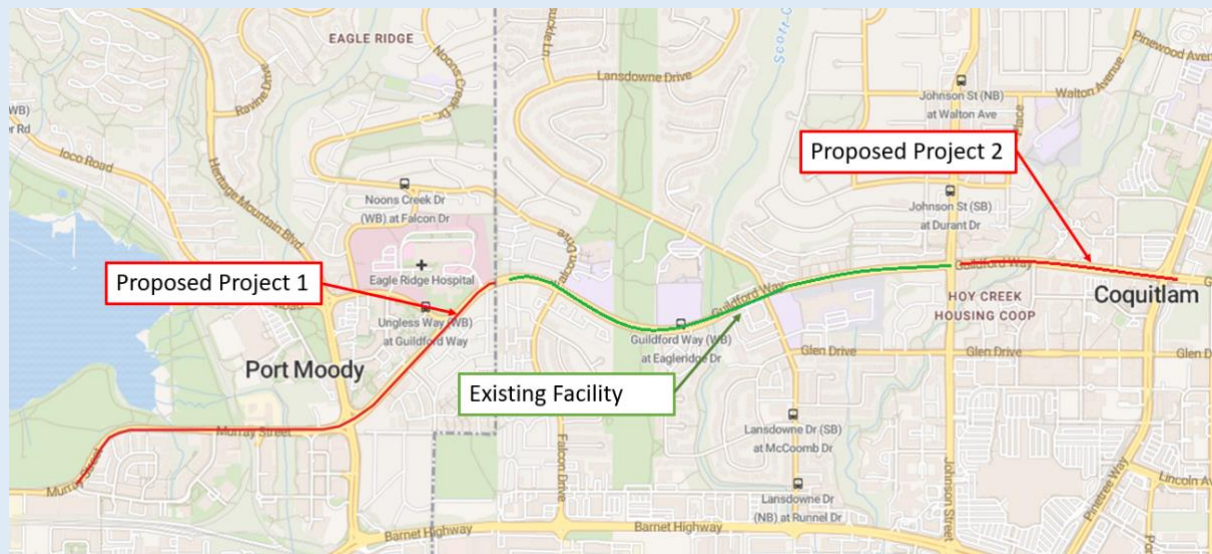
Guildford Way and Murray Street Protected Bikeways

City of Port Moody & City of Coquitlam

Funding Programs: BICCS, MRNB

TransLink Contribution: \$2,688,000

Description: The improvements on Guildford Way consist of two separate projects funded in 2024. The first project was proposed by the City of Port Moody and originates on Murray St from Klahanie Dr and extends onto Guildford Way, terminating at the city border near Falcon Dr. The facility will tie-in to an existing facility on Guilford Way extending near Falcon Dr to Johnson St that was funded in previous years. The second project is proposed by the City of Coquitlam and introduces protected facilities between Johnson St to the Lafarge Lake-Douglas SkyTrain Station past Pinetree Way. It will also incorporate a protected intersection at Pinetree Way. Together, these two projects will connect the two municipalities from Lafarge Lake to the Shoreline Trails and beyond. Not only will it provide a cycling connection between the Skytrain Stations, but will also link the Port Moody Recreational Complex, as well as the various parks and schools in the area.



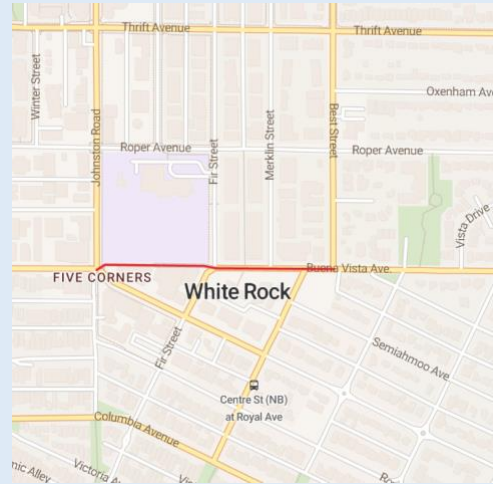
Buena Vista Bike Path

City of White Rock

Funding Programs: BICCS, MRNB

TransLink Contribution: \$558,000

Description: This project will deliver a new, two-way bikeway connection that will be comfortable for most people to use on Buena Vista Ave between Johnston Rd and Best Ave. This 400m long project is a priority in the City's Master Plan for expanding the inner-city bike network and is also part of TransLink's Transport 2050 Major Bikeway Network.



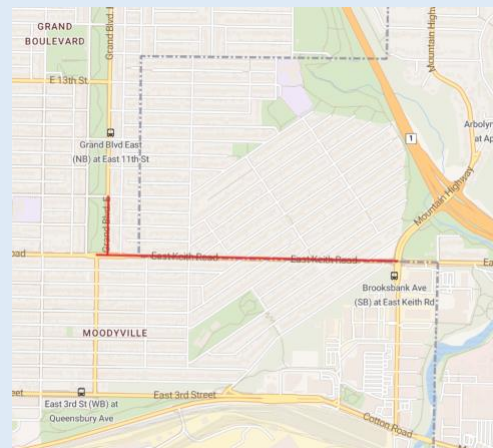
East Keith Road and East Grand Boulevard Bus Priority Study

City of North Vancouver

Funding Program: BSR

TransLink Contribution: \$180,000

Description: This project is a study that aims to identify measures to improve bus service for the 232 and 255 on E Keith Rd, where during traffic congestion buses are re-routed from E Keith Rd to E 3rd St and miss several bus stops. The study will assess options for creating an eastbound bus lane on E Keith Rd.



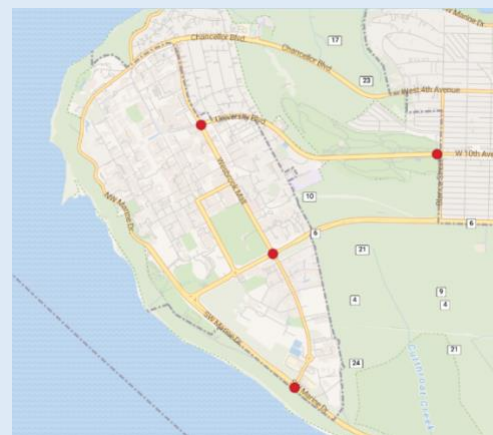
BSR Hotspot Improvements around UBC

Electoral Area A (UBC)

Funding Program: BSR

TransLink Contribution: \$704,700

Description: Apply BSR improvement measures, including in-lane bus stops, queue jump lanes turning lane extensions and signal modifications at hotspots around UBC to address bus delays and improve transit user experience while also incorporating essential pedestrian and cyclist improvements.



See Appendix 1 for a list of all projects that received funding as part of the 2024 Program Year.

Past Program Experience (2017-2023)

Overview of funding for the 2017-2023 Program Years

The Local Government Funding Programs as it's known today was established in 2017 as part of Phase 1 of the Mayors' Vision for Transit and Transportation. Program funding was allocated through previous Investment Plans, with Table 3 identifying that, in total, there has been approximately \$740M in regional funding made available to local government partners through the 2017-2023 program years.

Table 3: Available funding per previous Investment Plans (\$millions)

Program	2017	2018	2019	2020	2021	2022	2023
WITT	\$2.5	\$5.0	\$5.0	\$5.6	\$5.9	\$6.0	\$6.5
BICCS	\$7.6	\$13.5	\$13.5	\$14.9	\$15.5	\$15.8	\$17.2
BSR*	-	-	\$2.0	\$4.1	\$4.4	\$5.3	\$8.5
MRNB	\$10.0	\$20.0	\$20.0	\$22.5	\$23.4	\$23.9	\$26.0
MRN Structures	\$6.5	\$13.0	\$13.0	\$14.6	\$15.2	\$15.5	\$16.9
MRN O&M	\$26.3	\$32.0	\$32.6	\$8.3**	\$34.3	\$35.0	\$36.1
MRN Pavement Rehabilitation	\$15.5	\$22.8	\$23.3	\$0**	\$25	\$25.70	\$26.0
Total	\$68.4	\$106.3	\$109.4	\$70.0	\$123.7	\$127.2	\$137.2

* In addition to BSR funding, RapidBus funding has also delivered bus priority improvement projects.

** Reduction in 2020 OMR funding was due to the pandemic.

Utilization of 2017-2023 allocated funding

For the 2017-2023 program years, there was approximately \$240M in *allocated* regional funding made available to local government partners through the WITT, BICCS, and MRNB funding programs, and TransLink received the applications for the amounts shown in Table 4.

Allocated funds that were not applied for by a local government cannot be carried over from one year to the next and end up getting distributed to projects seeking *Competitive* funding, in order to make sure regional funds are being put to good use.

Table 4: Utilization of Allocated funding (2017-2023 Program Years)

Jurisdiction	WITT		BICCS		MRNB		Difference*
	Funding Available	Local Gov. Application	Funding Available	Local Gov. Application	Funding Available	Local Gov. Application	
Anmore	\$271,000	\$191,000	\$376,000	\$236,000	\$544,000	\$334,000	\$430,000
Belcarra	\$271,000	\$47,000	\$376,000	\$58,000	\$544,000	\$278,125	\$807,875
Bowen Island	\$271,000	\$271,000	\$356,000	\$339,000	\$334,000	\$334,000	\$17,000
Burnaby	\$2,134,000	\$2,130,511	\$6,471,000	\$6,471,000	\$18,057,000	\$18,057,000	\$3,489
Coquitlam	\$1,063,000	\$1,063,000	\$3,251,000	\$3,251,000	\$12,259,000	\$11,556,000	\$703,000
Delta	\$870,000	\$870,000	\$2,649,000	\$2,649,000	\$5,237,000	\$4,898,000	\$339,000
Electoral Area A	\$271,000	\$271,000	\$647,000	\$620,000	\$0	\$0	\$27,000
Langley City	\$271,000	\$186,000	\$749,000	\$628,000	\$2,324,000	\$2,101,500	\$428,500
Langley Township	\$979,000	\$979,000	\$3,110,000	\$2,968,000	\$12,276,000	\$12,276,000	\$142,000
Lions Bay	\$271,000	\$132,000	\$376,000	\$114,000	\$0	\$0	\$401,000
Maple Ridge	\$596,000	\$596,000	\$1,836,000	\$1,836,000	\$6,499,000	\$6,499,000	\$0
New Westminster	\$563,000	\$563,000	\$1,863,000	\$1,587,000	\$6,420,000	\$4,940,750	\$1,755,250
North Vancouver City	\$489,000	\$489,000	\$1,478,000	\$1,478,000	\$3,227,000	\$3,227,000	\$0
North Vancouver District	\$656,000	\$656,000	\$2,206,000	\$2,023,000	\$4,384,000	\$4,102,000	\$465,000
Pitt Meadows	\$271,000	\$108,100	\$425,000	\$173,315	\$1,399,000	\$50,369	\$1,763,216
Port Coquitlam	\$459,000	\$459,000	\$1,412,000	\$1,368,000	\$4,440,000	\$3,683,000	\$801,000
Port Moody	\$271,000	\$271,000	\$751,000	\$751,000	\$1,800,500	\$1,800,500	\$0
Richmond	\$1,866,000	\$1,582,903	\$5,643,000	\$5,643,000	\$11,556,000	\$11,556,000	\$283,097
Surrey	\$3,901,000	\$3,901,000	\$11,945,000	\$11,945,000	\$38,738,000	\$38,738,000	\$0
Vancouver	\$5,955,000	\$4,906,500	\$18,007,000	\$18,006,000	\$18,058,000	\$16,817,000	\$2,290,500
West Vancouver	\$359,000	\$289,000	\$1,157,000	\$674,500	\$3,010,000	\$1,488,000	\$2,074,500
White Rock	\$271,000	\$271,000	\$508,000	\$74,000	\$787,500	\$113,000	\$1,108,500
Tsawwassen First Nation	\$271,000	\$220,000	\$376,000	\$278,370	\$0	\$0	\$148,630
Total	\$22,600,000	\$20,453,014	\$65,968,000	\$63,171,185	\$151,894,000	\$142,849,244	\$13,988,557

* This is the difference between funding available and applications received for allocated funding for each local government, with any funding that was not applied for being redistributed to fund local government projects seeking competitive funding.

Utilization of 2017-2023 competitive funding

For the 2017-2023 program years, there was approximately \$169M in *competitive* regional funding made available to local government partners through the WITT, BICCS, BSR, and MRN Structures funding programs. Competitive funds awarded by TransLink are shown in Table 5.

Table 5: Competitive funding award (2017-2023 Program Years)

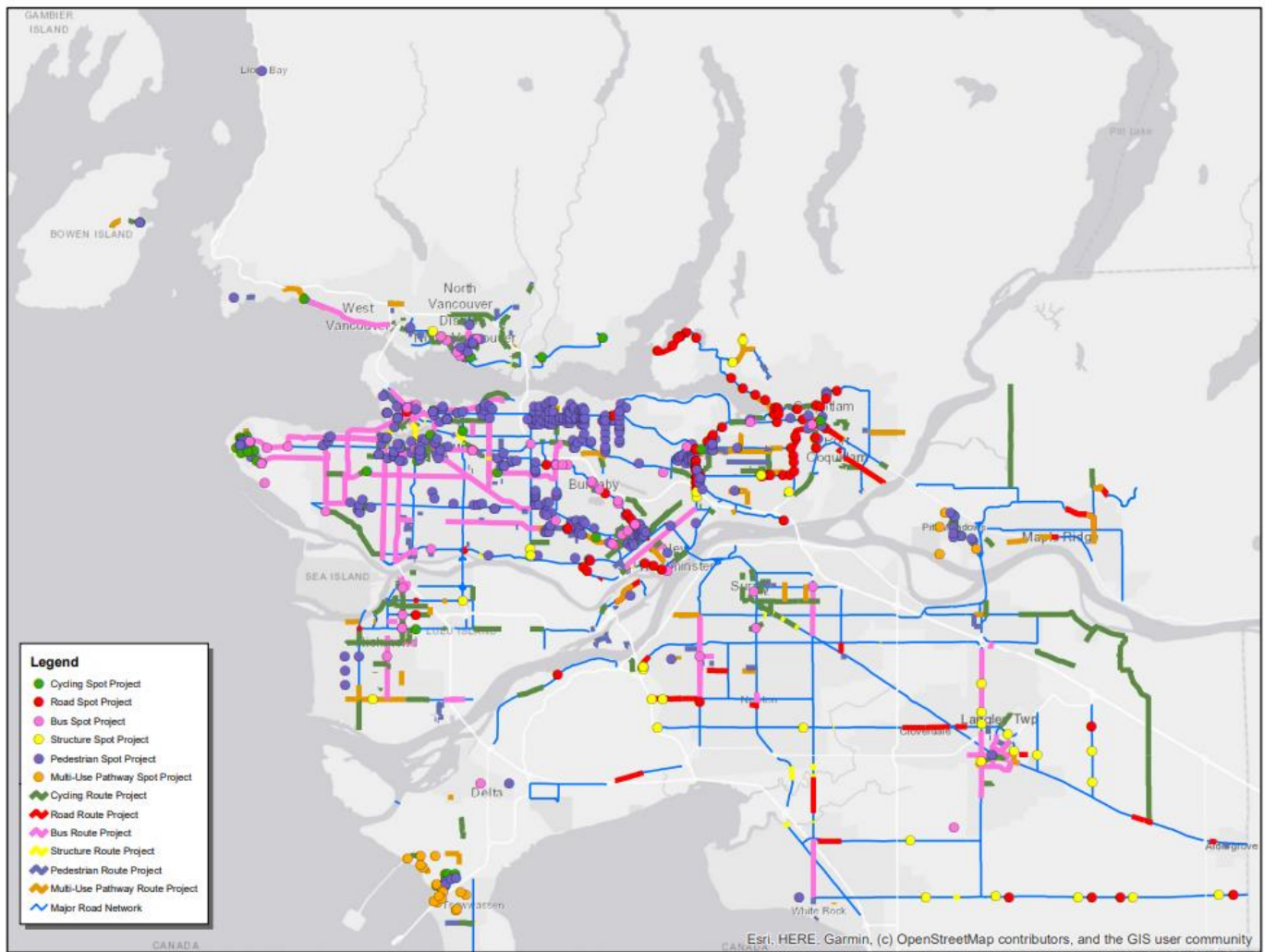
Jurisdiction	WITT Competitive	BICCS Competitive	BICCS Rapid Implementation	BSR	MRN Structures	Total
Anmore	\$10,000	-	-	-	\$381,592	\$391,592
Belcarra	-	-	-	-	-	-
Bowen Island	-	\$261,025	-	-	-	\$261,025
Burnaby	\$1,426,000	\$1,473,200	\$1,015,400	\$2,735,457	\$1,650,000	\$8,300,057
Coquitlam	\$1,558,395	\$2,677,843	-	\$228,000	\$2,014,481	\$6,478,719
Delta	\$171,800	\$508,060	\$936,000	\$395,000	\$789,907	\$2,800,767
Electoral Area A	-	\$600,000	-	\$744,950	-	\$1,344,950
Langley City	\$996,118	\$1,858,530	\$1,350,000	\$97,000	\$1,741,420	\$6,043,068
Langley Township	\$316,650	\$2,869,900	\$1,000,000	\$100,000	\$5,022,060	\$9,308,610
Lions Bay	-	-	-	-	-	-
Maple Ridge	\$217,000	\$1,751,340	-	-	\$375,000	\$2,343,340
New Westminster	\$221,600	\$1,200,000	-	\$104,600	\$35,750	\$1,561,950
North Vancouver City	\$2,992,900	\$4,462,270	\$33,000	\$1,011,321	\$2,196,667	\$10,696,158
North Vancouver District	\$120,000	\$800,000	-	\$106,811	-	\$1,026,811
Pitt Meadows	-	\$142,060	-	-	-	\$142,060
Port Coquitlam	\$138,500	\$679,000	-	-	\$8,351,000	\$9,168,500
Port Moody	\$831,250	\$2,624,000	-	\$129,144	\$40,000	\$3,624,394
Richmond	\$687,090	\$4,371,250	\$702,520	\$2,126,333	\$1,696,969	\$9,584,162
Surrey	\$3,126,600	\$3,257,200	\$1,309,000	\$3,884,165	\$12,357,290	\$23,934,255
Vancouver	\$2,793,139	\$5,045,870	\$650,000	\$4,581,011	\$57,441,484	\$70,511,504
West Vancouver	\$25,000	-	-	\$75,000	-	\$100,000
White Rock	-	-	-	-	-	-
Tsawwassen First Nation	-	\$1,423,539	-	-	-	\$1,423,539
Total	\$15,632,042	\$36,005,087	\$6,995,920	\$16,318,792	\$94,093,620	\$169,045,461

Overview of approved projects for the 2017-2023 Program Years

For the 2017-2023 Program Years, TransLink has committed funds totaling \$740M towards these Local Government Funding Programs including 629 projects which were approved for funding. Across all funding programs, these projects included:

- 122 walkway projects
- 161 bikeway projects
- 117 bus speed and reliability projects
- 67 Multi-Use Path projects
- 82 roadway safety and capacity projects
- 80 roadway structure replacement, rehabilitation, and seismic retrofit projects on the MRN
- Annual pavement rehabilitation for 675km (2,700 lane-kms) of MRN

Figure 3: Map showing locations of funded projects (2017-2023 Program Years)



Featured projects from the 2017-2023 Program Years

The local government projects featured in this section were awarded funding for the 2017-2023 Program Years and represent a diversity of projects from across the different funding programs and across a variety of local government jurisdictions, all of which are helping to advance regional goals.

Cliveden Avenue Sidewalk (BCIT Campus to South of Derwent Way)

City of Delta

Funding Program: WITT

TransLink Contribution: \$154,000

Year Funded: 2022

Description: The Cliveden Avenue Sidewalk provides a continuous sidewalk connection outside the BCIT Annacis Island Campus. The area previously had small segments of discontinuous sidewalks on Cliveden Avenue. The new sidewalk fills in the missing gap between these segments, thus improving conditions for those with mobility challenges and safety for all.



Edmonds Town Centre Bikeway Network

City of Burnaby

Funding Program: BICCS (Rapid Implementation)

TransLink Contribution: \$790,000

Year Funded: 2022

Description: Edmonds is one of the City of Burnaby's four Urban Centres. This project established a new network of comfortable for most cycling facilities, contributing toward an eventual network of approximately 15km of bikeways in the area. The project consists of a combination of local street bikeways, protected facilities, and off-street bikeways, and utilizes quick-build materials and methods to complete the project in a timely and cost-efficient manner.



City Centre Quick-Build Protected Cycling Network

City of Surrey

Funding Program: BICCS (Rapid Implementation)

TransLink Contribution: \$992,000

Year Funded: 2021

Description: Surrey is developing its City Centre as the new downtown in the South of Fraser and plans to build approximately 10 km of protected cycling facilities in and around City Centre. This will complement the existing 9 km already in place and enable sustainable and equitable travel in alignment with Transport 2050 and Surrey's Strategic Transportation Plan and City Centre Plan. This "quick build" project allowed Surrey to rapidly enhance the protected cycling network with 5 km of upgraded bikeways on:

132 Street from 100 Avenue to 108 Avenue

108 Avenue between 132 Street to University Drive

100 Avenue between 132 Street to 134 Street

City Parkway between 108 Avenue to 105A Avenue (connects to the BC Parkway)

Whalley Blvd between 100 Ave to 105A Ave (connects to King George Station bike parkade)

This project was designed to address significant gaps in the protected cycling network in City Centre. The protected cycling network was established using tactical interventions and quick-build materials (e.g., flexible posts, planter boxes, and extruded concrete curbs) designed to complement protected facilities which are already in place or planned to be delivered in the near term. The City Centre Protected Cycling Network uses a combination of cycle tracks, tactical cycling interventions and multiuse paths to form a continuous, connected, protected network that supports existing and future SkyTrain stations. This will encourage safe and active travel, and provides an opportunity to implement micro mobility services in the City Centre.



Agnes Greenway Phase 1

City of New Westminster

Funding Program: BICCS, MRNB

TransLink Contribution: \$2,120,000

Year Funded: 2020, 2021

Description: The Agnes Greenway provides a crosstown walking and cycling route through Downtown New Westminster and provides important cycling connections to Douglas College and the law courts. The approximately 1km project provides fully separated bi-directional facility from 7th Street to Hasting Street and features raised crosswalks, traffic calming, green stormwater infrastructure and even a mini dog park on the median island near Fourth Street. A cycling connection will be provided in the future onto the Pattullo Bridge and the Central Valley Greenway as part of the Pattullo Bridge replacement project. In addition, there are future plans to construct additional facilities on 7th Street, thereby extending the bikeway all the way to Royal City Mall.



Esplanade Complete Street

City of North Vancouver

Funding Program: WITT, BICCS, MRNB

TransLink Contribution: \$3,634,000

Year Funded: 2021, 2022, 2023

Description: The Esplanade Complete Streets project provides a safer and more welcoming experience for people walking and cycling, while maintaining the existing road capacity for transit, trucks, and vehicles. The project area stretches from Forbes & 3rd St to Esplanade & St Andrews. It introduced protected cycling lanes, protected intersections, traffic calming, as well as trees, shrubbery, and rain gardens to revitalize the area and create a more welcoming environment for all modes.



Signal Upgrade at the Metrotown Bus Loop

City of Burnaby

Funding Program: BSR

TransLink Contribution: \$70,000

Year Funded: 2020

Description: This project added a bus-only left-turn signal at the Metrotown Bus Loop to improve travel time for all vehicles. For transit, it provided a consistent benefit averaging more than 10 seconds of time savings for approximately 2,000 bus trips every week.



Bus Stop Balancing – Routes 4 and 7

City of Vancouver

Funding Program: BSR

TransLink Contribution: \$529,500

Year Funded: 2022

Description: This project identified and removed closely spaced bus stops along Routes 4 and 7 to improve travel time for buses and enhance customer experience. Customers are now saving over five minutes per trip in the busiest times of day. TransLink was able to reinvest operational savings that were an outcome of this project back into the system to introduce new bus service (Route 80) in Vancouver.



Mid-Block Signal at Coquitlam Central Station

City of Coquitlam

Funding Program: BSR

TransLink Contribution: \$28,000

Year Funded: 2022

Description: Installing a mid-block right turn signal at Coquitlam Central helped shorten travel distance for multiple bus routes to go northbound on Pinetree Way. The significant delays and unreliability affected bus customers, with the delays adding up to over 1,300 hours of wasted time per year. In the peak hour, 17 bus trips will benefit, anticipate having almost a minute of travel time savings per bus.



Southbound Bus-only Left Turn Signal at 72 Avenue and King George Boulevard

City of Surrey

Funding Program: BSR

TransLink Contribution: \$750,000

Year Funded: 2021

Description: Addition of a southbound bus-only signal helped improve travel times for R1 and 321, with close to one minute of savings to make the left turn and enter to Newton Exchange.



See Appendix 2 for a list of all projects that received funding as part of the 2017-2023 Program Years.

Redistributed funds to advance Transport 2050 and Access for Everyone

Due to either project cancellation or project completion under budget, there are occasionally project savings from funding awarded under the Local Government Funding Programs. In 2022, approximately \$650,000 was remaining, and as per the Local Government Funding Programs Reinvestment Policy, project savings are redistributed in line with the funding award guidelines. The purpose of this policy is to ensure that the funding identified in TransLink's Investment Plan for the Local Government Funding Program is reinvested in local governments for projects that advance the goals and priorities of Transport 2050 and the Access for Everyone Plan.

Looking forward

Moving ahead with the 2025 Program Year

Following the approval of the 2024 Investment Plan on April 25, 2024, current funding levels for the Local Government Funding Programs will be extended for one more year to cover the 2025 Program Year. We expect the application period for the 2025 program year will take place in September and October 2024.

Forthcoming review of funding programs to help deliver on Access for Everyone

The current Local Government Funding Programs were developed to advance goals and objectives from the 2013 Regional Transportation Strategy and Mayors' Council 10-Year Vision for Transit and Transportation that was developed in 2014.

Following the approval of Transport 2050 and the Access for Everyone Plan in 2022, and with ongoing efforts to fund and advance these initiatives taking shape, it will be important to ensure the funding programs continue to support and align with our regional goals. TransLink will work with local government partners to conduct a significant review of the Local Government Funding Programs to improve their efficacy and impact, and to make sure they are set up to help deliver the Access for Everyone Plan.

Refinements to the funding programs can also build on recent and ongoing work related to advancing our Bus Priority Vision for the region, moving forward with the Major Bikeway Network and Urban Centre Bikeways Action Plan, and implementing our Climate Action Plan to ensure regional transportation infrastructure is resilient in the face of climate change.

Pressing need for stable program funding

After 2025, the 2024 Investment Plan does not include any additional program funding. Without a new funding model, we will have a funding shortfall of \$600 million annually beginning in 2026, meaning significant cuts to programs and service across the organization.

TransLink continues to work with the Mayors' Council on Regional Transportation as well as senior levels of government to secure a new funding model that will resolve this shortfall and support transportation investments that keep up with our region's rapid population growth. This will need to include enhanced program funding to invest in walking, cycling, transit, and road infrastructure.

Appendix 1: Approved projects by Jurisdiction (2024 Program Year)

Jurisdiction	Project Name	Funding Amount	WITT		BICCS			MRNB	MRN Structures	BSR	
			Allocated	Competitive	Allocated	Competitive	Rapid Impl.	Allocated	Competitive	Capital Proj.	Project Dev.
Belcarra	Bedwell Bay Road Upgrade Project (BUPP)	\$65,000							X		
	Bedwell Bay Upgrade Project	\$207,000	X		X			X			
Bowen Island	Cross-Island Multi-Use Path: Phase 4 - Artisan Lane to Charlies Lane	\$207,000	X		X			X			
Burnaby	Alpha Secondary School Sidewalks	\$827,000	X	X							
	Burnaby Lake Overpass	\$3,142,000						X			
	Vancouver to SFU Cycling Connection	\$1,900,000			X	X		X			
Coquitlam	Atlantic Avenue Curb Extensions	\$218,361		X							
	Barnet Hwy Retaining Wall	\$25,000							X		
	Dansey Avenue Sidewalks-Blue Mountain to Marmont	\$213,000	X								
	Guildford Way Micromobility- Johnson to Pinetree to Pipeline	\$1,629,000			X	X		X			
	Mariner Off Ramp WBL Permission	\$830,283								X	
	Mariner, Lougheed, and North Rd Bridge Rehabs	\$1,445,440							X		
	MRN Intersection - Protected Phasing - Safety Improvements	\$340,000						X			
	Nelson St Greenway - Austin to Brunette	\$1,258,000						X			
	Pinetree Way Transit Priority Study	\$150,000									X
Delta	72 Ave Roadway Improvements (115 St- 120 St)	\$900,000						X			
	River Road Multi-Use Pathway (Ferry Road to Elliott Street)	\$1,238,412	X		X	X		X			
Electoral Area A	Bus Speed and Reliability Improvements Around UBC	\$704,700								X	

Jurisdiction	Project Name	Funding Amount	WITT		BICCS			MRNB	MRN Structures	BSR	
			Allocated	Competitive	Allocated	Competitive	Rapid Impl.	Allocated	Competitive	Capital Proj.	Project Dev.
	New Controlled Pedestrian Signal Across 16th Avenue	\$219,525	X	X							
	Phase 2 of E-Bike Share Stations at UBC	\$112,000			X						
Langley City	200 St Culverts Rehabilitation	\$585,000							X		
	Langley Bypass Roadway and Cycling Improvements	\$1,182,000	X		X	X		X			
Langley Township	20400 Blk 16 Ave Bridge Rip Rap Rehabilitation	\$148,214							X		
	208 Street (68 Avenue to 72 Avenue) Widening	\$1,000,000					X				
	2600 Blk 200 Street Bridge Pedestrian Facility Rehabilitation	\$310,000							X		
	Fraser Hwy Widening and Intersection Improvements (24300-24600 Blk)	\$2,698,000				X		X			
	Improvements at 64 Ave and 200 St	\$30,000								X	
	Improvements at 86 Ave and 200 St	\$75,000								X	
	Mufford Overpass Rehabilitation	\$1,023,019							X		
	Willowbrook Connector Widening Phase 2	\$1,129,000	X	X	X						
Lions Bay	Lions Bay Avenue Connector	\$101,000	X		X						
	Lions Bay Avenue Connector, Wayfinding Add-On	\$15,000	X								
Maple Ridge	123 Avenue Corridor Improvements (Laity Street to 216 Street)	\$119,000	X								
	Abernethy Way Widening Phase 2: 224 St to 230 St	\$1,180,000						X			
	Thorne Avenue Multi-Use Path (Hammond Road to 117 Avenue)	\$325,000			X						
New Westminster	20th St at 6th and 7th Ave - Operational Study and Design	\$145,000								X	

Jurisdiction	Project Name	Funding Amount	WITT		BICCS			MRNB	MRN Structures	BSR	
			Allocated	Competitive	Allocated	Competitive	Rapid Impl.	Allocated	Competitive	Capital Proj.	Project Dev.
	6th Avenue and 8th Street - Design Development	\$12,500									X
	Active Transportation Network Plan Year 1: 7th Street - Agnes Street to 6th Avenue	\$430,000					X				
	Active Transportation Network Plan Year 1: Rotary Crosstown Greenway - 7th Avenue	\$400,000				X					
	Boyd Street Multi-Use Path (2022)	\$1,403,000			X			X			
	Carnarvon Street at 6th and 8th Street - Operational Study	\$18,000									X
	Sidewalk Improvements - 8th Street: 7th Ave to 6th Ave	\$113,000	X								
North Vancouver City	E Keith Road/E Grand Boulevard Study	\$180,000									X
	East Grand Boulevard - Transit Signal Priority Design and Construction	\$842,750								X	
	Semisich Park	\$230,000		X							
	Upper Levels Neighbourhood Mobility Improvement Project	\$1,504,000	X		X	X		X			
North Vancouver District	240 Lynn Valley Study	\$200,000									X
	Lynn Valley Town Centre - Lynn Creek Town Centre Priority Bike Route	\$723,000						X			
	Mount Seymour Parkway Active Transportation Rapid Implementation	\$985,000					X				
	Spirit Trail Eastern Extension - Seymour Boulevard to Burr Place	\$379,000			X			X			
	Traffic Signal at Edgemont Blvd/Highland Blvd	\$131,000	X								
	Traffic Signal at Oxford St/Mountain Hwy	\$125,000		X							
Pitt Meadows	Baynes Road Crossing Upgrade-2024	\$60,966						X			
	Harris Bicycle Push Buttons-2024	\$46,452			X						

Jurisdiction	Project Name	Funding Amount	WITT		BICCS			MRNB	MRN Structures	BSR	
			Allocated	Competitive	Allocated	Competitive	Rapid Impl.	Allocated	Competitive	Capital Proj.	Project Dev.
Port Coquitlam	Birchland Avenue MUP	\$104,000			X						
	Fraser Avenue Sidewalk	\$362,000	X	X							
	Kingsway Avenue Construction Project	\$901,000			X			X			
Port Moody	Barnet Highway at loco Road BSR Study	\$45,000									X
	Barnet Highway CP Overpass Deck Replacement	\$2,050,000							X		
	Guildford Way/Murray Street Protected Bike Facility	\$1,059,000			X	X		X			
	Panorama Drive Safety Improvements	\$52,000	X								
Richmond	Blundell Rd- No 2 Rd Intersection Upgrade	\$141,672						X			
	Bus Priority Opportunities Study - Granville Ave and Garden City Rd	\$150,000									X
	Francis Rd and McCutcheon PI Cycling Improvements	\$204,000			X						
	Gilbert Road Cycling Improvements - Granville Ave to Elmbridge Way	\$622,500						X			
	Safety Improvements - Alderbridge Way and Garden City Road	\$828,500	X					X			
	Safety Improvements - Westminster Hwy and Cooney Rd	\$103,500	X					X			
	Steveston Hwy MUP Phase 3 (No 2 Rd - Railway Ave)	\$1,290,000			X			X			
	Westminster Hwy No 4 Rd Intersection Upgrade	\$297,828						X			
Surrey	105A Avenue: 144 Street to 148 Street MUP	\$250,000			X						
	132 Street and 76 Avenue Bus Queue Jump	\$1,500,000								X	
	144 Street: 100 Avenue to 104 Avenue Multi-Use Path	\$400,000			X						

Jurisdiction	Project Name	Funding Amount	WITT		BICCS			MRNB	MRN Structures	BSR	
			Allocated	Competitive	Allocated	Competitive	Rapid Impl.	Allocated	Competitive	Capital Proj.	Project Dev.
	32 Ave Widening Project (176 Street - 184 Street)	\$4,332,000			X			X			
	64 Avenue Arterial Improvements and Widening (177B Street to 184 Street)	\$3,700,000						X			
	96 Avenue and 128 Street Bus Queue Jumps	\$561,000								X	
	96 Avenue and Quibble Creek - Bridge Improvements (Phase II)	\$400,000							X		
	Connections from 102A Avenue to 104 Avenue on 149 St (Connection to Rapid Transit on 104 Avenue) Applicant Project Location Revision	\$200,000	X								
	SLS - Supportive Works (Missing Gaps)	\$580,000	X								
Tsawwassen	Tsawwassen Drive Multi-Use Pathway Project	\$1,116,000	X	X	X	X					
Vancouver	Adanac Sidewalks	\$267,476	X								
	Beatty Street Upgrades	\$2,304,000			X			X			
	Boundary Seismic Retrofit and Rehabilitation	\$330,000							X		
	Cambie Bridge Expansion Joint Repairs	\$2,000,000							X		
	Cambie Bridge Seismic Upgrade and Rehabilitation - Ph2d	\$1,050,000							X		
	Davie and Robson Permanent Bus Bulbs	\$1,500,000								X	
	Davie Street Sidewalk Widening Project	\$516,565	X	X							
	Dunsmuir-Melville Protected Bike Lane Extension	\$2,600,000			X	X		X			
	Eastside Crosscut	\$220,000						X			
	Grandview Viaduct Coating Renewal	\$1,535,000							X		

Jurisdiction	Project Name	Funding Amount	WITT		BICCS			MRNB	MRN Structures	BSR	
			Allocated	Competitive	Allocated	Competitive	Rapid Impl.	Allocated	Competitive	Capital Proj.	Project Dev.
	Granville Bridge - Recoating Renewal - Phase 2d	\$3,500,000							X		
	Granville Bridge - Rehabilitation of South Concrete Approach and Ramps	\$1,000,000							X		
	Granville Bridge Recoating Ph 1B	\$1,040,000							X		
	Granville Long-Term Assessments	\$600,000							X		
	Kensington - Cedar Cottage Sidewalks	\$807,959	X								
	Kingsway Bus Priority	\$1,347,200								X	
	Minor Bus Stop Consolidations	\$238,500								X	
	Portside Greenway- Wall St	\$2,000,000			X			X			
	Vancouver Missing Curb Ramps 2024	\$400,000		X							
West Vancouver	19th Street Sidewalk	\$145,000	X	X							
	Marine Drive and 31st Street Intersection Upgrades	\$477,000			X			X			
	Marine Drive east of LGB - Separated Bike Path	\$68,000						X			
	Taylor Way Off-Ramp (Mathers Ave MUP)	\$160,500			X						
White Rock	Buena Vista Bike Path	\$558,000			X	X		X			
	Proposed Crosswalk at Russell Ave and Oxford Street Intersection	\$52,000	X								
TOTAL		\$79,447,822	26	11	29	11	3	34	17	11	7

Appendix 2: Approved projects by Jurisdiction (2017-2023 Program Years)

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
Anmore	2017 Pedestrian Transit Access Improvement Works	2017	\$10,000	WITT	Completed
	MRN MUP Upgrades	2020	\$558,000	MRNB Minor Capital, BICCS, WITT, BICCS, MRNB, WITT, BICCS, MRNB, WITT	Delayed
	Sunnyside Culvert Replacement	2019	\$122,715	MRN Structures, MRN Structures	Completed
	Sunnyside Road Culvert Upgrade	2020	\$258,877	MRN Structures	Completed
	Sunnyside Road MUP (East Rd to Summerwood Lane)	2023	\$203,000	BICCS, MRNB, WITT	In Progress
Belcarra	Bedwell Bay Cats Eyes	2021	\$39,750	MRNB	Completed
	Bedwell Bay Road, Path	2021	\$129,625	BICCS, MRNB, WITT	Cancelled
	Bedwell Bay Safety Barriers	2021	\$66,000	MRNB	In Progress
	Bedwell Bay Safety Barriers- Phase 2	2022	\$84,000	MRNB	In Progress
	Guard Rails	2018	\$63,750	MRNB	Completed
Bowen Island	Bike Barn	2018	\$18,000	BICCS	Completed
	Cross Island Multi-Use Path Phase 1	2017	\$360,000	BICCS, BICCS, MRNB Minor Capital, BICCS, WITT	Completed
	Cross-Island Multi-Use Path: Artisan Lane to Grafton Lake - Section 3A	2022	\$191,000	BICCS, MRNB, WITT	In Progress
	Cross-Island Multi-Use Path: Phase 4 - Artisan Lane to Charlies Lane	2023	\$203,000	BICCS, MRNB, WITT, BICCS, MRNB, WITT	In Progress
	Multi-Use Path: Phase 3	2021	\$187,000	BICCS, MRNB, WITT	Completed
	Spirit Trail Wayfinding	2018	\$15,000	BICCS	Completed
	The Cardena Drive Pedestrian Improvement Project	2018	\$231,025	WITT, BICCS, BICCS, WITT	Completed
Burnaby	10th Ave - Canada Way Safety Improvements	2021	\$256,000	MRNB	In Progress
	18th Avenue & Griffiths Drive	2020	\$9,790	BSR	Completed
	2020 Wheelchair Ramps Program- 50% Cost Share	2020	\$178,616	WITT	Completed
	2020 Wheelchair Ramps Program- 75% Cost Share	2020	\$166,895	WITT	Completed
	2023 BSR Hotspot Study	2023	\$200,000	BSR	In Progress
	Alpha Secondary School Sidewalks	2023	\$417,000	WITT, WITT, WITT	In Progress
	BAT lane at Lougheed & Boundary	2021	\$48,157	BSR	Completed
	BAT lane at Lougheed & Willingdon	2021	\$37,846	BSR	Completed
	BC Parkway - Southpoint Dr walking and cycling improvements	2021	\$124,000	BICCS	In Progress
	BC Parkway Central Boulevard Trail	2021	\$224,500	BICCS	Completed
	BC Parkway Intersection Improvements Phase I	2019	\$488,250	BICCS	Completed
	BC Parkway Pedestrian and Cyclist Lighting	2022	\$2,400,000	BICCS, MRNB, WITT	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Beresford at Gilley Trail Crossing Improvements	2018	\$95,000	BICCS	Completed
	Boundary Road Upgrades (Myrtle to Lougheed)	2019	\$797,680	MRNB	Cancelled
	Bus Bay Infill Study and Design West of Canada Way	2023	\$120,000	BSR	In Progress
	Bus Bay Infill Study and Functional Design East of Canada Way	2023	\$96,000	BSR	In Progress
	Bus lane at Imperial & Boundary	2021	\$60,185	BSR	Delayed
	Byrne Road and Marine Drive and Southridge Drive	2023	\$841,077	MRNB	In Progress
	Byrne Road and Marine Way	2023	\$320,811	MRNB	In Progress
	Canada Way and Burris Street	2023	\$719,284	MRNB	In Progress
	Canada Way and Deer Lake Parkway and Norland Avenue	2023	\$77,827	MRNB	In Progress
	Canada Way and Edmonds Street	2023	\$231,296	MRNB	In Progress
	Canada Way and Elwell Street	2023	\$146,642	MRNB	In Progress
	Canada Way and Gilmore Avenue Diversion and Gilmore Way	2023	\$175,807	MRNB	In Progress
	Canada Way and Imperial Street	2023	\$213,928	MRNB	In Progress
	Canada Way and Sperling Avenue	2023	\$38,394	MRNB	In Progress
	Central Park Multi-Use Trail	2020	\$500,000	BICCS	Completed
	CVG Paving for Year-Round Commuter Cycling	2021	\$900,000	BICCS	In Progress
	Deer Lake Avenue Improvements	2018	\$711,000	BICCS, WITT	Completed
	Duthie Traffic Calming	2022	\$378,000	WITT	In Progress
	Edmonds - Griffiths WB bus queue jump lane	2021	\$160,000	BSR	Completed
	Edmonds & Canada Way	2020	\$58,860	BSR	Completed
	Edmonds & Humphries	2020	\$56,410	BSR	Completed
	Edmonds & Kingsway	2020	\$58,860	BSR	Completed
	Edmonds Town Centre Bikeway Network	2022	\$790,900	BICCS	Completed
	Empire Drive Upgrades	2020	\$494,000	BICCS	Cancelled
	Gilmore Urban Trail	2021	\$213,180	MRNB	In Progress
	Government Rd and Brighton Ave Signal	2022	\$500,224	BSR	In Progress
	Hasting St - Inlet Dr Improvements	2021	\$660,000	MRNB	In Progress
	Hastings HOV Effectiveness Analysis	2019	\$100,000	BSR	Cancelled
	Hotspot Analysis	2019	\$100,000	BSR	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Imperial St - Nelson Ave Safety Improvements	2021	\$177,000	MRNB	Completed
	Imperial Street MRN Lighting Improvement	2021	\$260,000	WITT	In Progress
	Imperial/ Willingdon MRN Intersection Improvements	2020	\$347,275	MRNB Minor Capital	Completed
	Irmin St Area Sidewalks	2023	\$400,000	WITT	In Progress
	Kensington Avenue Urban Trail	2019	\$895,000	MRNB	Delayed
	Kensington Overpass Resurfacing	2020	\$1,650,000	MRN Structures	Completed
	Lake City Station Walking & Cycling Access Improvements	2019	\$576,450	BICCS, WITT	Delayed
	Lakefield Drive / 4th Street Cycling Facility	2022	\$2,000,000	BICCS, MRNB	In Progress
	Lakes Bikeway Upgrades	2023	\$167,265	MRNB	In Progress
	Lougheed Bike Safety Improvements Phase 1	2021	\$801,000	MRNB	In Progress
	Lougheed Highway Upgrades - Boundary to Gilmore	2018	\$600,000	BICCS	Cancelled
	Lougheed Highway Upgrades - Gagliardi to Austin	2018	\$3,469,680	MRNB, BICCS, WITT	Completed
	Marine Way and Market Crossing	2023	\$61,442	MRNB	In Progress
	Marine Way MRN Improvements	2019	\$790,320	MRNB	Completed
	Metrotown Bus Loop Transit Signal Priority	2020	\$70,000	BSR	Completed
	North Road UPS Installation	2018	\$13,320	MRNB	Completed
	Production Way and Thunderbird Crescent Signal	2022	\$431,624	BSR	Cancelled
	Queue Jump at Broadway and Gagliardi Queue Jump	2019	\$52,000	BSR	Completed
	Queue jump at Kingsway & Willingdon	2021	\$531,821	BSR	Completed
	Rumble Street Upgrade Project	2017	\$475,000	BICCS	Completed
	Rumble Street Upgrade Project Phase 3	2018	\$400,000	BICCS	Completed
	Sea-to-River Major Bikeway Network (MBN) Improvements	2020	\$1,473,903	MRNB Minor Capital	Cancelled
	SFU-Gagliardi Way Cycling Improvements	2020	\$961,822	MRNB Minor Capital	Cancelled
	Southeast Bikeway Upgrades	2023	\$1,367,227	BICCS, MRNB	In Progress
	Westbound Bus Approach Lane at Oakland Street and Royal Oak Avenue	2022	\$43,680	BSR	Cancelled
	Wheelchair Ramps for Access to SkyTrain and FTN	2019	\$141,300	WITT	Completed
	Willingdon Linear Park	2017	\$1,740,200	MRNB, BICCS, WITT	Completed
	Willingdon Linear Park Trail	2021	\$894,820	MRNB, WITT	In Progress
Coquitlam	Accessibility Program - Pedestrian Letdowns	2023	\$55,000	WITT	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Austin Ave and Mariner Way Retaining Wall Rehabs	2023	\$151,800	MRN Structures	In Progress
	Barnet (Hwy 7A) / Lansdowne Intersection Upgrade	2017	\$80,000	MRNB, BICCS	Completed
	Barnet Corridor Signal Timing and Coquitlam Bus Loop Study	2020	\$160,000	BSR, BSR	Completed
	City Centre Ped Improvements - Final	2021	\$305,000	WITT	Completed
	Coquitlam Central Midblock Exit with Integrated Signal Operations	2022	\$28,000	BSR	Completed
	Cottonwood Ave Sidewalk	2022	\$30,975	WITT	Completed
	Curb Extensions - Dewdney & Hoy, Marmont & Delestre	2023	\$77,500	WITT	In Progress
	David Avenue at Pipeline Road Intersection Improvements	2019	\$351,510	MRNB	Cancelled
	Dogwood Fairview Greenway	2017	\$280,000	BICCS, BICCS	Completed
	Draycott St Sidewalk (Austin to King Albert)	2023	\$35,460	WITT	In Progress
	Enhanced Bicycle Parking	2023	\$65,000	BICCS	In Progress
	Gatensbury St MUP	2021	\$1,161,000	BICCS, MRNB	Completed
	Guildford Multi Use Pathway: City Center to Port Moody	2020	\$2,388,025	MRNB Minor Capital, BICCS, BICCS, MRNB	Delayed
	Guildford Way Crosswalk for Coquitlam Crunch	2018	\$106,500	MRNB	Completed
	Harborview Sidewalks	2021	\$183,000	WITT	Completed
	Hillcrest Como Lake Greenway	2018	\$890,000	MRNB, BICCS	Completed
	King Albert Greenway - East of Hillcrest	2023	\$1,541,000	BICCS, MRNB	In Progress
	King Albert Greenway & Pedestrian Bike Bridge	2019	\$600,000	BICCS, WITT	Completed
	King Albert Greenway- Phase 3	2020	\$500,000	BICCS, WITT	Completed
	Left Turn Bays	2021	\$150,000	MRNB	In Progress
	Lighting on Mariner Way	2021	\$600,000	MRNB	Completed
	Lougheed at Chilko, Dewdney, Barnet, Westwood - Road Improvements	2023	\$350,000	MRNB	In Progress
	Lougheed at North Rd - Road Improvements	2023	\$31,500	MRNB	In Progress
	Lougheed Highway Cycling & Walking Improvements	2019	\$1,546,384	MRNB, BICCS, WITT	Completed
	Lougheed Highway Improvements	2018	\$1,725,820	MRNB	Completed
	Lougheed Hwy - Sidewalk Construction Project	2017	\$185,300	WITT	Completed
	Lougheed Hwy at Scott Creek Bridge Concrete Overlay Replacement	2020	\$1,200,000	MRN Structures	Delayed
	Lougheed Hwy Greenway	2020	\$613,843	BICCS, WITT	Completed
	Lougheed Ped Bridge	2021	\$120,000	MRN Structures	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Lougheed Pedestrian Overpass Rehabilitation	2020	\$91,931	MRN Structures	Delayed
	Lougheed-Sharpe City Wide Greenway	2018	\$1,155,000	BICCS, WITT, WITT	Completed
	Maillardville Bikeway	2020	\$169,000	BICCS	Completed
	Mariner Off Ramp Study- Coquitlam Bus Egress	2023	\$40,000	BSR	In Progress
	Mariner Way Como Lake Intersection	2021	\$250,000	MRNB	Completed
	Mariner Way Corridor Improvements	2019	\$492,766	MRNB	Completed
	Mariner Way HFST Safety Improvements North of Como Lake Ave	2023	\$71,500	MRNB	In Progress
	Mariner Way Overpass Improvements	2020	\$418,750	MRN Structures	Completed
	Network Screening Study - Intersection Safety Improvements	2022	\$150,000	MRNB	In Progress
	New Full Signal at Como Lake Avenue and Montrose Street	2020	\$252,500	MRNB Minor Capital	Completed
	North Rd Bridge and Lougheed Hwy Pedestrian Underpass Seismic Studies	2022	\$32,000	MRN Structures	Completed
	North Road UPS installations	2018	\$14,680	MRNB	Completed
	Regan Avenue Greenway	2022	\$2,261,000	BICCS, MRNB	In Progress
	Sidewalk Program	2022	\$188,000	WITT	In Progress
	Sidewalks on Montrose and Marmont	2023	\$75,500	WITT	Completed
	United Blvd MUP	2021	\$200,000	BICCS	In Progress
	UPS Installations	2017	\$64,000	MRNB	Completed
Delta	112 Street and 83 Avenue Street Crosswalk Upgrades	2020	\$5,600	WITT	Completed
	114 Street Multi-Use Pathway (83 Avenue to 84 Avenue)	2022	\$270,750	BICCS	Completed
	120 Street- 7100 Block Traffic Signal	2021	\$122,000	MRNB	Completed
	120 Street and 86 Avenue Intersection Improvements	2019	\$114,000	MRNB	Cancelled
	120 Street Traffic Signal Upgrades (8000 Block to 8100 Block)	2018	\$75,000	MRNB	Completed
	44 Avenue (50 Street to Arthur Drive) Multi-Use Pathway	2021	\$658,500	BICCS, BICCS	Completed
	72 Ave BNR Overpass Seismic Retrofit Design	2023	\$156,250	MRN Structures	In Progress
	72 Ave Roadway Improvements (115 St- 120 St)	2023	\$1,003,000	MRNB, WITT, MRNB	In Progress
	72 Avenue Roadway Improvements (BNR Overpass to 120 Street)	2019	\$187,500	MRNB	Completed
	72 Avenue Roadway Improvements (BNSF Overpass to 115 Street)	2020	\$2,274,000	MRNB Minor Capital, MRNB, MRNB	Completed
	86 Avenue (116 Street - 120 Street) Roadway and Utility Improvements	2018	\$127,000	WITT	Completed
	8A Avenue (52 Street to 56 Street) Roadway and Utility Improvements	2018	\$677,216	MRNB, BICCS	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	8A Avenue (English Bluff Road to 56 Street) Roadway and Utility Improvements	2017	\$171,800	WITT	Completed
	96 Avenue Protected Bike Lanes (114 Street to 120 Street)	2022	\$618,250	BICCS, WITT, BICCS, BICCS	In Progress
	Arthur Drive Roadway and Utility Improvements (Deltaport Way to Augustine House)	2017	\$354,060	BICCS, BICCS	Completed
	Cliveden Avenue Sidewalk (BCIT Campus to Eaton Way)	2020	\$136,400	WITT	Completed
	Cliveden Avenue Sidewalk (BCIT Campus to South of Derwent Way)	2022	\$154,000	WITT, WITT	Completed
	Cliveden Avenue Sidewalk (Eaton Way to 1405 Cliveden Ave)	2021	\$150,000	WITT	Completed
	Delta Hot Spot Study	2022	\$75,000	BSR	Delayed
	Derwent Place Sidewalk	2019	\$75,000	WITT	Completed
	Eaton Way Sidewalk (Cliveden Ave to Derwent Way)	2023	\$60,000	WITT	Completed
	Harvest Drive and Ladner Trunk Road Concept Study	2021	\$70,000	BSR	Completed
	Ladner Trunk Road (104 Street to Highway 91)	2019	\$85,250	MRNB	Cancelled
	Ladner Trunk Road (96 Street - 104 Street) Roadway & Utility Improvements	2018	\$405,084	MRNB	Completed
	Ladner Trunk Road and 66 Street Intersection Improvement	2019	\$52,000	WITT	Completed
	Left-turn Signal at NB Scott Road and 84 Ave	2019	\$40,000	BSR	Completed
	MRN Bridge Seismic Upgrade Feasibility Study	2021	\$55,000	MRN Structures	Completed
	Nordel Way BNR Overpass	2021	\$373,857	MRN Structures, MRN Structures	Completed
	Nordel Way BNSF Overpass Abutment Investigation	2018	\$100,000	MRN Structures	Completed
	Nordel Way BNSF Overpass Abutment Rehabilitation Design	2019	\$30,000	MRN Structures	Completed
	Nordel Way BNSF Overpass Sidewalk Rehabilitation	2020	\$74,800	MRN Structures	Completed
	Nordel Way Multi-Use Pathway (Highway 91C to River Road)	2019	\$487,500	BICCS, BICCS	Completed
	River Road Protected Cycle Lanes (68 Street to Hopcott Road)	2020	\$404,000	BICCS	Completed
	River Road Protected Cycle Lanes (72 St-76 St)	2023	\$936,000	BICCS	In Progress
	Scott Road/120 St Bus Pullout Infill	2021	\$210,000	BSR	Completed
	Nordel Way Safety Improvements	2019	\$326,000	MRNB	Completed
	Nordel Way Safety Improvements	2018	\$77,383	MRNB	Completed
	Tasker Floodbox Replacement	2017	\$120,000	MRNB	Completed
Electoral Area A	E-Bike Share Expansion to UBC - Phase 1	2023	\$113,000	BICCS, BICCS	Completed
	Improved Pedestrian Crossing and Traffic Calming on East Mall	2020	\$45,000	WITT	Completed
	Pedestrian Wayfinding at UBC	2023	\$51,000	WITT	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	UBC South Campus BSR Hotspot Study	2023	\$110,400	BSR	In Progress
	UBC University Blvd BSR Study	2023	\$134,550	BSR	In Progress
	Wesbrook Mall- Phase 3	2021	\$299,000	BICCS, WITT, BICCS, WITT	Completed
	Wesbrook Mall Redesign Phase 1	2018	\$285,000	BICCS, WITT, BICCS, WITT	Completed
	Wesbrook Mall Redesign Phase 2	2020	\$698,000	BICCS, BICCS	Completed
	Wesbrook Mall Redesign Phase 2 (BSR)	2020	\$500,000	BSR	Completed
Langley City	200 St Culverts Rehabilitation	2023	\$764,420	MRN Structures, MRN Structures	In Progress
	208 St Bike Lanes	2018	\$1,690,590	MRNB, MRNB, BICCS, BICCS, BICCS, BICCS, BICCS, MRNB	Completed
	48 Avenue Bike Lanes	2017	\$259,000	BICCS, BICCS	Completed
	City of Langley Bus Speed & Reliability Study (as Part of Master Transportation Plan)	2021	\$97,000	BSR	Completed
	Cycling Improvements - Fraser Hwy East of 208 Street & Michaud Greenway	2022	\$283,500	MRNB	In Progress
	Douglas Cr and 203 St Pedestrian Safety Improvements	2023	\$189,360	WITT, WITT	In Progress
	Downtown Cycling Enhancements	2022	\$350,000	BICCS	Completed
	Duncan Way Sidwalks	2017	\$166,000	WITT	Completed
	Fraser Highway Upgrades	2021	\$786,758	WITT, WITT, WITT, WITT	In Progress
	Glover Road Bike Lane Project	2018	\$1,234,940	MRNB, BICCS, MRNB, BICCS, MRNB Minor Capital, BICCS	Completed
	Langley Bypass Roadway and Cycling Improvements	2023	\$1,120,000	BICCS, BICCS, MRNB, BICCS, BICCS, MRNB, WITT	In Progress
	LOGAN CREEK CULVERT REPLACEMENT	2018	\$977,000	MRN Structures	Completed
	Michaud Crescent Bike Lane	2023	\$1,000,000	BICCS	In Progress
	Production Way Road Improvements	2018	\$40,000	WITT	Cancelled
Langley Township	16 Avenue - Howes Creek Culvert Rehabilitation	2018	\$442,827	MRN Structures, MRN Structures	Completed
	16 Avenue & 272 Street Intersection Improvements	2019	\$750,000	MRNB	Completed
	16 Avenue and 24400 Block Culvert and Retaining Walls Replacement	2020	\$242,998	MRN Structures	Completed
	16 Avenue Corridor Improvements	2017	\$1,365,000	MRNB, MRNB	Completed
	198 St Sidewalk Improvement	2019	\$143,000	WITT	Completed
	200 Street - Latimer Creek Culvert Rehabilitation	2020	\$376,218	MRN Structures	Completed
	200 Street - Matheson (Logan) Creek Culvert Replacement	2019	\$1,187,000	MRN Structures, MRN Structures	Completed
	200 Street Pedestrian Overpass	2021	\$946,600	MRN Structures, MRN Structures	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	201 St Connector	2019	\$1,010,000	BICCS, BICCS	Completed
	202 Street Sidewalk Improvement Project	2018	\$71,500	WITT	Completed
	20400 Blk 16 Ave Bridge Rip Rap Rehabilitation	2023	\$53,125	MRN Structures, MRN Structures	In Progress
	232 St and 64 Ave Intersection Improvements	2018	\$300,000	MRNB	Completed
	4800 Blk of 232 St- Hatchery Creek Tributary Culvert Replacement	2023	\$481,997	MRN Structures	Completed
	56 Ave Widening: 21100 Blk- 213A St	2022	\$173,000	WITT	Completed
	5800 Blk of 232 St- Nikomekl River Tributary Culvert Replacement	2023	\$397,419	MRN Structures	In Progress
	64 Ave - Matheson (Logan) Creek Culvert Replacement	2022	\$525,496	MRN Structures	In Progress
	92A Avenue Sidewalk Improvement Project	2018	\$71,500	WITT	Completed
	96 Ave Connector	2020	\$1,402,000	BICCS, BICCS, BICCS	Delayed
	96 Ave Sidewalk Phase 2	2020	\$329,000	WITT, WITT	Completed
	Aldergrove Transportation Improvements	2017	\$180,900	WITT	Completed
	Bus stops for Route 531 - Township of Langley	2019	\$20,000	WITT	Completed
	Connected Communities Pilot Project	2022	\$1,000,000	BICCS	Completed
	CSP Culvert Replacement: 22800 Block of 16 Avenue	2020	\$289,505	MRN Structures	Completed
	Fraser Hwy Widening and Intersection Improvements (24300-24600 Blk)	2022	\$5,161,000	WITT, BICCS, MRNB, BICCS, BICCS, MRNB, BICCS, MRNB	In Progress
	Fraser Hwy Widening and Intersection Improvements (24600-25000 Blk)	2018	\$6,259,900	MRNB, BICCS, MRNB, BICCS, MRNB Minor Capital, BICCS, MRNB	In Progress
	Mufford Overpass Rehabilitation	2023	\$65,625	MRN Structures	In Progress
	North Langley Connector Phase 1	2017	\$80,000	BICCS	Completed
	North Langley Connector Phase 2	2018	\$552,000	BICCS	Completed
	Pedestrian Bridge at 56 Avenue and 216 Street	2021	\$13,250	MRN Structures	Completed
Study to Identify the Causes of Delays and Options for Transit Priority	2020	\$100,000	BSR	Completed	
Willowbrook Connector Widening Phase 1	2023	\$533,250	BICCS, WITT	In Progress	
Willowbrook Connector Widening Phase 2	2023	\$307,500	BICCS, BICCS, WITT, BICCS, WITT, WITT	In Progress	
Lions Bay	Lions Bay Avenue Connector	2021	\$206,000	BICCS, WITT, BICCS, WITT	In Progress
	Lions Bay Avenue Stairs to Bus Stop	2018	\$40,000	WITT	Completed
Maple Ridge	117 Avenue Multi-Use Path	2019	\$1,226,338	MRNB, BICCS, WITT, BICCS, WITT	Completed
	227 Street Bike Lane (Abernethy Way to Dewdney Trunk Road)	2018	\$300,000	BICCS	Cancelled
	232 Street Cycling Improvements South of Dewdney Trunk Road	2020	\$1,377,000	MRNB Minor Capital, BICCS, WITT	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	232 Street Improvements (132 Ave to Silver Valley Road)	2017	\$251,340	BICCS	Completed
	Abernethy Way (224 St - 232 St)	2018	\$1,080,000	MRNB, BICCS, WITT	Completed
	Abernethy Way (230 St- 232 St) and 232 St MUP (Dewdney Trunk Rd- Abernethy Way)	2022	\$1,064,000	MRNB	Completed
	Abernethy Way Widening Phase 2: 224 St to 230 St	2023	\$1,477,000	BICCS, MRNB, MRNB	In Progress
	Abernethy Way Widening (230 St-232 St) & 232 St MUP (Dewdney Trunk Rd-Abernethy Way)	2021	\$274,895	BICCS	Completed
	Fern Cr MUP (232 St-236 St), Balsam St MUP(Fern Cr-Larch Ave), & Intersection Improvements at Fern Cr @ 236 St	2021	\$1,145,000	MRNB, WITT	Completed
	Fern Crescent - 232 Street to 236 Street	2017	\$609,000	MRNB, BICCS	Completed
	Hammond Road Multi-Use Path	2019	\$410,767	MRNB, BICCS, WITT, BICCS	Completed
	Lougheed Highway Multi Use Path	2018	\$150,000	MRNB	Completed
	Lougheed Hwy MUP (216 St-220 St)	2022	\$1,317,000	WITT, BICCS, BICCS, WITT	In Progress
	Millionaire Creek Bridge Replacement	2019	\$375,000	MRN Structures	Cancelled
	River Road Sidewalk west of 223 Street	2017	\$217,000	WITT	Cancelled
New Westminster	8th Street	2021	\$97,000	WITT	In Progress
	9th Avenue (20th St-23rd St) & 21st Street (London - 9th Ave) Sidewalk and Lighting	2019	\$274,000	WITT, WITT, WITT	Completed
	Agnes Greenway Phase 1	2020	\$2,120,000	BICCS, BICCS, BICCS, MRNB	Completed
	Boyd Street - Street Lighting Program	2018	\$164,000	MRNB	Completed
	Boyd Street Multi-Use Path	2017	\$30,000	MRNB	Cancelled
	Boyd Street Multi-Use Path (2022)	2022	\$337,000	MRNB, BICCS, BICCS, MRNB	In Progress
	Brunette Avenue Retaining Wall	2020	\$13,500	MRN Structures	Cancelled
	Brunette Fraser Greenway - Braid Street Section Phase II	2018	\$787,500	MRNB, BICCS	Completed
	Central Valley Greenway Upgrade (Hume Park to Brunette-Fraser Greenway)	2022	\$159,000	MRNB	Completed
	Columbia and Tenth Street - Transit detection signal	2020	\$55,000	BSR	Completed
	Columbia Street Retaining Wall	2020	\$10,000	MRN Structures	Cancelled
	Connaught Heights Walking Infrastructure Improvement Program	2017	\$221,600	WITT	Completed
	Grimston Park MUP	2022	\$15,000	BICCS	In Progress
	McBride Blvd at Sangster PI Pedestrian Crossing	2022	\$164,000	MRNB	In Progress
	McBride Boulevard Pedestrian Bridge Rehabilitation	2020	\$7,250	MRN Structures	Cancelled
Moody Park MUP & 9th Street Bikeway	2022	\$261,000	BICCS	In Progress	

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Moody Park Package of Improvements	2019	\$775,000	MRNB, MRNB Minor Capital, BICCS	Completed
	Pedestrian Crossing Improvements- E Columbia St at Simpson St	2023	\$35,000	WITT	In Progress
	Pedestrian Crossing Improvements- Ewen Ave at Carter St	2023	\$30,000	WITT	In Progress
	Pedestrian Crossing Improvements- Sixth St at Blackford St	2023	\$45,000	WITT	In Progress
	Phillips Street Sidewalk	2018	\$82,000	WITT	Completed
	Rotary Crosstown Greenway Package of Improvements	2019	\$100,000	BICCS	Completed
	Rotary Crosstown Greenway- Seventh Avenue (Fifth Street to Eighth Street)	2020	\$2,196,750	MRNB Minor Capital, MRNB, MRNB	Delayed
	Royal Avenue at 11th Street Pedestrian Crossing	2018	\$224,000	MRNB	Completed
	Royal Avenue Retaining Wall Rehabilitation	2020	\$5,000	MRN Structures	Cancelled
	Stewardson Way Intersections	2021	\$318,000	MRNB	In Progress
	Tipperary Park - Package of Improvements	2019	\$76,500	MRNB	Completed
	Transit Priority Program Development	2021	\$49,600	BSR	Completed
	North Vancouver City	BSR Assessment and Improvement Priorities	2023	\$108,600	BSR
Casano-Loutet Multiuse Overpass		2019	\$2,499,000	MRNB, BICCS, BICCS, MRNB Minor Capital, BICCS, BICCS	In Progress
Central Lonsdale New Traffic Signals		2020	\$400,000	WITT	Completed
Chesterfield Bike Route - South of Esplanade		2017	\$16,000	BICCS	Completed
Cotton Road Bridge Replacement at Lynn Creek - Detailed Design		2019	\$365,000	MRN Structures	Completed
Esplanade Complete Street		2021	\$3,634,000	BICCS, BICCS, MRNB, WITT, WITT, BICCS, BICCS, WITT, BICCS	Completed
Green Necklace - Lonsdale Avenue to Grand Boulevard		2018	\$1,213,000	MRNB, BICCS, BICCS	Completed
Green Necklace Multi-use Greenway on 21st Street		2017	\$262,270	BICCS	Completed
Hotspot Analysis		2019	\$100,000	BSR	Completed
Intersection Capacity Improvements		2020	\$22,186	BSR	Completed
Lonsdale Bus Bulges		2019	\$260,000	BSR	Completed
Lonsdale Open Street - Temporary bus bulges pilot		2020	\$93,669	BSR	Completed
Mackay Road Multi-Use Path		2017	\$53,000	BICCS	Completed
Marine Dr at Fell Ave- EB TSP Design and Construction		2023	\$120,000	BSR	In Progress
Marine Dr Bridge Replacement at Mackay Creek - Preliminary and Detailed Design		2018	\$180,000	MRN Structures	Completed
Marine Drive Bridge Replacement at Mosquito Creek		2018	\$1,651,667	MRN Structures	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	New Traffic Signal Chesterfield at 1st Street	2020	\$188,000	BSR	Completed
	Off-Marine Bike Route	2020	\$600,000	BICCS	Completed
	Pedestrian Accessibility Improvements to Transit	2019	\$471,000	WITT, WITT	Completed
	Pedestrian Crossing Safety Improvements	2020	\$480,000	WITT	Completed
	Semisich Park	2023	\$250,000	WITT, WITT	In Progress
	St Georges Ave Pedestrian Safety Improvements	2023	\$400,000	WITT	In Progress
	St. Andrews Bike Route- Keith to 13th	2022	\$33,000	BICCS	Completed
	Staff Training - APTA Multimodal	2019	\$750	BSR	Cancelled
	Staff Training - ITE	2019	\$750	BSR	Completed
	Staff Training - NACTO	2019	\$750	BSR	Cancelled
	Staff Training - Rail-volution	2019	\$4,016	BSR	Cancelled
	Traffic Signal - E. 3rd St. and St. Andrew's Ave.	2017	\$35,000	BICCS	Completed
	Traffic Signal at 4th Street and Lonsdale Avenue	2018	\$215,000	WITT, WITT	Completed
	Transit Corridor Traffic Signal Detection Upgrades	2021	\$45,000	BSR	Completed
	Upper Levels Neighbourhood Mobility Improvement Project	2022	\$1,460,000	MRNB, WITT, BICCS, MRNB, WITT, BICCS, BICCS, MRNB, WITT	In Progress
	West Keith Bicycle and Multi-use Facilities	2017	\$660,900	MRNB, WITT	Completed
	West Keith Road- Transit Lane	2020	\$67,600	BSR	Completed
North Vancouver District	Active transportation improvements supporting Marine-Main B-Line	2019	\$245,000	MRNB	Completed
	Coordination Study	2019	\$55,000	BSR	Cancelled
	Dempsey Rd SW	2021	\$113,000	WITT	In Progress
	Hope Road & Garden Avenue Improvements	2020	\$107,000	WITT	Completed
	Hotspot Analysis (District of North Vancouver)	2021	\$50,000	BSR	Completed
	LGV-CNV Border Bike Route	2020	\$120,000	MRNB Minor Capital, BICCS	Completed
	LV-LVTC Bike Route	2020	\$129,500	BICCS	Cancelled
	Lynn Valley Rd Phase 2	2023	\$351,000	BICCS	In Progress
	Lynn Valley Town Centre - Lynn Creek Town Centre Priority Bike Route	2020	\$900,000	MRNB Minor Capital, BICCS, BICCS, MRNB	Delayed
	Main Street Cycling Link	2022	\$934,500	MRNB, MRNB	In Progress
	Marine Drive Bike Lane Project	2020	\$187,500	MRNB Minor Capital, BICCS	Delayed
	Marine Drive Cycling Link between Capilano Road and McGuire Avenue	2022	\$187,500	BICCS, MRNB	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Mountain Highway Pedestrian Improvements	2017	\$120,000	WITT	Completed
	Mt. Seymour Road MUP	2022	\$150,000	MRNB	Cancelled
	Mtn Hwy Cycling Link	2021	\$750,000	BICCS, MRNB	In Progress
	Riverside Drive Upgrades	2022	\$250,000	MRNB	In Progress
	Ross Road Sidewalk: Mountain Highway - Allan Road	2019	\$96,000	WITT	Completed
	Sowden St and Redwood St Walking Improvements	2023	\$128,000	WITT	In Progress
	Spirit Trail (Central) CNV Border - E. Keith Road	2018	\$2,498,000	MRNB, BICCS, MRNB, BICCS, BICCS	Completed
	Spirit Trail Ph I	2021	\$50,000	BICCS	Cancelled
	Spirit Trail Ph II	2021	\$112,000	BICCS	In Progress
	Staff Training - ITS	2019	\$438	BSR	Cancelled
	Staff Training - NACTO	2019	\$373	BSR	Cancelled
	Staff Training - WTS	2019	\$1,000	BSR	Cancelled
	W 15th St sidewalk (South): Philip Ave and Pemberton Ave	2022	\$116,000	WITT	In Progress
	Welch St Safety Improvements	2021	\$60,000	BICCS	Cancelled
	William Avenue Sidewalk	2018	\$96,000	WITT	Completed
Pitt Meadows	119 Ave- Bikeway Signage and Pavement markings	2022	\$10,500	BICCS	Completed
	192A Street- RRFB-Crossing	2021	\$12,425	WITT	Completed
	Airport and Baynes MUP Crossing	2021	\$24,321	MRNB	Completed
	Ford and Baynes MUP Crossing	2021	\$13,616	BICCS	Completed
	Intersection Push Buttons (Audible)	2020	\$55,800	WITT, BICCS	Completed
	Intersection Push Buttons (Bicycle)	2020	\$37,000	BICCS	Completed
	Macleam Park MUP Crossing	2021	\$65,822	BICCS, MRNB	Completed
	McMyn and 191 Crossing	2021	\$34,575	WITT	Completed
	Neaves Road and Rannie Road Bike Lanes	2017	\$180,060	BICCS, BICCS	Completed
	Wildwood Multi Use Crossing	2022	\$23,625	BICCS	Completed
	Wildwood Sidewalk Letdowns	2022	\$16,100	WITT	Completed
Port Coquitlam	Broadway Street Sidewalk	2020	\$60,000	WITT	Completed
	Coquitlam River Bridge Replacement - Design and Construction	2018	\$8,276,000	MRN Structures, MRN Structures, MRNB	In Progress
	Coquitlam River Bridge Replacement - Preliminary Design	2018	\$75,000	MRN Structures	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Donald Street MUP	2020	\$625,000	BICCS, BICCS	Delayed
	Donald Street Pathway	2018	\$920,000	MRNB, BICCS, WITT	Completed
	Kelly Avenue Greenway	2020	\$35,000	BICCS, WITT	Completed
	Kingsway Avenue - Detailed Design	2020	\$50,000	MRNB Minor Capital	Completed
	Kingsway Avenue Construction Project	2022	\$1,382,000	BICCS, WITT, BICCS, MRNB, WITT, BICCS, MRNB	In Progress
	Lougheed Highway Road Widening	2017	\$37,000	BICCS	Completed
	Lougheed Hwy	2021	\$566,000	BICCS, MRNB	In Progress
	Lougheed Hwy Improvements	2020	\$1,429,000	MRNB Minor Capital, BICCS, MRNB	Delayed
	McAllister Avenue MUP	2020	\$89,000	BICCS, WITT	Completed
	Patricia Avenue Multi-Use Path (MUP)	2019	\$150,000	BICCS	Cancelled
	Patricia, Hastings and Shaughnessy Multi-Use Paths	2018	\$198,000	MRNB	Completed
	Pitt River Road & McLean Avenue Road Rehabilitation	2017	\$299,500	BICCS, BICCS, WITT	Completed
	Prairie Ave MUP	2021	\$320,000	MRNB	Completed
	Prairie Avenue Detailed Design	2019	\$50,000	MRNB	Completed
	Salisbury Avenue Sidewalk	2019	\$67,000	WITT	Completed
Port Moody	Barnet Highway Bridges Seismic Assessments	2022	\$40,000	MRN Structures	In Progress
	Clarke RD and Cecile DR Intersection Study	2021	\$29,200	BSR	Completed
	Improved Pedestrian Access to Moody Centre Skytrain and Westcoast Express Station	2018	\$131,250	WITT	Completed
	loco Road Crosswalk Improvements	2018	\$47,000	MRNB	Completed
	Moody Centre Traffic Management	2022	\$29,000	BSR	Completed
	Murray Street Project	2018	\$1,634,000	BICCS, BICCS, BICCS	Completed
	Newport Crosswalk Improvements	2018	\$40,000	WITT	Completed
	Relocate Stop ID #53147 (EB St. Johns & Moody)	2023	\$70,944	BSR	In Progress
	Shoreline Trail	2022	\$963,000	WITT, BICCS, BICCS, MRNB, WITT, BICCS, MRNB, WITT	In Progress
	Shoreline Trail South Section	2023	\$300,000	WITT	In Progress
	St. Johns Street - Phase 1 - Mixed-Use Pathway Moody (west) to Barnet	2019	\$2,666,500	MRNB, BICCS, BICCS, WITT, MRNB Minor Capital, BICCS, WITT, WITT, BICCS, BICCS, MRNB, WITT	Delayed
Richmond	Alderbridge Way MUP	2019	\$600,000	MRNB	Completed
	Alderbridge Way- No 4 Rd Intersection Upgrade	2023	\$455,000	MRNB	In Progress
	Blundell Rd- No 2 Rd Intersection Upgrade	2023	\$45,828	WITT, MRNB	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Bridgeport Station Access/Egress Study	2019	\$30,000	BSR	Completed
	Bridgeport Station Access: Re-routing of Regional Bus Routes	2020	\$17,900	BSR	Completed
	Bridgeport Station Egress: Traffic Signal Improvement	2020	\$41,750	BSR	Completed
	Browngate Rd Cycle Tracks	2021	\$300,000	BICCS	In Progress
	Cambie Rd- No 4 Rd Intersection Upgrade	2021	\$850,000	MRNB, MRNB, WITT	In Progress
	Cambie Road and No 5 Road Intersection Upgrade	2020	\$1,380,000	MRNB Minor Capital, WITT	Delayed
	Cambie Road Multi-Use Pathway	2018	\$288,750	WITT	Completed
	Cambie Road Overpass (at Highway 99) Rehabilitation	2019	\$638,469	MRN Structures	Cancelled
	Cambie Road Overpass over Knight Street Rehabilitation	2019	\$677,500	MRN Structures	Completed
	Charles Street MUP	2019	\$193,340	WITT	Completed
	Collision Prone Intersections on MRN " Short-Term Improvements	2020	\$104,000	MRNB Minor Capital	Completed
	Corridor and Hotspot Analysis	2020	\$100,000	BSR	Delayed
	Crosstown Neighbourhood Bike Route - Phase 3	2018	\$80,000	BICCS	Completed
	Garden City Bike and Pedestrian Paths	2019	\$500,000	MRNB	Completed
	Garden City Road Bike Route Upgrade: Addition of Protection	2022	\$275,000	BICCS	Completed
	Garden City Road MUP	2022	\$500,000	BICCS, MRNB, WITT	In Progress
	Garden City Road- Westminster Hwy LT (Road Improvement)	2020	\$198,500	BSR	Cancelled
	Garden City Road- Westminster Hwy Signal	2020	\$87,800	BSR	Delayed
	Garden City Road-Westminster Hwy Study	2019	\$15,000	BSR	Completed
	Granville Ave Bike Route Upgrade: Addition of Protection	2021	\$300,000	BICCS	Completed
	Great Canadian Multi-Use Path	2017	\$150,000	BICCS	Completed
	Great Canadian Way SB Bus Only Lane	2021	\$50,000	BSR	Delayed
	Great Canadian Way Southbound Bus Only Left-Turn Lane (Capital Project)	2022	\$750,000	BSR	In Progress
	Hot Spot Left-Turns (Richmond)	2021	\$50,000	BSR	Delayed
	Knight Street / Bridgeport Road	2021	\$125,000	BSR	Cancelled
	Lansdowne Rd MUP	2021	\$150,000	MRNB	In Progress
	No 2 Road MUP	2021	\$1,500,000	MRNB, BICCS, MRNB	In Progress
	No 3 Road (North) Corridor Analysis	2021	\$125,000	BSR	Cancelled
	No. 2 Road Multi-Use Path	2017	\$620,000	MRNB, BICCS, BICCS	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	No. 2 Road Walkway	2017	\$200,000	MRNB	Completed
	No. 3 Road (South) Corridor Analysis (Part 1)	2020	\$100,000	BSR	Delayed
	No. 6 Road MUP	2019	\$250,000	BICCS	Completed
	Odlin Road Bike Route	2018	\$140,000	MRNB	Completed
	Off-Gilbert Bike Route - Phase 1	2018	\$75,000	MRNB	Completed
	Parkside Neighbourhood Bike Route - Northern Extension	2018	\$50,000	BICCS	Completed
	Railway Greenway Intersection Upgrades	2019	\$281,250	BICCS, WITT	Completed
	River Parkway - Protected Bike Lanes	2018	\$2,266,000	MRNB, BICCS, BICCS	Completed
	River Road MUP	2022	\$800,000	MRNB	In Progress
	Riverside Industrial Park - Pedestrian Connections to Transit	2018	\$272,000	WITT	Completed
	Sexsmith Road Multi-Use Path	2017	\$248,000	MRNB, WITT	Completed
	Sexsmith Road-Brown Road Protected Bike Route	2022	\$562,500	BICCS	In Progress
	Shell Rd MUP Upgrade	2021	\$345,500	MRNB	In Progress
	Staff Training - Rail-volution	2019	\$1,183	BSR	Cancelled
	Steveston Highway East of Highway 99 - Environmental Analysis	2020	\$26,200	BSR	Delayed
	Steveston Highway MUP - Phase 2	2020	\$3,600,000	MRNB Minor Capital, BICCS, BICCS, BICCS, BICCS, MRNB	Delayed
	Steveston Highway MUP: Phase 1	2019	\$1,410,000	MRNB, BICCS, BICCS	Delayed
	Steveston Hwy- Gilbert Rd Drainage Upgrades	2021	\$381,000	MRN Structures	In Progress
	Steveston Hwy MUP Phase 3 (No 2 Rd - Railway Ave)	2023	\$2,985,500	BICCS, BICCS, MRNB, BICCS, MRNB	In Progress
	Steveston Hwy- No 5 Road	2020	\$378,000	BSR	Cancelled
	Steveston Hwy/Hwy-99 Study	2019	\$30,000	BSR	Completed
	Westminster Highway Bike and Pedestrian Paths	2019	\$489,500	BICCS, BICCS, WITT	Completed
	Westminster Highway Multi-Use Path	2017	\$200,000	BICCS	Completed
	Westminster Highway MUP Upgrade	2018	\$360,000	MRNB	Completed
	Westminster Hwy - Pedestrian Access Improvements to Transit	2020	\$95,000	WITT	Completed
	Westminster Hwy No 4 Rd Intersection Upgrade	2023	\$163,595	BICCS, WITT, MRNB	In Progress
	Westminster Hwy- No.2 Road	2021	\$650,000	MRNB, WITT, MRNB	In Progress
	Westminster Hwy-No. 5 Road Intersection Upgrade	2022	\$600,000	BICCS, MRNB	In Progress
Surrey	100 Avenue Cycle Track Projects	2022	\$1,564,200	BICCS, BICCS	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	100 Avenue Protected Bike Lanes - King George Blvd to 140 Street	2018	\$600,000	BICCS	Completed
	100 Avenue Separated Bike Lanes	2017	\$498,200	BICCS, BICCS	Completed
	105 Avenue Protected Bike Lanes - Whalley Blvd to 140 Street	2018	\$844,000	BICCS	Completed
	140 Street Cycle Track	2022	\$941,800	BICCS	In Progress
	140 Street Protected Bike Lanes - 100 Avenue to 106 Avenue	2019	\$1,200,000	BICCS	Cancelled
	144 St: 100 Ave to 105 Ave Cycling Project	2023	\$1,303,500	BICCS	In Progress
	144 Street Multi-Use Path	2018	\$465,000	WITT, WITT	Cancelled
	150 St: 100 Ave - 105 Ave Cycling Project	2023	\$785,500	BICCS	In Progress
	152 St at 5000 Blk (Construction) - Bridge Improvements	2020	\$574,350	MRN Structures	Delayed
	152 Street and 104 Avenue Intersection Improvements	2022	\$750,000	BSR	In Progress
	152 Street BAT Lane: 96 to 98 Avenue	2022	\$750,000	BSR	In Progress
	152 Street Road Upgrades & Raising	2020	\$11,346,000	MRNB Minor Capital, MRNB, MRNB	Delayed
	16 Ave 18600 Blk Culvert Replacement	2023	\$212,658	MRN Structures	In Progress
	160 Street Widening Project (88 Ave-Fraser Hwy)	2021	\$3,764,000	MRNB	In Progress
	32 Avenue Arterial Widening	2020	\$4,564,000	MRNB Minor Capital	Completed
	64 Avenue and 158 St - Bridge Improvements	2020	\$140,700	MRN Structures	Completed
	64 Avenue and 162 Street (Construction) - Bridge Improvements	2020	\$698,250	MRN Structures	Cancelled
	64 Avenue Arterial Improvements & Widening (Fraser Highway to 196 Street)	2017	\$2,279,000	MRNB	Completed
	64 Avenue Arterial Improvements and Widening (177B Street to 184 Street)	2019	\$4,820,000	MRNB, MRNB, MRNB	Delayed
	64 Avenue Arterial Improvements and Widening (184 St to Fraser Hwy)	2017	\$5,000,000	MRNB, MRNB	Completed
	70 Avenue (134-KGB)	2021	\$775,807	WITT, WITT	Completed
	70 Avenue (KGB-138 St) & 136B St (Newton Exchange-70 Ave)	2021	\$1,096,000	BICCS, BICCS	In Progress
	80 Ave between 132 Street and King George Boulevard	2020	\$932,000	BICCS, BICCS, BICCS, BICCS	Delayed
	80 Avenue Widening Project (122 St-128 St)	2021	\$1,439,193	BICCS, WITT	In Progress
	81 Avenue Sidewalk and Connections	2017	\$230,600	WITT	Completed
	82 Avenue Sidewalk Project	2020	\$947,000	WITT, WITT	Completed
	84 Ave Sidewalk Improvements	2023	\$400,000	WITT	In Progress
	84 Avenue between Scott Rd (Future B-Line) to 124 St	2020	\$490,000	WITT, WITT	Cancelled
	84th Avenue Sidewalks	2019	\$260,000	WITT	Cancelled

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	88 Ave over Serpentine River (construction)	2020	\$423,900	MRN Structures	Completed
	96 Avenue and Quibble Creek - Bridge Improvements (Phase I)	2020	\$500,000	MRN Structures	Completed
	96 Avenue and Quibble Creek - Bridge Improvements (Phase II)	2023	\$1,400,000	MRN Structures, MRN Structures	In Progress
	96 Avenue Collector Road Improvements (North side)	2022	\$1,453,000	WITT, WITT, WITT	In Progress
	BC Parkway	2020	\$1,000,000	BICCS, BICCS	Delayed
	Bridge Rehabilitation at 16 Avenue and Campbell River	2021	\$133,590	MRN Structures	In Progress
	Bridge Rehabilitation at King George Blvd and Colebrook Road	2021	\$50,630	MRN Structures	In Progress
	Bus stops for Route 531 City of Surrey	2019	\$430,000	WITT	Completed
	City Centre Protected Cycling Network	2021	\$992,000	BICCS	Completed
	Connections From 102A Avenue to 104 Ave around 149 ST (Connection to Rapid Transit on 104 Avenue)	2019	\$709,000	WITT, WITT	Cancelled
	Connections From 105A Avenue to 104 Ave around 140 ST LRT station	2018	\$600,000	WITT, WITT	Completed
	Culvert Replacement at 32 Ave	2023	\$1,450,000	MRN Structures	In Progress
	Culvert Replacement at King Creek and Fraser Hwy	2021	\$200,000	MRN Structures	Completed
	Culvert Replacement at Quibble Creek and Fraser Hwy	2021	\$750,000	MRN Structures	Completed
	Culvert Replacement at Unnamed Creek and Fraser Hwy	2021	\$200,000	MRN Structures	Completed
	Design Work for 4 Different Bridges	2020	\$250,000	MRN Structures	Cancelled
	Fraser Highway (164St-166 St)	2020	\$600,000	BICCS	Cancelled
	Fraser Highway Widening & Improvements Whalley Blvd to 140 Street	2018	\$4,965,000	MRNB	Completed
	Green Timbers Greenway - 134 Street to 138 Street	2018	\$790,000	BICCS	Completed
	Guildford Bus Priority Feasibility Study	2020	\$100,000	BSR	Completed
	Hot Spot Analysis (Surrey)	2021	\$120,000	BSR	Completed
	King George Blvd BAT Lane Design	2019	\$100,000	BSR	Completed
	King George Blvd/72 Av Transit Improvements	2021	\$750,000	BSR	Completed
	King George Boulevard / 92 Avenue Bus Queue Jumps	2023	\$375,665	BSR	In Progress
	New Bridge at 152 Street at Nicomekl River	2023	\$2,000,000	MRNB	In Progress
	Newton Exchange BAT Lane Design	2019	\$100,000	BSR	Completed
	Newton Exchange BAT Lanes	2020	\$500,000	BSR	Completed
	Nicomekl Bridge	2020	\$5,000,000	MRN Structures	Delayed
	Retaining Wall Replacement at 64 Ave & Hyland Creek	2023	\$373,212	MRN Structures	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Scott Road BAT Lane	2021	\$64,500	BSR	Completed
	Scott Road Bus Pullout Infill	2021	\$74,000	BSR	Completed
	South Surrey Bus Priority Feasibility Study	2020	\$100,000	BSR	Completed
	Surrey City Centre Transportation Analysis - Bus Priority Component	2023	\$100,000	BSR	In Progress
	Whalley Boulevard between Fraser Hwy and 100 Ave	2020	\$700,000	BICCS	Completed
	Whalley Boulevard Connection and Quibble Creek Greenway	2019	\$1,034,000	BICCS, BICCS	Delayed
	Whalley Boulevard Quick-Build: 105A Avenue to Grosvenor Road	2022	\$317,000	BICCS	Cancelled
Tsawwassen	28 Ave/52 St Multi-Use Pathway	2020	\$1,629,539	BICCS, BICCS, WITT, BICCS, BICCS, WITT, BICCS	Delayed
	Bike Lane as part of the upgrade and improvements of 27B Ave	2018	\$70,000	BICCS	Completed
	Bus Shelter as part of TFN commercial area improvements - Bus Stop # 59510	2019	\$15,000	WITT	Completed
	Bus Shelters as part of TFN commercial area improvements - Bus Stop #'s 59532, 59542, 59547	2019	\$25,000	WITT	Completed
	Shared use signage as part of TFN multi-use pathway improvements	2019	\$3,780	BICCS	Completed
	Shared Use Signage as Part of TFN MUP Improvements	2023	\$31,590	BICCS	In Progress
	Tsawwassen Drive Multi-Use Pathway Project	2022	\$107,000	BICCS, WITT, BICCS, BICCS, WITT, WITT	In Progress
Vancouver	10th Avenue Corridor Project	2018	\$1,725,000	MRNB	Completed
	10th Avenue Cycling Corridor Project	2017	\$3,785,000	MRNB, BICCS	Completed
	10th Avenue Health Precinct Phase 2	2019	\$4,243,000	MRNB, WITT, WITT, MRNB Minor Capital, BICCS, MRNB	Completed
	10th Avenue Health Precinct Street Improvements	2018	\$1,500,000	MRNB, BICCS	Completed
	14th Ave Bikeway Extension	2021	\$250,000	BICCS	In Progress
	2018 WITT Curb Ramps	2018	\$418,000	WITT	Completed
	41st Ave (Balaclava to Carnarvon) Sidewalk Extension	2021	\$150,000	WITT	Completed
	49th Avenue - EB at Boundary Rd	2022	\$132,000	BSR	In Progress
	49th Avenue - Oak to Cambie	2022	\$209,000	BSR	In Progress
	49th Avenue Tactical Transit Project	2020	\$47,760	BSR	Completed
	500 Pacific St	2023	\$225,000	BICCS, MRNB	In Progress
	800 Robson Plaza Project	2019	\$1,128,000	MRNB, BICCS, WITT	Completed
	Alexander and Powell Street Bikeway	2018	\$600,000	BICCS	Completed
	Arbutus Greenway - Kerrisdale	2023	\$1,754,500	BICCS, BICCS, MRNB	In Progress
Arbutus Greenway Spot Improvements - W King Edward	2022	\$850,000	BICCS, MRNB	In Progress	

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Bridges over Boundary Road - Seismic Upgrade Design	2019	\$56,604	MRN Structures	Delayed
	Broadway West of Arbutus Transit Priority Study	2019	\$97,900	BSR, BSR	Cancelled
	Burrard NB and SB Bus Lanes (Phase 1)	2019	\$27,500	BSR	Completed
	Bus Stop Balancing - Line 002	2021	\$81,835	BSR	Delayed
	Bus Stop Balancing - Line 004	2021	\$32,835	BSR	Completed
	Bus Stop Balancing - Line 007	2021	\$43,835	BSR	Completed
	Bus Stop Balancing - Line 017	2021	\$141,635	BSR	Delayed
	Bus Stop Balancing - Line 025	2021	\$162,735	BSR	Delayed
	Bus Stop Balancing Routes 4 & 7 - Stop Decommissioning	2022	\$529,500	BSR	In Progress
	Bus Zone Pavement Markings Pilot	2019	\$203,000	BSR	Completed
	Cambie Bridge Rehab and Seismic Upgrade	2021	\$5,000,000	MRN Structures	In Progress
	Cambie Bridge Seismic Upgrade - Design and Early Works	2018	\$3,116,534	MRN Structures, MRN Structures, MRN Structures	Completed
	Cambie Bridge Seismic Upgrade and Rehabilitation - Ph2b	2022	\$4,450,000	MRN Structures	In Progress
	Cambie Bridge Seismic Upgrade and Rehabilitation Phase 2c	2023	\$5,000,000	MRN Structures	In Progress
	Central Valley Greenway and Connections Improvement Project	2021	\$650,000	BICCS	Completed
	Champlain Heights Pedestrian Improvements	2018	\$150,000	WITT	Completed
	Clark Drive Bridge Railing Upgrade	2021	\$28,000	MRN Structures	In Progress
	Clark Drive Seismic Upgrade Design	2019	\$117,925	MRN Structures	Completed
	Commercial Drive (1st to Venables) Pilot	2022	\$228,000	BSR	Completed
	Curb Ramps (Vancouver)	2023	\$399,938	WITT	In Progress
	Curb Ramps Urban Centre	2023	\$226,313	WITT	In Progress
	Downtown Bike Network Expansion	2021	\$1,500,000	BICCS, MRNB	Completed
	Drake Street Bike Lane	2020	\$2,600,000	BICCS, BICCS	Delayed
	Drake Street Bike Lane Phase 2	2023	\$3,585,500	BICCS, MRNB	In Progress
	E 1st Avenue Road Improvement	2018	\$254,000	MRNB	Cancelled
	E Broadway - Additional Westbound Bus Lane Hours	2023	\$319,300	BSR	In Progress
	E. Broadway Transit Priority Pilot	2020	\$50,000	BSR	Cancelled
	East Vancouver Sidewalks	2022	\$200,000	WITT	In Progress
	Expansion Joint Replacement Program for MRN Bridges	2022	\$292,500	MRN Structures	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Georgia EB Bus Lane	2020	\$235,000	BSR	Completed
	Grandview Viaduct Coating Renewal Misc. Repairs	2021	\$1,732,774	MRN Structures	In Progress
	Granville (South of Downtown) - Bus Lanes and Enhancements	2020	\$100,000	BSR	Completed
	Granville and Hastings- WBLT and NBRT Overlap	2022	\$231,000	BSR	Completed
	Granville Bridge - Rehabilitation North Concrete Approach	2018	\$1,886,792	MRN Structures	Completed
	Granville Bridge - Rehabilitation of South Concrete Approach and Ramps	2022	\$5,000,000	MRN Structures, MRN Structures	In Progress
	Granville Bridge - Rehabilitation South Approach, Howe and Seymour Ramps	2018	\$3,539,519	MRN Structures, MRN Structures	Completed
	Granville Bridge - Steel Span - Seismic Upgrade and Rehabilitation	2018	\$5,000,000	MRN Structures	Completed
	Granville Bridge- Coating Renewal- \$13M	2020	\$5,000,000	MRN Structures	Completed
	Granville Bridge Coating Renewal- Phase 2A	2021	\$5,000,000	MRN Structures	In Progress
	Granville Bridge Coating Renewal Phase 2c	2023	\$5,000,000	MRN Structures	In Progress
	Granville Bridge Connector	2021	\$7,769,000	BICCS, BICCS, MRNB, WITT, WITT, BICCS, MRNB	In Progress
	Granville Bridge- Debris Netting- Phase 1	2020	\$509,950	MRN Structures	Completed
	Granville Bridge North Abutments Repair	2021	\$1,125,000	MRN Structures	Completed
	Granville St Phase 2 Upgrades	2022	\$125,000	BSR	In Progress
	Granville Street Bridge Recoating Phase 2b	2022	\$4,995,886	MRN Structures	In Progress
	Haro Street Bikeway	2019	\$600,000	BICCS	Completed
	Haro Street Upgrades	2021	\$50,000	WITT	Completed
	Hastings Transit Priority Study	2019	\$96,800	BSR	Cancelled
	Hastings Viaduct Exp Jt Replacement	2021	\$230,000	MRN Structures	In Progress
	Improved Bicycle Crossings	2023	\$743,000	BICCS	In Progress
	Joyce-Collingwood SkyTrain Station Walking Infrastructure Improvements	2017	\$378,400	WITT, WITT	Cancelled
	Kamloops, Windermere, Lillooet Sidewalk Improvements	2021	\$350,000	WITT	Completed
	Killamey Sidewalks	2023	\$355,020	WITT	In Progress
	Kingsway (Fraser to Boundary) Bus-Priority Lane Design	2022	\$125,000	BSR	Delayed
	Knight Street & SE Marine Drive Interchange Improvements	2017	\$500,000	MRNB	Completed
	Langara Sidewalks	2022	\$804,000	WITT	In Progress
	Main St and Kingsway - Bus Lanes and Spot Enhancements	2020	\$97,000	BSR	Completed
	Main St and Kingsway Phase 2 Upgrades	2022	\$245,000	BSR	In Progress

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	Marine Dr Station Pedestrian Improvements	2019	\$305,000	WITT	Completed
	Marine Drive and Main Street Route 3 Left Turn Enhancement Study	2019	\$26,620	BSR	Completed
	Mt.Pleasant Sidewalks	2022	\$400,000	WITT	In Progress
	Nanaimo Street Upgrades (2019-2020)	2019	\$500,000	MRNB	Completed
	Norquay Village Pedestrian Improvements	2018	\$125,000	WITT	Completed
	Northern Connection - Arbutus Greenway to Seaside Greenway	2019	\$600,000	BICCS	Completed
	Ontario Greenway AAA Upgrades - Phase I	2020	\$273,000	BICCS	Completed
	Ontario Greenway AAA Upgrades Phase 2	2022	\$1,225,000	BICCS, BICCS	In Progress
	Portside Greenway- Wall St	2023	\$500,000	BICCS, MRNB, BICCS, MRNB	In Progress
	Public Bike Share Phase II Expansion	2018	\$1,000,000	BICCS	Completed
	Quebec St and E 1st Ave	2018	\$1,100,000	MRNB, BICCS	Completed
	Quebec Street Phase 2	2019	\$1,375,000	BICCS	Completed
	Renfrew Station Pedestrian Improvements	2020	\$908,488	WITT, WITT	Cancelled
	Retaining Wall Replacement Clark Williams	2021	\$360,000	MRN Structures	In Progress
	Richards Street Bikeway	2019	\$3,283,000	BICCS, MRNB Minor Capital	Completed
	Robson Bus Bulges	2021	\$546,816	BSR	Delayed
	Robson St - Transit Priority & Public Space Pilot	2020	\$100,000	BSR	Completed
	SE Vancouver Sidewalks	2023	\$523,800	WITT	In Progress
	St George Rainway (Broadway to 5th Ave)	2022	\$900,000	BICCS, MRNB	In Progress
	Staff Training - Rail-volution	2019	\$6,450	BSR	Cancelled
	Strathcona Sidewalks	2022	\$450,000	WITT, WITT	In Progress
	TDM Minor Signage Modifications	2021	\$80,000	BSR	Completed
	TDM Minor Signal Timing Modifications	2021	\$80,000	BSR	Completed
	Temporary Bus Boarding Island Pilot	2019	\$52,000	BSR	Completed
	Trout Lake Sidewalks	2023	\$286,180	WITT	In Progress
	Union and Adanac Cycling Corridor Improvements	2017	\$245,870	BICCS	Completed
	Vancouver Metro Core Curb Ramps	2020	\$223,000	WITT	Completed
	Victoria 10th Crossing Improvement	2021	\$200,000	MRNB	In Progress
	W 4th Ave Bulb-out and Transit Enhancement Study	2019	\$99,990	BSR, BSR	Completed

Municipality	Project Name	Year Funded	Initial Approved Funding	Funding Program(s)	Status
	W Georgia WB Bus Lane and EB Parking Regulations (Phase 1)	2019	\$27,500	BSR	Completed
	West King Edward Upgrades	2023	\$ 200,000	MRNB	In Progress
West Vancouver	31st Street to Westmount Road Active Transportation Upgrades	2022	\$249,000	MRNB	Completed
	4400 block Marine Drive sidewalk	2020	\$121,000	WITT, WITT	Delayed
	5900 Block Marine Drive Bike Lanes	2018	\$375,000	MRNB	Cancelled
	600 Block Inglewood Avenue Sidewalk	2017	\$25,000	WITT	Completed
	Bus Speed and Reliability Improvements in the District of West Vancouver	2022	\$75,000	BSR	Delayed
	Capilano Pacific Trail Improvements	2017	\$19,000	BICCS	Completed
	Kings Avenue Sidewalk - 24th to 25th	2019	\$52,000	WITT	Cancelled
	Marine Drive & The Dale Intersection Upgrades	2022	\$64,000	WITT, WITT	In Progress
	Marine Drive and 31st Street Intersection Upgrades	2022	\$223,000	BICCS, BICCS, MRNB, BICCS, MRNB	In Progress
	Marine Drive east of LGB - Separated Bike Path	2022	\$419,500	MRNB, MRNB, MRNB	In Progress
	Marine Drive Separated Bike Lanes - 26th to 31st	2018	\$112,500	BICCS	Completed
	Mathers Avenue Multi-Use Pathway	2019	\$150,000	BICCS	Delayed
	Spirit Trail at Wardance Bridge	2018	\$150,000	MRNB	Completed
	Spirit Trail Multi-Use Pathway (Ambleside)	2017	\$25,000	BICCS	Cancelled
	Taylor Way at Clyde Avenue	2018	\$52,000	WITT	Cancelled
	Taylor Way Off-Ramp (Mathers Ave MUP)	2023	\$439,500	BICCS, MRNB, BICCS	In Progress
White Rock	Centre Street Walkway	2022	\$48,000	WITT	In Progress
	Improvements at Oxford St and North Bluff Rd	2023	\$51,000	WITT	In Progress
	Johnston Road Gateway Project	2018	\$40,000	WITT	Completed
	Johnston Road Phase 2	2019	\$132,000	WITT, WITT, WITT	Delayed
	Maccaud Park Improvements	2022	\$187,000	BICCS, MRNB	Completed

