



Public Works & Transportation Committee

Date: Thursday, November 16, 2006

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Derek Dang, Vice-Chair
Councillor Cynthia Chen
Councillor Rob Howard
Councillor Harold Steves
Mayor Malcom Brodie

Absent: Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:00 p.m.

The Chair advised that the following additional items would be added to the Agenda after Item 5:

- *Arthur Lang Bridge Traffic*
- *British Columbia Aviation Council (BCAC)*
- *Fraser River Debris Trap*

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, October 18, 2006, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

2. *Wednesday, December 20, 2006* (tentative date) at 4:00 p.m. in the Anderson Room.

POLICIES / STRATEGIES (0 ITEMS)

Public Works & Transportation Committee

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DECISIONS / ACTIONS (3 ITEMS)

CORPORATE SERVICES DEPARTMENT

3. **TELECOMMUNICATION STRATEGY**

(Report: October 31, 2006, File No.: 04-1355-01) (REDMS No. 2037212)

In response to a query Alan Cameron, Director, Information Technology, advised that at present the idea of an integrated telecommunication strategy is being considered by a few Canadian cities. In addition, he stated that the benefits of such a strategy have not been determined.

It was moved and seconded

- (1) *That staff develop an integrated telecommunication strategy for the City; and*
- (2) *That upon completion of the telecommunication strategy, a public request for expressions of interest be issued for interested proponents.*

CARRIED

ENGINEERING AND PUBLIC WORKS DEPARTMENT

4. **LOCAL AREA SERVICES PROGRAM CONSTRUCTION – 3231,3233, 3235 AND 3251 REGENT STREET - BYLAW NO. 8127**

(Report: October 10, 2006, File No.: 12-8060-20-8127, Xr: 6190-20-024) (REDMS No. 2014170, 2014264)

It was moved and seconded

- (1) *That the Local Area Services Program for Basic Ditch Elimination on 3231, 3233, 3235 and 3251 Regent Street be adopted in accordance with Section 211 and 212 of the Community Charter; and*
- (2) *That Bylaw No. 8127 which authorizes local area services construction at 3231, 3233, 3235 and 3251 Regent Street be introduced and given first, second and third readings.*

CARRIED

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5. **NEPTUNE CONTRACT EXTENSION FOR THE VOLUNTEER WATER METER PROGRAM EXTENSION**

(Report: October 26, 2006, File No.: 03-1000-20-2533P) (REDMS No. 2035700, 2036543)

Sui Tse, Manager, Engineering Planning advised that copper is used in the water meters, and that the cost of copper has risen approximately 75% since the City initiated the Volunteer Water Meter Program. He added that the increase in the cost of the metal would have no impact on the cost of the program.

It was moved and seconded

That the Volunteer Water Meter Program contract with Neptune Technology Group be extended from 2007 through 2009.

CARRIED

6. **ARTHUR LANG BRIDGE TRAFFIC**

Mayor Brodie advised that on two occasions during the past weeks residents have been stuck in traffic on the Arthur Lang Bridge as a result of traffic accidents that occurred during morning and afternoon rush hours. A brief discussion ensued on the issue.

It was moved and seconded

That a letter be prepared to the Vancouver International Airport (YVR) for the Mayor's signature emphasising the need for tow trucks to be stationed by YVR at either end of the Arthur Lang Bridge during both the morning and afternoon peak travel periods.

CARRIED

A brief discussion then ensued regarding the Massey Tunnel and the difficulties that occur when a traffic accident delays travel through the tunnel.

It was moved and seconded

That transportation staff investigate with the B.C. Ministry of Transportation, the best means for the quick removal from Highway 99 of vehicles that are stalled or have been involved in a traffic accident, and which impede the flow of traffic through the Massey Tunnel.

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7. BRITISH COLUMBIA AVIATION COUNCIL (BCAC)

A brief discussion ensued regarding BCAC's airport regionalization plan.

It was moved and seconded

That a letter be prepared to the British Columbia Aviation Council (BCAC) for the Chair's signature to:

- (a) invite BCAC representatives to meet with City staff to discuss BCAC's initiatives, and*
- (b) request that BCAC representatives attend a future General Purposes Committee meeting to present information on:*
 - (i) airport regionalization, and*
 - (ii) other BCAC activities and the impact on Richmond.*

CARRIED

8. FRASER RIVER DEBRIS TRAP

A brief discussion ensued regarding the proposed Fraser River debris trap. The Chair noted that if the idea of debris trap was abandoned there would be an impact on Richmond. The Mayor advised that the Fraser Basin Council's report outlining the need for a debris trap, as well as proposed funding, would be published and distributed within the next few months. Jeff Day, General Manager, Engineering and Public Works advised that staff is investigating the Fraser Basin Council's plans on dyking and would be reporting back to Committee within the next six months on that topic.

It was moved and seconded

That staff investigate what the impact would be on Richmond if the Fraser Basin Council decides to abandon the proposed debris trap.

CARRIED

INFORMATION / AWARENESS (0 ITEMS)

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9. MANAGER'S REPORT

Robert Gonzalez, Director, Engineering, accompanied by Dave Semple, Director, Parks and Public Works Operations advised that:

- the heavy rainfall recently has resulted in the City receiving complaints about power outages and branch debris. Calls to report flooding are down due to the infrastructure improvements which utilized dedicated funding established by City Council in 2001, as well as Development Cost Charges collected from development.
- the City is proactive and pre-approves the clearing of debris from pumps instead of being reactive, as in the past;
- various technology tools are employed, such as the City's Hansen and GIS systems to ascertain locations that need attention during heavy rainfall;
- during the November 4, 2006 storm event, calls related to flooding were received from 41 locations across the City; a significant drop from the 382 calls received during the January 17, 2005 storm;
- this type of improvement is due to the department's modelling work which has identified required improvements to parts of the City that were prone to flooding during past storm events;
- procedures and processes implemented by the City have worked well resulting in fewer calls from flooded residents.

In response to an inquiry, Mr. Semple advised that sand bags would be employed if the Britannia Shipyard site were flooded due to high tides.

The Chair, who is a member of the GVRD Water Committee, distributed a memo from Doug Neden, Water Treatment Engineering Division Manager, of the GVRD's Engineering and Construction Department, with regard to the Seymour-Capilano Filtration Project – Project Status. The memo was addressed to members of the GVRD Water Committee, and is attached as Schedule 1 to these minutes.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:25 p.m.).

CARRIED

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Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Thursday, November 16, 2006.

Councillor Linda Barnes
Chair

Sheila Johnston
Committee Clerk



Building A Sustainable Region

Greater Vancouver Regional District

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Committee Meeting Date: November 15, 2006

To: Water Committee

From: Doug Neden, Water Treatment Engineering Division Manager
Engineering and Construction Department

Date: October 23, 2006

Subject: **Seymour-Capilano Filtration Project – Project Status**

Recommendation:

That the GVWD Board receive the report titled "Seymour-Capilano Filtration Project – Project Status" dated October 23, 2006 for information.

1. PURPOSE

To advise the Committee and Board of the status of the Seymour-Capilano Filtration Project to September 30, 2006.

2. CONTEXT

2.1 Implementation Status

- a) Design: Detailed design for the project is substantially complete.
- b) Materials and Equipment Procurement: Tenders for supply and installation of the filter media are scheduled to close on October 26, 2006. The energy recovery turbine, scheduled for tendering in mid-2007, is the largest significant equipment item remaining to be procured.
- c) Construction: The construction status for each major component of the project is summarized as follows:
 - i) Capilano Pump Station (Kingston Construction Ltd.)
 - Construction is substantially complete.
 - Operational testing of the eight large (2,000 hp) pumps will commence in November.
 - The station will be maintained in operational readiness for the completion of the twin tunnels needed to deliver water to and from the new filtration plant.

ii) Break Head Tank and Energy Recovery Facility (Kingston Construction Ltd.)

- Concrete for the Break Head Tank structure is complete and construction of the energy recovery turbine room atop the tank is nearing completion.
- Design of the power feed to the Capilano Pump Station and preparation of the turbine procurement tender is proceeding.
- Overall completion is 55%. Break Head Tank and Energy Recovery Facility projected substantial completion is December 2006 and December 2008, respectively.

iii) Twin Tunnels (Bilfinger-Berger Canada Inc.)

- TBM's No. 1 and 2 commenced tunneling in the raw and treated water tunnels, respectively, during this reporting period. As of the end of September, the two machines were approximately 200m from the center of the Seymour shaft. Full-scale TBM excavation in both tunnels is scheduled to commence in early November.
- The twin tunnels steel pipe liner supply contract was awarded to Northwest Pipe Company in September. Pipe installation in the tunnels and shafts is scheduled to commence in early 2008.
- Work continues 24 hours a day, 7 days per week.
- Overall project completion is 25%, projected substantial completion is December 2008.

iv) Filtration Plant (NAC Constructors Ltd.)

- The filtration plant contractor continues to cast concrete for the filter walls, residuals handling area and the backwash water treatment area. Structural steel work on the post-treatment and residuals handling buildings is complete. Structural steel work is underway on the Operations and Maintenance Centre (OMC) building. Roofing and wall cladding of the post-treatment and residuals handling buildings is underway.
- Overall completion is 55%, projected substantial completion is December 2007 followed by testing and commissioning in spring 2008.

v) Clearwells (Graham Industrial Services Ltd.)

- Clearwells construction is substantially complete.
- Landscaping is underway and scheduled to be complete in this area in November.

2.2 Financial Status

The project budget is summarized as follows:

Seymour-Capilano Filtration Project Cost Summary

Project Component	Budget	Capital Expenditure Authorization	Cost Committed to Date	Projected Final Cost (See Notes 1-5)
Design Project Management	\$4,500,000	\$4,500,000	\$4,496,000	\$4,496,000
Capilano Pump Station / Break Head Tank / Energy Recovery Facility	\$87,300,000	\$87,385,000	\$63,523,000	\$71,529,700
Twin Tunnels	\$200,300,000	\$194,130,000	\$145,020,500	\$169,351,200
Filtration Plant and Clearwells	\$307,900,000	\$307,900,000	\$269,120,700	\$317,354,400
TOTAL	\$600,000,000	\$593,915,000	\$482,160,200	\$562,731,300

- Notes:
1. Projected final cost is net of GST rebate.
 2. Provincial (\$18M) and Federal/Provincial (\$100M) infrastructure grants not included.
 3. BC Hydro grants for filtration plant geo-exchange (\$100,000) and Capilano energy recovery (\$800,000) not included.
 4. Contingency remaining (to capital expenditure authorization) = \$31.2 million
 5. Overall project completion: 51% to September 30, 2006.

3. **ALTERNATIVES**

No alternatives presented.

4. **CONCLUSION**

This is the third quarterly status report for the construction phase of the Seymour-Capilano Filtration Project in 2006. Detailed design is substantially complete and all of the major construction contracts are well underway with two of five contracts substantially complete. Overall completion of the project is 51% as of the end of September 2006. The project continues to track within budget, with overall completion scheduled for the end of 2008.