

Funding Stream: TransLink’s Bicycle Infrastructure Capital Cost Sharing (BICCS)

Background

TransLink funds bike infrastructure through programs such as the Bicycle Infrastructure Capital Cost Sharing (BICCS) program and the Major Road Network and Bicycle (MRNB) program. The MRNB funding program provides funding for minor capital road projects on TransLink’s [Major Bikeway Network](#) as well as bike infrastructure on/off the MBN. The objective of the BICCS program is to catalyze investment in regional cycling infrastructure.

Timeline

BICCS applications will open in the fall, and close in December.

Program Eligibility

New or significantly improved facilities that are categorized as Class 1 (comfortable for all) or Class 2 (comfortable for most) and:

- Are located within [Urban Centres or Frequent Transit Development Areas](#) (FTDAs)
- Contributes to the [Major Bikeway Network](#), or provides direct connections between two Urban Centres or FTDAs, or addresses connections to bridges
- Are located in areas of [“high cycling potential”](#) (from RCS: top 20% region-wide, plus top 20% in each municipality)
- Are developed collaboratively by TransLink and a municipal partner (**Municipalities are to contact TransLink prior to project application submission**)

Projects could be eligible if they demonstrate complete facility design and are shovel-ready.

Municipalities can apply for funding on the same project for multiple consecutive years as long as the funding is for different segments of the roadway, and not for phasing project activities (e.g. land acquisition, project design). The phased project segments must be completed within 4 years of the initial funding award date.

Eligible project classes:

Level of Comfort	Type of Facilities
Class 1: Comfortable for All Cyclists (50-75% Cost Share)	Protected Bike Lane Off-Street Path (Multi-Use or Bike only) Neighborhood Street Bikeway (<500 VPD ¹)
Class 2: Comfortable for Most Cyclists (50% Cost Share)	Buffer Bike Lane (TAC) (≤50 km/hr, ≤4,000-5000 VPD) Painted Bike Lane (TAC) (≤50 km/hr, ≤4,000-5000 VPD) Neighborhood Street Bikeway (<2500 VPD)

¹vehicles per day

TransLink will be the final arbitrator of the level of comfort. The types of facilities are not exhaustive and TransLink can work with municipalities to determine class of facilities.

BICCS has three streams:

Stream	Attributes
Allocated - 2/3 of annual funding)	Allocated by population and employment using a formula All municipalities receive a minimum municipal allocation of \$59,000 No limit on number of projects that a municipality can apply for within the allocated fund Unused allocated funds are added to competitive fund for that year
Competitive - 1/3 of annual funding	Maximum 2 project applications per municipality, up to a cost-share \$600,000 per project Applications can be stand-alone or combined with another funding program

Cost-sharing

For projects within both the allocated funding and competitive funding process, TransLink will fund up to 50% of eligible costs for projects meeting Program Eligibility, and up to 75% for Class 1 facilities on MBN or within Urban Centres.

Project Evaluation

All projects undergo Tier 1 evaluation. Projects in the competitive stream move on to Tier 2 evaluation, where projects receive points that determine funding distribution. Funding is distributed to top ranked projects until all available funds are distributed.

Tier 1 Evaluation Criteria

Category	Criteria	Maximum Score
Project Eligibility	Located within an Urban Centre, Frequent Transit Development Area, or on the Major Bike Network Connects to a Bridge or Small Community Provides direct connections between two Urban Centres	Pass / Fail
Project Readiness	Shovel-ready and can be completed in a 4-year time frame Considers feasibility issues and there are no major obstacles	Pass / Fail
Project Design	Project improves cycling safety and conforms to the latest TAC Bicycle Facility Design Guidelines Design can conform to other recognized bicycle facility design guidelines if not covered in TAC guidelines	Pass / Fail
Project Priority	Demonstrates high priority among bicycle projects in the municipality	Pass / Fail

Tier 2 Evaluation Criteria

Category	Criteria	Maximum Score
Urban Centre, FTDA or MBN (50 points)	Located within an Urban Centre, Frequent Transit Development Area, or on the Major Bike Network	+ 50
	Connects to a Bridge or Small Community	+ 30
Class of Facility	Class 1: Comfortable for all	+ 50
	Class 2: Comfortable for most	+ 30
Safety and Comfort	Intersection treatments	+ 10
	Degree of separation	+ 10
	Transit Coordination and Comfort	+ 10
Connectivity	Connections to existing Cycling Network	+ 10
	Connections to transit	+ 10
Cycle Experience	Amenities	+ 10
	Wayfinding	+ 10

Promotion and Education

Between 1% and 5% of project funding received from TransLink, with a minimum of \$1,000 per project, is required to be identified for promotion and/or education that is in some way related to the new or improved cycling infrastructure. While there has been an increase in municipalities using promotion and education funding, most municipalities still do not make full use of these funds. Examples of promotion and education include:

Signage – Wayfinding to help people understand the use of the new bike infrastructure and larger bike network

Events – Ribbon cutting, community celebration, community ride (e.g. bike to work week or bike to shop days event)

Awareness – Advertisements in local paper, at transit station, or on social media, distribution of posters and postcards describing improvements

Education – Urban cycling skills course(s) offered to nearby residents (e.g. children/youth courses, family courses, adult courses)

HUB Cycling offers a menu of opportunities for municipalities to make full use of these funds, including publicity, education, in-person activations, and online engagement. Make sure your municipality knows about these opportunities, as coupling infrastructure with promotion and education increases ridership significantly.

What has been funded in the past?

See projects that were funded by BICCS and MRNB in 2021 [here](#).