



CITY OF
Pitt Meadows
The *Natural* Place

Staff Report to Council

Engineering and Operations Department

FILE: 16-8330-01/18

DATE: November 08, 2018

Date of Meeting – November 13, 2018

TO: Mayor and Council

FROM: Samantha Maki, Project Engineer

SUBJECT: Major Road Network Expansion – Inclusion of Old Dewdney Trunk Road from Sharpe Road to Neaves Road

RECOMMENDATION(S): THAT Council:

- A. Receive the staff report titled “Major Road Network Expansion – Inclusion of Old Dewdney Trunk Road from Sharpe Road to Neaves Road”; AND
- B. Endorse the Major Road Network Expansion to include Old Dewdney Trunk Road from Sharpe Road to Neaves Road to complete the MRN network within the City of Pitt Meadows; OR
- C. Other.

CHIEF ADMINISTRATIVE OFFICER COMMENT/RECOMMENDATION:

PURPOSE

The purpose of this report is to provide Council with information on Translink’s proposed 2018 Major Road Network (MRN) Expansion and to receive Council’s approval to assign the MRN designation to the remaining portion of Old Dewdney Trunk Road from Sharpe Road to Neaves Road (0.8 lane-km).

☐ Information Report

☐ Direction Report

☒ Decision Report

DISCUSSION

Background:

The Major Road Network (MRN) supports the safe and efficient movement of people and goods across the region. It includes more than 600 kilometers (2,370 lane-km) of major arterial roads that carry commuter, transit, and truck traffic. The Major Road Network connects the provincial highway system with the local road network, and some corridors also serve cyclists and pedestrians.

TransLink, in partnership with municipalities, plans the region's Major Road Network. TransLink contributes funding for the on-going operation, maintenance and rehabilitation of the MRN; however, ownership and operational responsibility for the MRN remains with the respective municipalities. TransLink also shares the cost of road, cycling, and pedestrian improvement projects with municipal partners and other stakeholders, in order to expand options for driving, cycling, and walking across the region.

In January 2018, the City of Pitt Meadows submitted the following request to Translink for consideration in the 2018 MRN expansion:

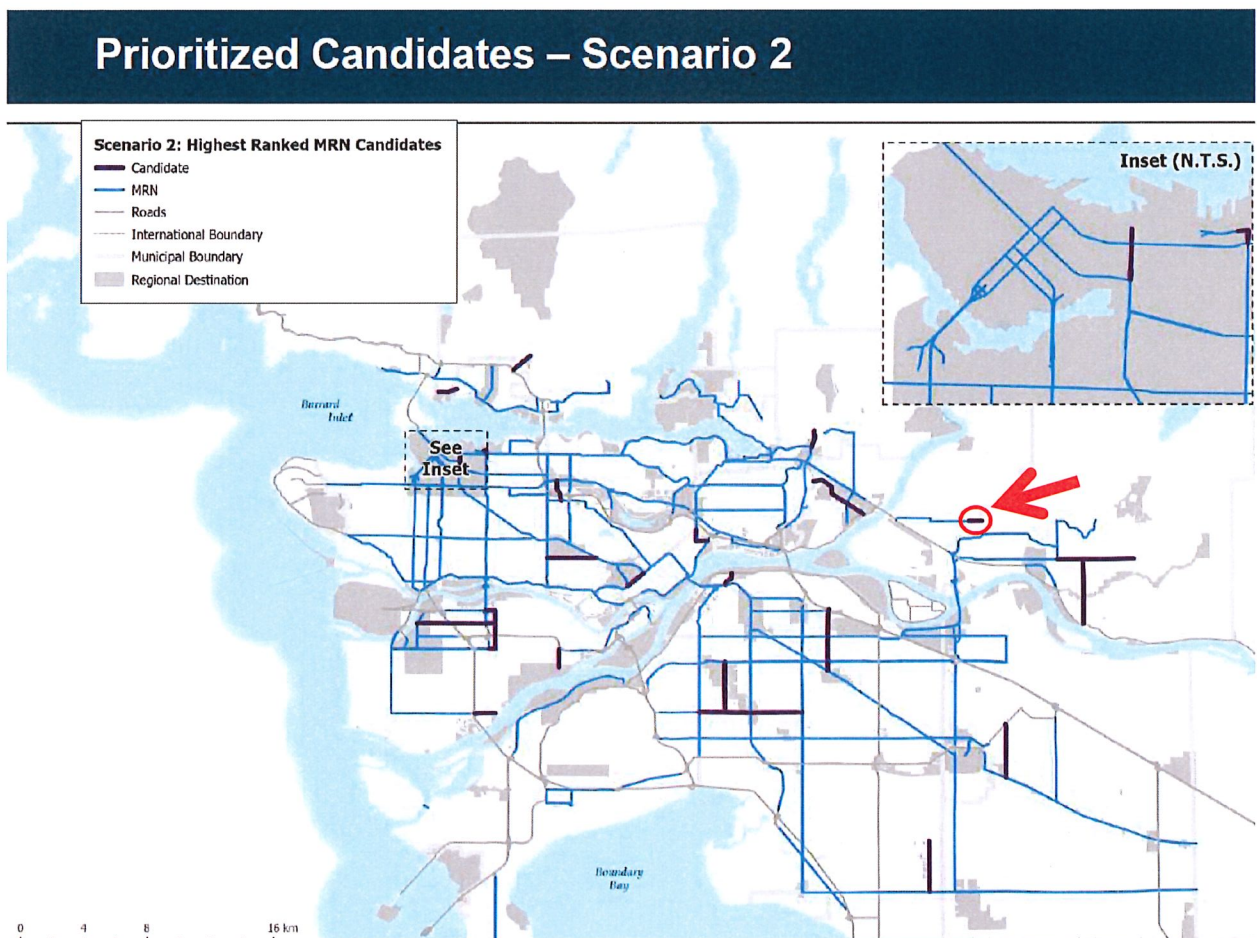
- Priority 1 – Airport Way (Baynes Road to Golden Ears Way) – 4.4 lane-km
- Priority 2 – Harris Road (Lougheed Highway to Airport Way) – 8.0 lane-km
- Priority 3 – Old Dewdney Trunk Road (Sharpe Road to Neaves Road) – 0.8 lane-km.



As part of the 2018 network 10% expansion, Translink received applications for 836 lane-km from the participating communities. The 10% MRN expansion is only able to accommodate 237 additional lane-km. A series of Regional Transportation Advisory Committee (RTAC) workshops were held to review expansion screening and evaluation criteria to assist in the selection process. Four scenarios were considered each with different weighting factors in terms of intra-regional, connectivity, and volume criteria. Details regarding the criteria are outlined in the figure above.

After discussion and review, Scenario 2 with slight priority on intra-regional and volumes was selected. Along with 28 other candidates, a section of Old Dewdney Trunk Road in Pitt Meadows was prioritized for inclusion in the MRN classification. The section runs between Sharpe Road and Neaves Road (0.8km). Only the westbound lane is included in the City of Pitt Meadows jurisdiction. The eastbound lane falls within Maple Ridge. This addition will complete the MRN designation for all of Old Dewdney Trunk Road through Pitt Meadows.

Harris Road and Airport Way will not be included in the 2018 MRN Expansion; however, Translink mentioned that all MRN requests are retained and these areas may be considered in future MRN expansion projects.



Relevant Policy, Bylaw or Legislation:

Not Applicable

Analysis:

The section of roadway being considered for the expansion meets the criteria for MRN designation for commuter, transit, and truck traffic. Old Dewdney Trunk Road is currently supported by MRN funding with the exception of this last short section. It is used as a commuter route from the Pitt River Bridge through to Maple Ridge. MRN classification would mean that Translink controls the use of the road.

Future changes to our road network could envision following a different route with inter-connectivity to Abernethy Way. When and if this is being considered, there is an opportunity to transfer MRN designation to a new route. This transfer would be applied for through Translink and would need to meet the criteria for MRN designation.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☐ Corporate Excellence ☐ Economic Prosperity ☐ Community Livability
- ☒ Transportation & Infrastructure ☐ Not Applicable

Determine levels of service and properly fund.

FINANCIAL IMPLICATIONS

- ☐ None ☐ Budget Previously Approved
- ☒ Other ☐ Referral to Business Planning

MRN designation includes funding from Translink to operate and maintain the roadway. Rehabilitation funding of \$8,585 per lane-km and Operation and Maintenance funding of \$12,025 per lane-km would be provided annually. The funding is provided to ensure road standards are maintained to the MRN guidelines that may or may not be higher than municipal standards. Given the expansion is 0.8 kilometers, this amounts to \$6,868 for annual rehabilitation and \$9,620 for annual maintenance.

PUBLIC PARTICIPATION

- ☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No

SIGN-OFFS

Written by:

Reviewed by:

S. Maki, Project Engineer

M. Roberts, CAO

ATTACHMENT(S):

- A. Translink Memo – 2018 MRN Expansion Process and Recommended MRN Additions dated November 7, 2018

**TransLink**

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South Coast British Columbia
Transportation Authority

November 7, 2018

Samantha Maki
Project Engineer
City of Pitt Meadows
12007 Harris Road
Pitt Meadows, BC V3Y 2B5

Dear Ms. Maki,

Re: 2018 MRN Expansion Process and Recommended MRN Additions

Phase One of the 10-Year Vision includes a 10% expansion of the Major Road Network (MRN) in 2018, the first significant increase of the network since its inception in 1998. TransLink staff is submitting a report to the TransLink Board detailing the expansion process and recommended additions for consideration at the December 2018 Board meeting.

The MRN is part of TransLink's multimodal mandate consisting of approximately 600 road-km (2,370 lane-km) of arterial roads and bridges stretching across the region that carry the majority of the region's commuter, transit and truck traffic. While most of the MRN is owned by municipalities, TransLink is responsible for establishing performance standards and providing funding to municipalities to operate, maintain and rehabilitate the MRN.

Beginning in November 2017, extensive engagement with local government staff, through the Regional Transportation Advisory Committee (RTAC), resulted in a performance based evaluation of candidate segments. Each segment was evaluated against the following objectives:

- Facilitates intra-regional travel of people and transportation of goods.
- Connects regionally significant destinations.
- Forms an interconnected and complete network.
- Moves high volumes of general purpose vehicles, transit passengers and / or trucks.

The 2018 network expansion of 10% allows for an addition of 237 lane-km. Municipalities submitted approximately 900 lane-km of roadway for consideration in the MRN expansion process, meaning that only approximately 25 % of the requested lane-km could be accommodated.

On January 16, 2018, the City of Pitt Meadows confirmed their list of candidate MRN requests. Of this list, the following request is being submitted to the TransLink Board for approval as addition to the network:

- Old Dewdney Trunk Road / 132 Avenue, from Sharpe Road to Neaves Road

Through the evaluation process, the above request from the City of Pitt Meadows evaluated high relative to other candidates. Although not all candidates provided by the City are being added to the MRN, TransLink will retain all MRN requests for inclusion in future potential MRN expansion processes.

The attached memorandum provides a summary of the 2018 MRN expansion process, including extensive engagement with RTAC, recommended MRN additions and the resulting updated network (also attached to this letter).

We thank you for your continued involvement in RTAC and your comments and feedback related to the 2018 MRN expansion process.

Sincerely,

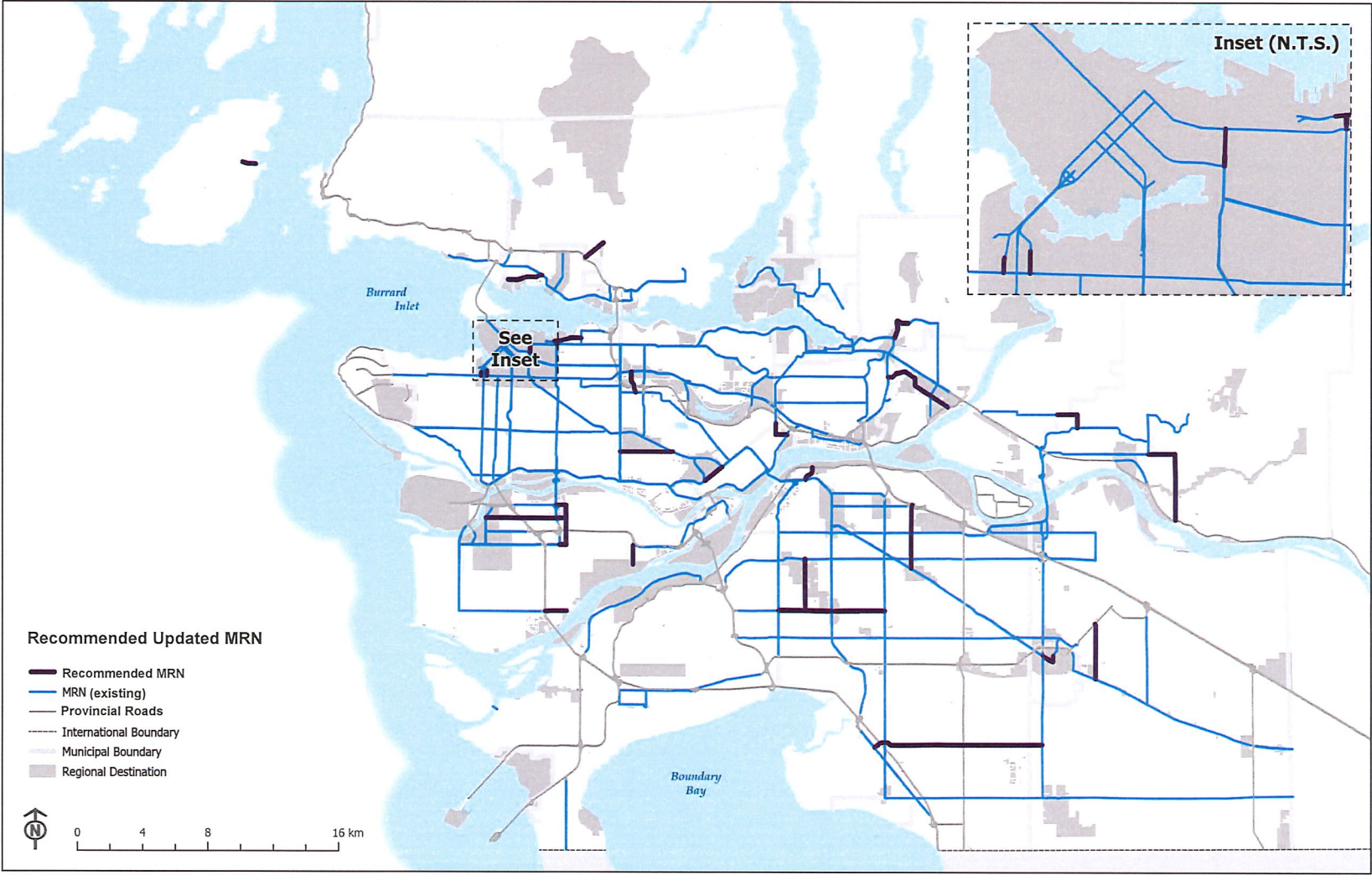


Sarah Ross
Director, System Planning

cc: Randy Evans, Manager of Parks & Operations, City of Pitt Meadows

Attachments:

- Recommended updated MRN (Map)
- Memorandum: 2018 MRN Expansion Process and Recommended MRN Additions



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DATE: November 7, 2018

TO: Regional Transportation Advisory Committee (RTAC) members

FROM: Sarah Ross, Director, TransLink System Planning

SUBJECT: 2018 Major Road Network (MRN) Expansion Process and Recommended MRN Additions

PURPOSE

This memorandum provides a summary of the 2018 Major Road Network (MRN) expansion process and information about recommended additions to expand the MRN by 237 lane-Kilometres (lane-km) in 2018.

MRN BACKGROUND

The MRN was established in 1998 through the work of regional and municipal staff during the formation of TransLink. Supporting the safe and efficient movement of people and goods across the region, the MRN includes more than 600 kilometres (2,370 lane-km) of major arterial roads that carry commuter, transit, and truck traffic. TransLink is responsible for establishing performance standards and providing funding for the on-going operation, maintenance, and rehabilitation of the MRN. However, ownership and operational responsibility for the MRN remains with the respective municipalities.

2018 MRN EXPANSION PROCESS

Phase One of the 10-Year Vision includes a 10% expansion of the Major Road Network (MRN) in 2018, the first significant increase of the network since its inception in 1998. TransLink staff is submitting a report to the TransLink Board detailing the expansion process and recommended additions for consideration at the December 2018 Board meeting. Municipalities submitted approximately 900 lane-km of roadway for consideration in the MRN expansion process. These requests included both built and planned roadways that serve various regionally significant roles. The 2018 expansion allows for the inclusion of 237 lane-km, approximately 25 % of the requested lane-km, selected through a performance-based evaluation process, as detailed below.

Regional Transportation Advisory Committee (RTAC) Engagement

TransLink has been working closely with the Regional Transportation Advisory Committee (RTAC)¹ to select approximately 237 lane-km of municipal roadway to add to the MRN. RTAC's perspective and involvement in the 2018 MRN expansion process was fundamental in achieving endorsement of the MRN expansion process and recommended updated network. RTAC's endorsement of the recommended 2018 MRN expansion is considered regional endorsement and represents a key step in the planning process.

The following represents RTAC's involvement throughout the 2018 MRN expansion process:

- Beginning in late 2017, municipalities (through RTAC) were provided with the opportunity to review and verify historical MRN expansion requests, and submit their updated proposed list of expansion candidates. RTAC member staff were asked to ensure that the MRN additions they propose are consistent with community needs and preferences and would likely be supported by

¹ RTAC is the primary forum for Metro Vancouver municipalities and other agencies with a transportation-related mandate to discuss and provide input at a strategic level on multi-modal transportation-related matters of regional significance. The level of representation at RTAC is typically at the senior managerial level responsible for strategic multi-modal transportation decisions.

municipal Councils if shortlisted. Candidates that would be considered were required to be additions to the MRN only; deletions or swaps were not included as part of the 10% expansion process.

- Since early 2018, RTAC was involved in developing and finalizing a set of updated MRN objectives, screening and evaluation criteria, as well as the weighting scenario used to evaluate and rank the candidate MRN segments.
- In June 2018, TransLink hosted a workshop with RTAC members that allowed for further discussions and confirmation of the refreshed MRN objectives, screening, and evaluation criteria. A RTAC meeting followed directly after the workshop, at which time RTAC endorsed the updated MRN objectives, screening and evaluation criteria to be used in the 2018 MRN expansion process.
- Once the MRN expansion process was endorsed, TransLink evaluated the MRN candidates that made it past the screening criteria through the summer of 2018.
- When the evaluation was complete, TransLink hosted a second workshop with RTAC members in September 2018 to discuss the evaluation results, weighting of objectives, and confirm the approach to finalize the network. RTAC endorsed a preferred weighting scenario.
- At the September 27, 2018 RTAC meeting, it was MOVED and SECONDED THAT the recommended candidate MRN additions be endorsed to bring to the TransLink Board for approval and implementation. The motion carried. The resulting recommended MRN additions and associated updated network is detailed in this Bylaw amendment.

Updated MRN Objectives

When established in 1998, the MRN had five objectives intended to guide decisions and performance monitoring. Working with RTAC, these objectives were reviewed and updated as part of the 2018 MRN expansion process, to reflect current regional policy direction, including the 2014 Regional Transportation Strategy (RTS), 2017 Regional Goods Movement Strategy (RGMS), and the Mayors' Vision.

The updated MRN objectives are:

1. Facilitates intra-regional travel of people and transportation of goods.
2. Connects regionally significant destinations.
3. Forms an interconnected and complete network.
4. Moves high volumes of general purpose vehicles, transit passengers and / or trucks.
5. Maximizes safety of travel.
6. Maintains road and bridge structure conditions in a state of good repair to support all modes.
7. Minimizes adverse impacts to adjacent neighbourhoods.
8. Expands over time to meet the needs of a growing population and economy.

These objectives reflect elements of the original MRN goals² and ensure that the MRN can be expanded to support regional needs in terms of facilitating increased access, goods movement, and safety for all modes. The first four updated objectives apply to the screening and evaluation of new MRN, while the final four updated objectives apply to the expected performance of the MRN. Specific screening and

² The original MRN goals include the following: 1. Facilitates intra-regional transportation of people & goods; 2. Connects designated regional town centres and major trip generators; 3. Capacity is optimized for efficient movement of people & goods; 4 Travel is safe and reliable 5. Supports regional land use objectives.

evaluation criteria were developed with RTAC to evaluate the MRN candidates relative to the updated objectives and to guide the evaluation process and subsequent decision making.

Candidate MRN Evaluation Process

Once the MRN expansion process was endorsed by RTAC, TransLink proceeded with the evaluation of the MRN candidates through the summer of 2018. In order to reduce the candidate segments to be evaluated, a screening process was applied to remove candidates that did not meet updated MRN objectives from further consideration. At the June RTAC workshop, members agreed to the following Screening Criteria:

1. Built before 2018; AND
2. Connects regionally significant destinations – including Metro Centres, City Centres, Town Centres, Special Employment Areas, Frequent Transit Development Areas, gateways, ports, significant industrial areas and other regionally significant trip generators (including parks & recreation destinations); OR
3. Connects with a highway, gateway or another MRN road corridor.

Candidates not built before the end of 2018 were removed from consideration due to the lack of data required for evaluation. However, these candidates were recorded for consideration in other regional planning processes, including the upcoming RTS update. In addition, candidates that did not connect to a regionally significant destination or a highway, gateway or other MRN were also removed from consideration for this expansion process. The remaining candidates were carried forward into an evaluation process, which followed the following four steps, as identified in Figure 2:

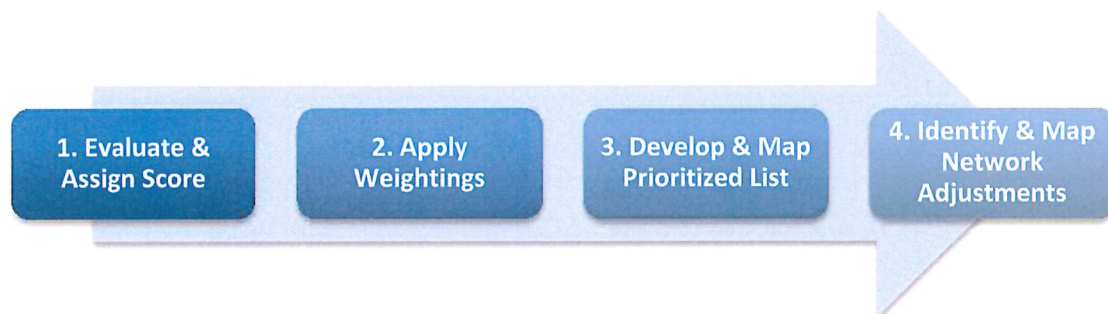


Figure 1: MRN Evaluation Process

1. **Candidate Evaluation & Assign Score.** Each candidate was evaluated based on the following three objectives:
 - Facilitates Intra-regional travel of people and transportation of goods (Intra-Regional);
 - Connects regionally significant destinations (Connectivity); and
 - Moves high volumes of general purpose vehicles, transit passengers and / or trucks (Volumes).

A score between 1 and 5 was assigned to each of the objectives based on the results of a technical evaluation. As noted, the evaluation criteria and measures were confirmed at the June RTAC Workshop and endorsed at the June RTAC meeting.

2. **Apply Weightings.** Four weighting scenarios were developed and applied. For each scenario, the three evaluation objectives were each assigned a weight. The weighting scenarios were discussed in detail at the September MRN workshop with RTAC members and a preferred scenario was confirmed. The preferred weighting scenario assigned 40% to Intra-Regional criteria, 20% to Connectivity, and 40% to Volumes.

3. **Develop & Map Prioritized List.** The top scoring candidates that fell within the available 237 lane-km from the preferred weighting scenario were identified and mapped for further overall network evaluation.
4. **Identify & Map Network Adjustments.** Updated MRN Objective #3 (not included in the initial evaluation) is that it forms an interconnected and complete network. After mapping the prioritized candidates from the preferred weighting scenario, the network was adjusted to connect segments and destinations. This final network was unanimously endorsed by RTAC at the September 2018 RTAC meeting.

Results of the MRN Expansion Process

Of the final network being proposed:

- Approximately 50% of the MRN additions rated highest regardless of which weighting scenario was applied.
- Approximately 25% of the MRN additions rated highest in multiple assessments, including the preferred scenario.
- The remaining 25% of the MRN additions were candidates that:
 - Ranked highest in the preferred scenario only, and/or
 - Addressed gaps within the MRN.

Not all municipalities within Metro Vancouver received additional MRN segments as part of the 2018 MRN expansion process. All candidate requests have been documented and will be retained for future potential MRN expansion processes.

Appendix A illustrates a map of the extended network, including recommended MRN additions. **Appendix B** lists all MRN additions that are included within the 2018 MRN expansion process, based on the evaluation process described above. **Appendix C** lists existing lane-km per municipality, as well as total lane-km including the 2018 expansion.

FINANCIAL AND REGULATORY IMPLICATIONS OF MRN SEGMENTS

Financial Implications:

Once the amended bylaw comes into effect, Operation, Maintenance and Rehabilitation (OMR) Program funding to the affected municipalities will be adjusted based on their net change in MRN lane-km. Furthermore, the adjustment date will coincide with the Board approval date of December 6, 2018.

For 2018, MRN funding towards the annual Operations, Maintenance and Rehabilitation is paid out to the municipalities at a rate of \$20,610 per lane-km. This includes rehabilitation payments distributed at \$8,585 per lane-km and O&M funds distributed at \$12,025 per lane-km.

Once a road is designated MRN, it becomes eligible to cost share for certain improvements under TransLink's Municipal Funding Programs, including the following:

TransLink's MRN Structures Funding Program:

- Established to fund replacements, rehabilitations, and seismic upgrades of MRN Structures to achieve an inventory-wide ***state of good repair***.
- MRN Structures Funding Program Description and Guideline (Guideline) is for the 2018 program year only, which will act as a pilot program upon which the 2019 program year will be developed, in consultation with municipalities.

Major Road Network and Bike (MRNB) Upgrade Program:

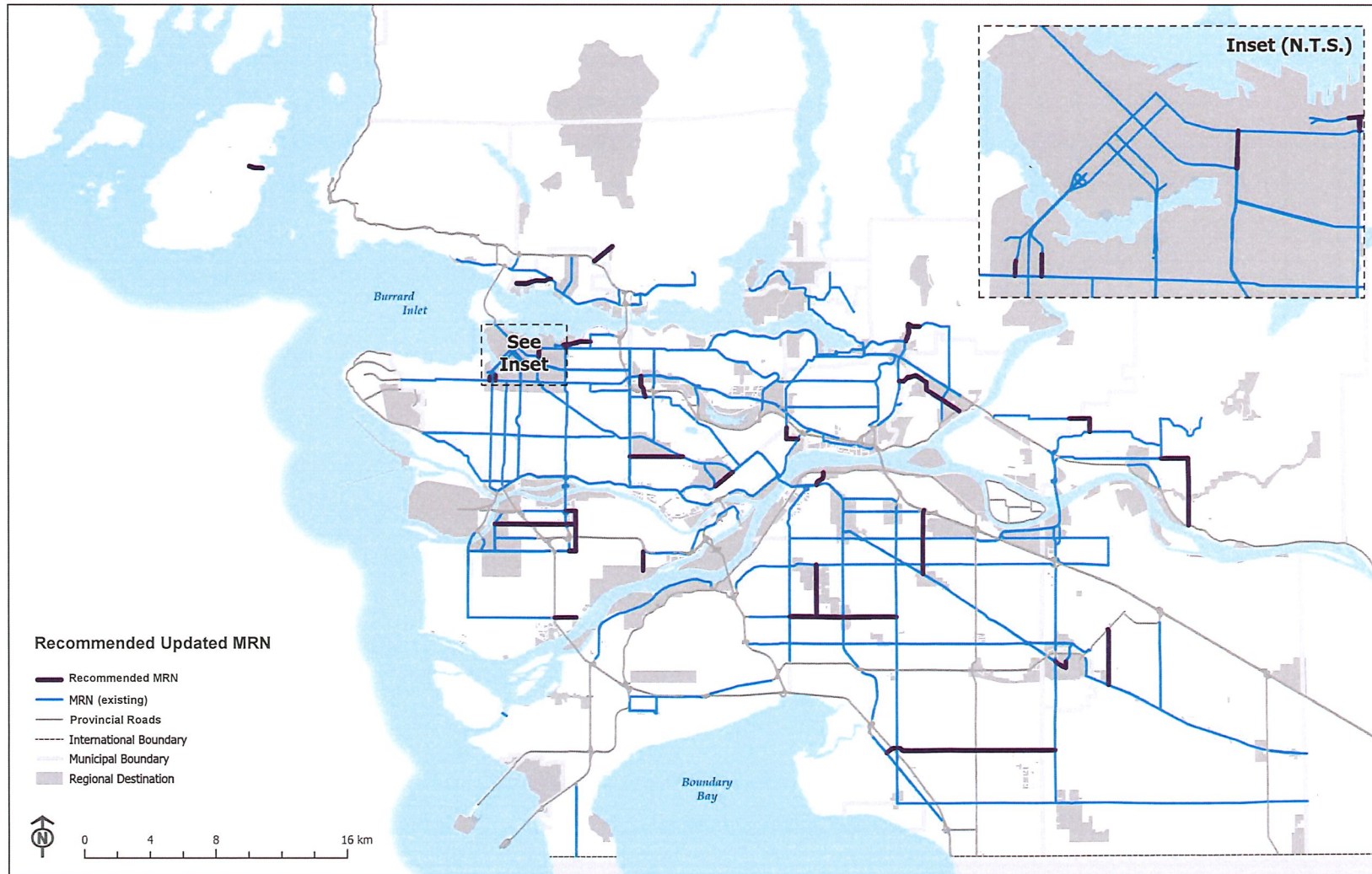
- Each municipality with MRN is allocated MRNB funding based on their share of projected regional population and employment growth.
- The MRNB Program will allow minor capital road improvement projects on MRN or bike infrastructure on / off MRN which TransLink will cost share to a maximum of 50% of the total eligible project costs.

For further information on the TransLink's Structures Program and the MRNB Upgrade Program, refer to Program Guidelines.

Appendix D notes the regulatory implications of road segments designated MRN.

Appendices:

- A:** Map of Updated MRN, including Recommended MRN Additions
- B:** Recommended MRN Additions
- C:** Existing and Total Lane-km (including the 2018 expansion) Per Municipality
- D:** Regulatory Implications of Road Segments Designated MRN



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2018 Major Road Network (MRN) Expansion Process and Recommended MRN Additions
November 7, 2018
Appendix B: Recommended MRN Additions

Municipality	Road Name	From Location	To Location	Lane-km
Bowen Island	Bowen Island Trunk Road	Bowen Island ferry terminal	Mt Gardner Road	2.794
Burnaby	10 th Avenue	Griffiths Drive	Kingsway	1.73
Burnaby	Gilmore Avenue / Gilmore Diversion	Lougheed Highway	Canada Way	6.046
Burnaby	Imperial Street	Boundary Road	Kingsway	13.118
Coquitlam	Como Lake Avenue	Lougheed Highway	Westwood Street	1.155
Coquitlam	David Avenue	Pinetree Way	Pipeline Road	3.074
Coquitlam	Pinetree Way	David Avenue	Guilford Way	5.516
Coquitlam	Westwood Street	Como Lake Avenue	Kingsway Avenue	1.365
Langley (City)	203 Street	Fraser Highway	Logan Avenue	1.593
Langley (City)	Fraser Highway	200 Street	203 Street	2.922
Langley (Township)	216 Street	Highway 10	Fraser Highway	8.056
Langley (Township)	32 Avenue	196 Street	200 Street	1.707
Maple Ridge	Old Dewdney Trunk Road / 132 Avenue	Neaves Road	210 Street	0.852
Maple Ridge	210 Street	Old Dewdney Trunk Road	128 Avenue	1.604
Maple Ridge	240 Street	Dewdney Trunk Road	Lougheed Highway	8.981
Maple Ridge	Dewdney Trunk Road	232 Street	240 Street	6.719
Maple Ridge	Old Dewdney Trunk Road / 132 Avenue	Sharpe Road	Neaves Road	0.8
New Westminster	10 Avenue	20 Street / Southridge Drive	12 Street	1.395
New Westminster	Braid Street	E Columbia Street	Brunette Avenue	3.196
New Westminster	E Columbia Street	Coquitlam Border	Braid Street	2.909
North Vancouver (City)	West 1 st Street	West 2 nd Street / Fell Avenue	District of North Vancouver Border	1.417
North Vancouver (City)	West 2 nd Street	West 3 rd Street	West 1 st Street / Fell Avenue	1.669
North Vancouver (Dist.)	Lynn Valley Road	Highway 1	Mountain Highway	6.431
North Vancouver (Dist.)	W 1 Street	City North Vancouver Border	Garden Avenue	3.183
Pitt Meadows	Old Dewdney Trunk Road / 132 Avenue	Sharpe Road	Neaves Road	0.8
Port Coquitlam	Kingsway Avenue	Mary Hill Bypass	Westwood Street	10.693
Richmond	Bridgeport Road	Knight Street	No. 6 Road	1.74
Richmond	Cambie Road	No. 6 Road	No. 3 Road	20.902
Richmond	Nelson Road	Westminster Highway	Blundell Road	3.195
Richmond	No. 6 Road	Bridgeport Road	Westminster Highway	8.976
Richmond	Steveston Highway	Highway 99	No. 6 Road	3.161
Richmond	Westminster	Knight Street	No. 6 Road	1.727

2018 Major Road Network (MRN) Expansion Process and Recommended MRN Additions

November 7, 2018

Appendix B: Recommended MRN Additions

Municipality	Road Name	From Location	To Location	Lane-km
	Highway			
Surrey	128 Street	88 Avenue	72 Avenue	14.12
Surrey	160 Street	Highway 1	Fraser Highway	12.694
Surrey	32 Avenue	King George Blvd	196 Street	25.317
Surrey	72 Avenue	120 Street	152 Street	27.061
Surrey	Bridgeview Drive	Highway 17 (SFPR)	King George Blvd	4.379
Vancouver	Clark Drive	Powell Street	Hastings Street	0.732
Vancouver	Fir Street	Current MRN endpoint at Granville Island Bridge Fir Street off-ramp	Broadway	0.575
Vancouver	Hemlock Street	Current MRN endpoint at Granville Island Bridge Hemlock Street on-ramp	Broadway	1.222
Vancouver	Main Street	Prior Street	Hastings Street	3.152
Vancouver	Powell Street	Vernon Drive	Semlin Drive	4.508
Vancouver	Dundas Street	Semlin Drive	Nanaimo Street	2.186

2018 Major Road Network (MRN) Expansion Process and Recommended MRN Additions
November 7, 2018
Appendix C: Existing and Total Lane-km (including the 2018 expansion) Per Municipality

Municipality	Existing Lane-km	Total Lane-km (including 2018 MRN Expansion)
Anmore	11.6	11.6
Belcarra	5.2	5.2
Bowen Island	-	2.794
Burnaby	318.8	339.694
Coquitlam	189.6	200.71
Delta	120.4	120.4
Langley City	26.2	30.715
Langley Township	192.5	202.263
Maple Ridge	69.3	88.256
New Westminister	49.9	57.4
North Vancouver City	31.4	34.486
North Vancouver District	42.3	51.914
Pitt Meadows	10.0	10.8
Port Coquitlam	41.7	52.393
Port Moody	70.3	70.3
Richmond	134.7	174.401
Surrey	509.3	592.871
Vancouver	578.9	589.968
West Vancouver	11.5	11.5
White Rock	3.4	3.4

Regulatory Implications

Relevant sections of the *South Coast British Columbia Transportation Authority Act [SBC 1998]*, Chapter 30, Part 2 (Major Road Network):

Major road network

18. (4) The authority must have the consent of each of the municipalities within which a major road is located before designating that major road as being part of the major road network under subsection (2) (a), but the consent of those municipalities is not required to remove the designation under subsection (2) (b).

Funding for major road network

20. Within the limits of its powers under this Act, the authority must, in accordance with an agreement with a municipality under paragraph (c), contribute funds to the municipality for the purpose of maintaining or constructing any part of the major road network that is located in that municipality if
- (a) the municipality is complying, to the satisfaction of the authority, with all of the management, operation, construction and maintenance standards established by the authority under section 19,
 - (b) in the case of construction, the construction project in respect of which funds are to be contributed is included in the capital plans approved by the authority and the authority's contribution to the cost of the construction of that project is included in the capital budget approved by the authority,
 - (c) the authority and the municipality enter into an agreement in respect of the maintenance or construction, as the case may be, and
 - (d) the municipality complies with the terms and conditions of the agreement referred to in paragraph (c).

Limits on municipal authority

21. (1) Despite the *Community Charter*, the *Vancouver Charter* or any other enactment, a municipality must not, without the approval of the authority, take, authorize or permit any action that would reduce the capacity of all or any part of the major road network to move people.
- (1.1) For the purpose of subsection (1), an action would reduce the capacity of all or any part of the major road network to move people if the action would result in the alteration of a roadway, as that term is defined in section 119 of the *Motor Vehicle Act*, of a major road, or of the traffic control conditions on a major road, in such a way that fewer persons would be able to travel on the major road network in a given time period than were able to travel on the major road network in a comparable time period before the taking of the action.