



## Public Works & Transportation Committee

Date: Thursday, January 9<sup>th</sup>, 2003  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Rob Howard, Chair  
Councillor Kiichi Kumagai, Vice-Chair  
Councillor Linda Barnes  
Councillor Derek Dang  
Mayor Malcolm D. Brodie  
Also Present: Councillor Sue Halsey-Brandt  
Councillor Harold Steves  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meeting of the Public Works & Transportation Committee held on Thursday, December 19<sup>th</sup>, 2002, be adopted as circulated.*

**CARRIED**

At the request of the Chair, the Manager, Facilities Planning & Construction, David Naysmith, introduced the City's new Staff Architect, Ms. Mary Brunet, who had recently joined the Department from the City of Surrey. On behalf of the Committee, Councillor Howard welcomed Ms. Brunet to the City.

# Public Works & Transportation Committee

Thursday, January 9<sup>th</sup>, 2003

---

## URBAN DEVELOPMENT DIVISION

### 2. **RICHMOND AIRPORT VANCOUVER RAPID TRANSIT PROJECT** (DELEGATION: Jane Bird, Project Director, Richmond Airport Vancouver Rapid Transit Project)

Councillor Howard spoke briefly about the formation of the Richmond Airport-Vancouver Rapid Transit Task Force, and introduced the following members of the Task Force who were in attendance this afternoon – Gary Cohen, Past President and a current Director of the Richmond Chamber of Commerce; Danny Leung, Senior Vice President and General Manager of the Fairchild Property Group Ltd.; and Bruce Rozenhart, President of COUNTERPOINT Communications Inc. Also introduced were the City's staff representatives – David McLellan, General Manager, Urban Development; Gordon Chan, Director of Transportation; and Council representatives Mayor Brodie and Councillors Kumagai, Steves and Howard.

The Chair then introduced Ms. Jane Bird, Project Director. Ms. Bird then gave a PowerPoint presentation to provide an overview on the status of the project to the present time. A copy of the PowerPoint presentation is attached as Schedule A and forms part of these minutes.

Discussion then ensued among Committee members and the delegation on a variety of issues relating to the project, including:

- the 'downside' to the project, such as the challenges to be faced, including the expensiveness of the project, working with several different agencies and corporate cultures, and the need to reach a consensus with these agencies on the direction to take
- the rationale for proceeding with the project as a means of dealing with increased volumes of traffic in the coming years
- the technology being considered for use and how the technology would be described in the upcoming "Request for Proposal" Call (RFPC), if at all
- the opposition of certain municipalities and cities within the Greater Vancouver Regional District to the proposed project, and how this opposition would be dealt with
- the lack of financial commitment by the Federal Government to the project
- whether the Provincial Government had agreed to contribute funding
- whether the Cambie Street corridor had been officially chosen as the route for the Vancouver portion of the proposed rapid transit line
- the proposed RFPC, and whether the proposed timeline would accommodate the proposed public consultation process and the presentation of the results of this process to the City prior to the issuance of the RFPC; and whether a consensus as to the parameters of the project would be expected prior to the issuance of the RFPC

## Public Works & Transportation Committee

Thursday, January 9<sup>th</sup>, 2003

---

- the technologies developed by Bombardier for both elevated and ground level transportation systems and whether this company would be permitted to submit a proposal for each technology
- whether a presentation similar to the one given at this meeting would be made to the City of Vancouver as it was important that the consensus of the City of Vancouver was obtained
- how the transportation network for the north-east sector of the GVRD would fit with the strategy being proposed for Richmond and Vancouver
- whether it would be worthwhile to have a joint meeting with the City of Vancouver to discuss the project.

(Councillor Barnes left the meeting at 5:08 p.m., during the above discussion, and did not return.)

Advice was given during the discussion that a further presentation would be made to the City by Ms. Bird following the completion of the Project Definition Phase at the end of January of this year.

Ms. Bird was thanked for her informative presentation and she then left the meeting.

### ADJOURNMENT

It was moved and seconded  
*That the meeting adjourn (5:22 p.m.).*

**CARRIED**

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, January 9<sup>th</sup>, 2003.

---

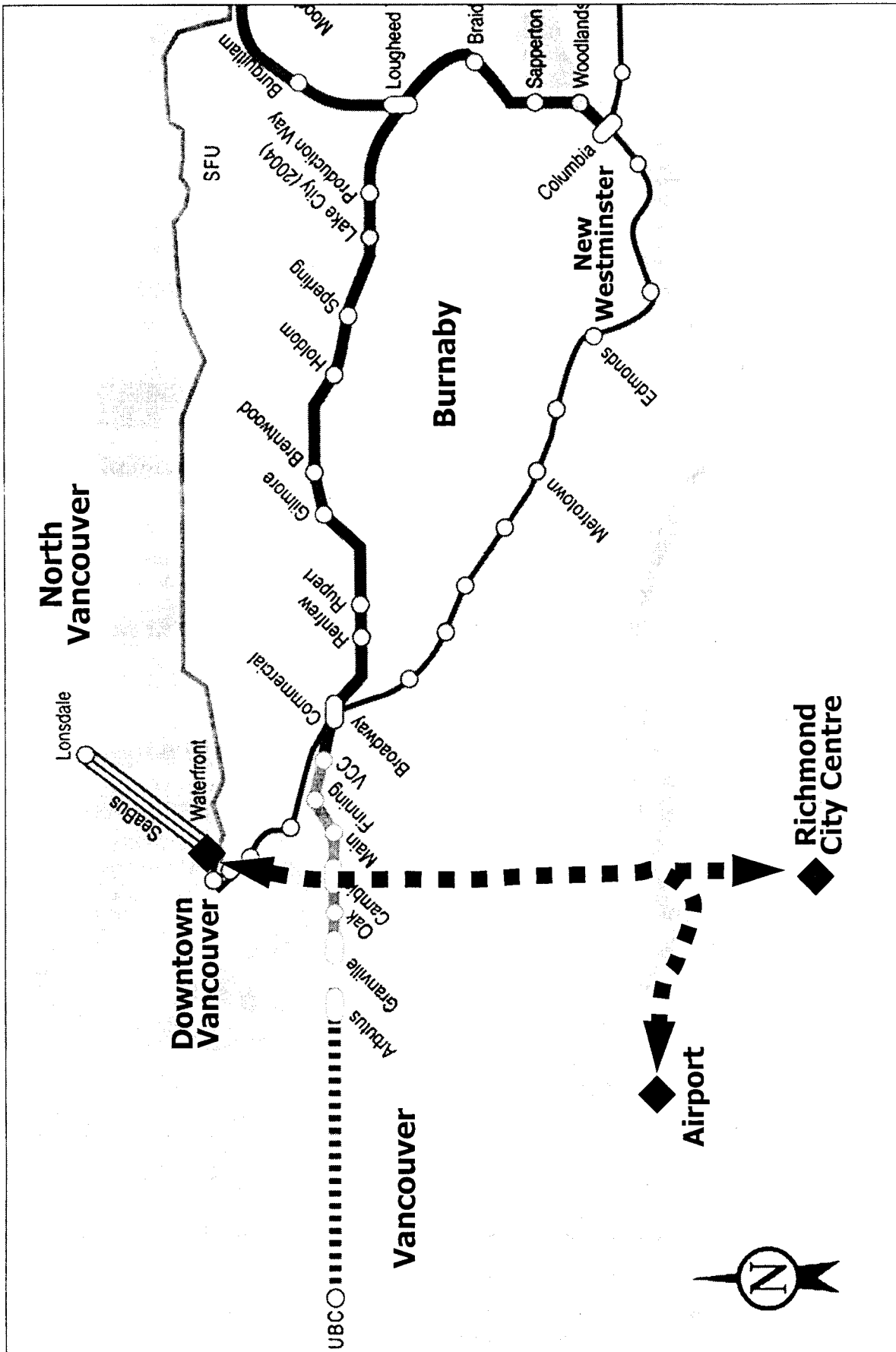
Councillor Rob Howard  
Chair

---

Fran J. Ashton  
Executive Assistant

# Presentation Overview

1. Project Objectives
2. Project History
3. Corridor Characteristics
4. Current Status
5. Decision Making
6. City's Role
7. Public's Role
8. Timing



# Overall Project Objectives

## Project Objectives

1. Increase transit capacity
2. Increase transportation choice - Encourage people to switch from the car to transit
3. Limit the growth of congestion on bridges and through city neighbourhoods
4. Provide access to growing employment centres:
  - Downtown
  - Central Broadway
  - Sea Island (Airport)
  - Richmond
5. Coordinate with land use patterns and serve Cities' planning and urban design objectives

# Project History

## History

- 1969 Rapid Transit Study
- 1970 Report on the Greater Vancouver Area Rapid Transit Study
- 1972 Kelly Report
- 1975 The Livable Region: 1976/1986
- 1979-80 GVRD's Light Rail Transit Studies
- 1980 GVRD's Official Regional Plan
- 1981 Hickling Report examines Cambie and Arbutus
- 1989 GVRD's Freedom to Move Study
- 1991 BC Transit's Vancouver-Richmond Rapid Transit Project: Vancouver International Airport Transit Connector Report
- 1992 BC Transit's Vancouver-Richmond Rapid Transit Project
- 1993 GVRD's Transport 2021: A Long Range Transportation Plan for Greater Vancouver
- 1993 GVRD's Transport 2021: A Medium Range Transportation Plan for Greater Vancouver
- 1993 Vancouver International Airport: Rapid Transit Concept Study
- 1994 BC Transit's Review of Intermediate Capacity Transit Systems: Richmond - Vancouver Corridor
- 1995 BC Transit's Summary of Intermediate Capacity Transit System Studies in Greater Vancouver
- 1995 BC Transit's Multiple Account Evaluation of Rapid Transit Options in Greater Vancouver
- 1996 GVRD's Livable Region Strategic Plan
- 1997 City of Vancouver Transportation Plan
- 1999 Vancouver International Airport's Rail Access to the Vancouver International Airport
- 2000 City of Richmond Transportation Plan
- 2000 TransLink's Strategic Transportation Plan

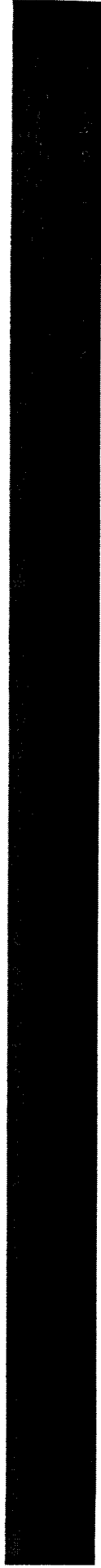
# Project History

## Recent

- 2001
- Cost benefit analysis (2010 or later)
- Potential for private sector investment
- Potential for public investment

## Current

- Technical analysis
- Financial analysis
- Scope for private sector



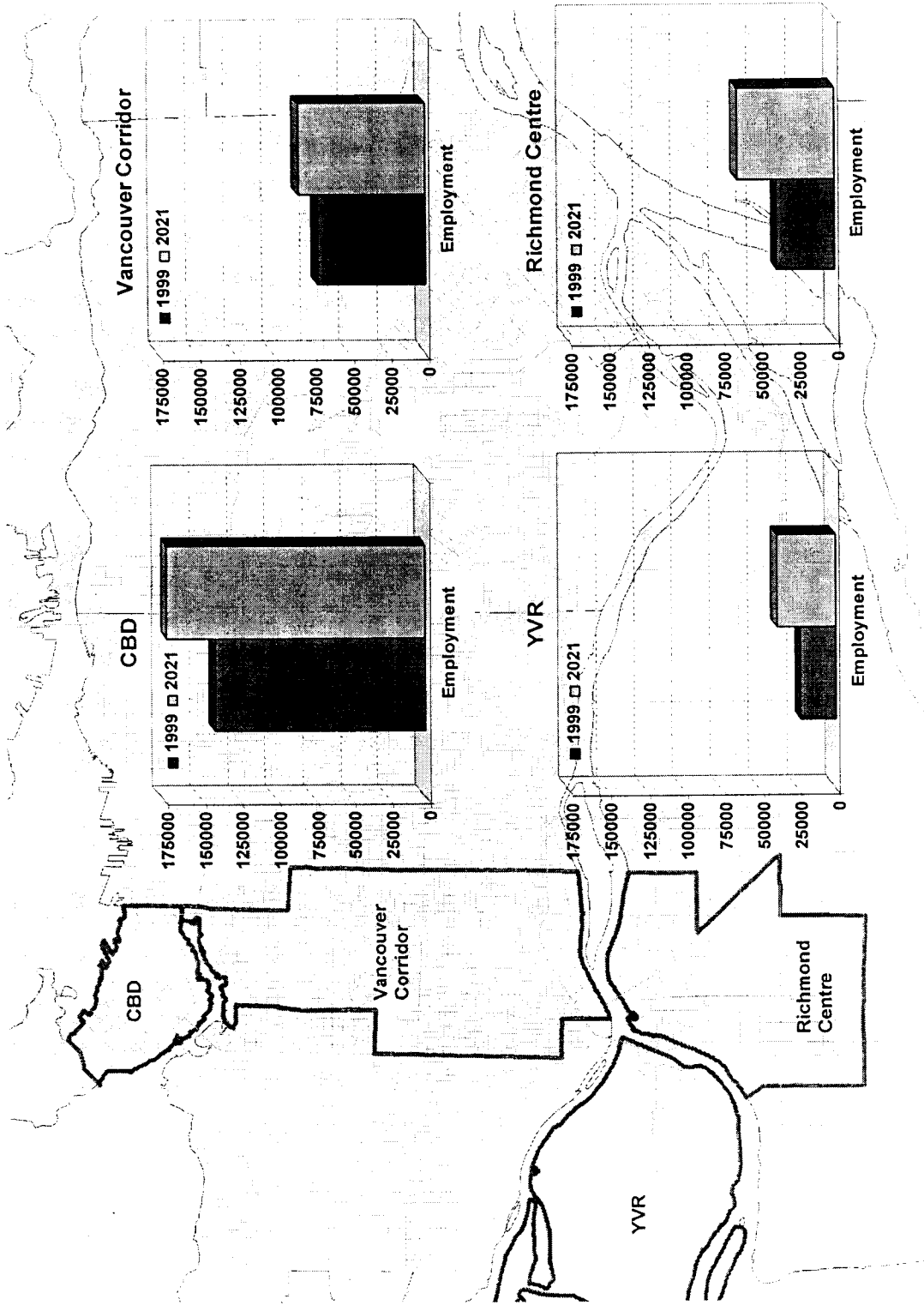


# Project History

History	Recent	Current
• 1969 Rapid Transit Study	• 2001	• Technical analysis
• 1970 Report on the Greater Vancouver Area Rapid Transit Study	• Cost benefit analysis	• Financial analysis
• 1972 Kelly Report	• Potential for private sector investment	• Scope for private sector
• 1975 The Livable Region: 1976/1986	• Potential for public investment	
• 1979-80 GVRD's Light Rail Transit Studies		
• 1980 GVRD's Official Regional Plan		
• 1981 Hickling Report examines Cambie and Arbutus		
• 1989 GVRD's Freedom to Move Study		
• 1991 BC Transit's Vancouver-Richmond Rapid Transit Project:		
• 1992 BC Transit's Vancouver-Richmond Rapid Transit Project		
• 1993 GVRD's Transport 2021: A Long Range Transportation Plan		
• 1993 GVRD's Transport 2021: A Medium Range Transportation Plan		
• 1993 Vancouver International Airport: Rapid Transit Concept Study		
• 1994 BC Transit's Review of Intermediate Capacity Transit		
• 1995 BC Transit's Summary of Intermediate Capacity Transit		
• 1995 BC Transit's Multiple Account Evaluation of Rapid Transit		
• 1996 GVRD's Livable Region Strategic Plan		
• 1997 City of Vancouver Transportation Plan		
• 1999 Vancouver International Airport's Rail Access		
• 2000 City of Richmond Transportation Plan		
• 2000 TransLink's Strategic Transportation Plan		



# Corridor Characteristics Employment Growth 1999 - 2021

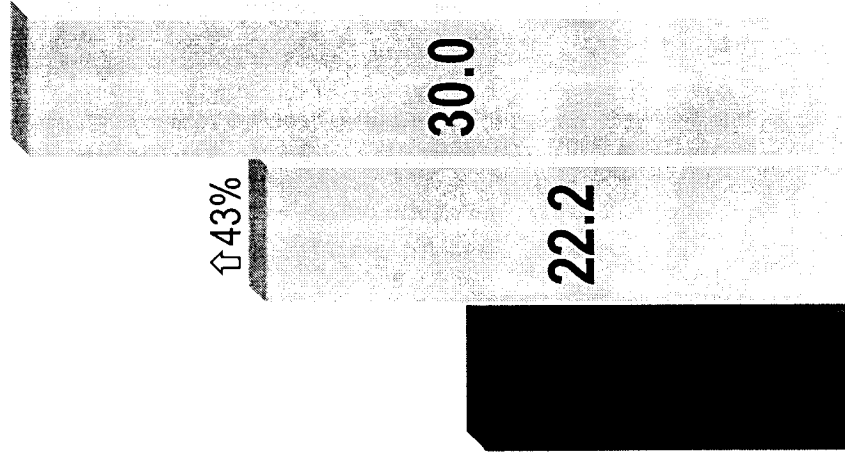


# YVR Traffic Forecast 1998 - 2021

Passengers

(millions)

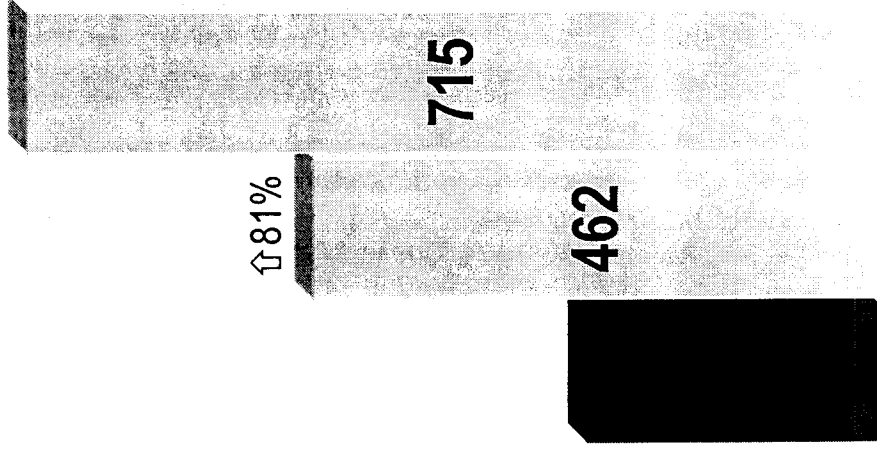
↑35%



Cargo

(000 tonnes)

↑55%

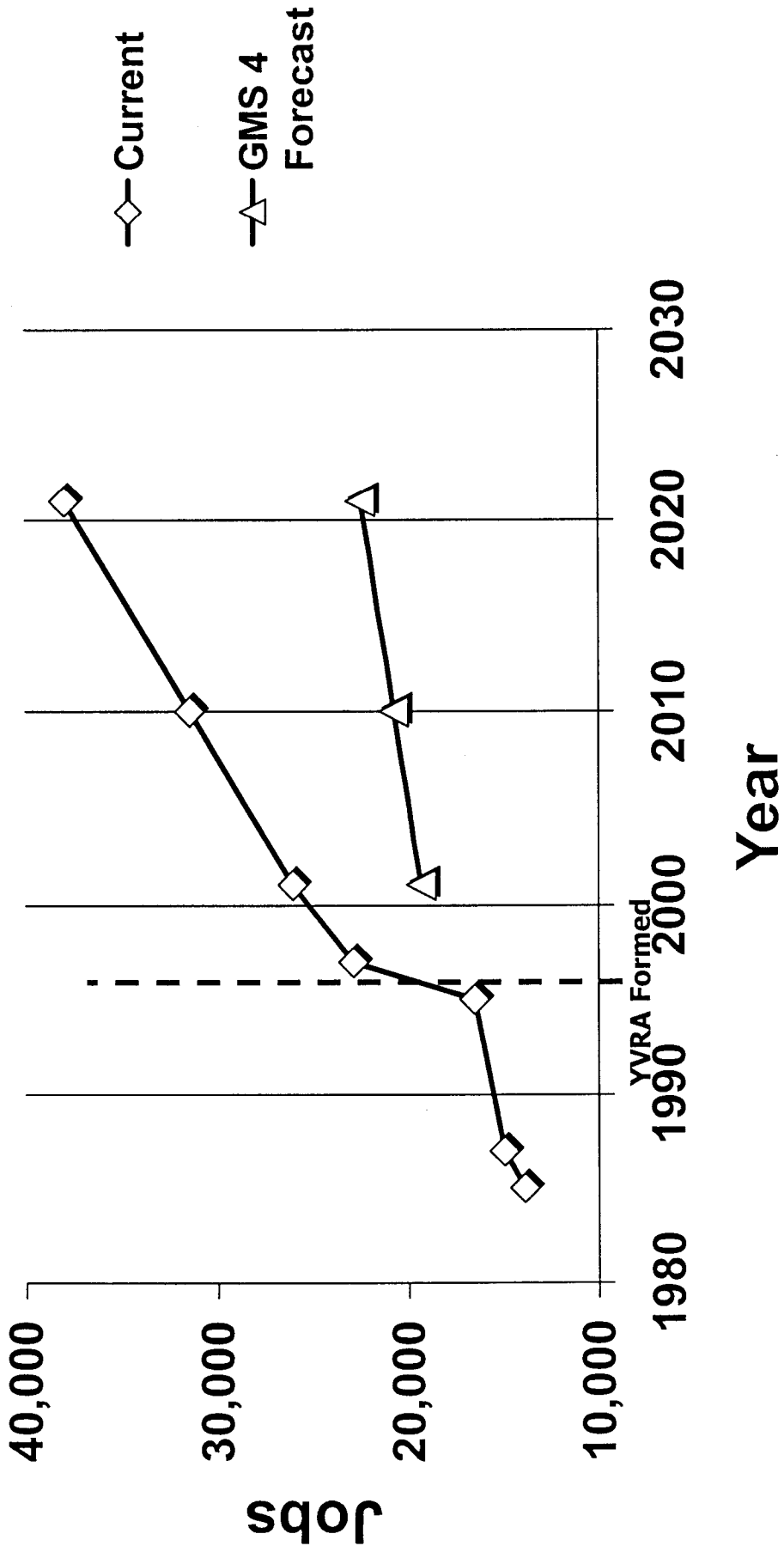


1998 2010 2021

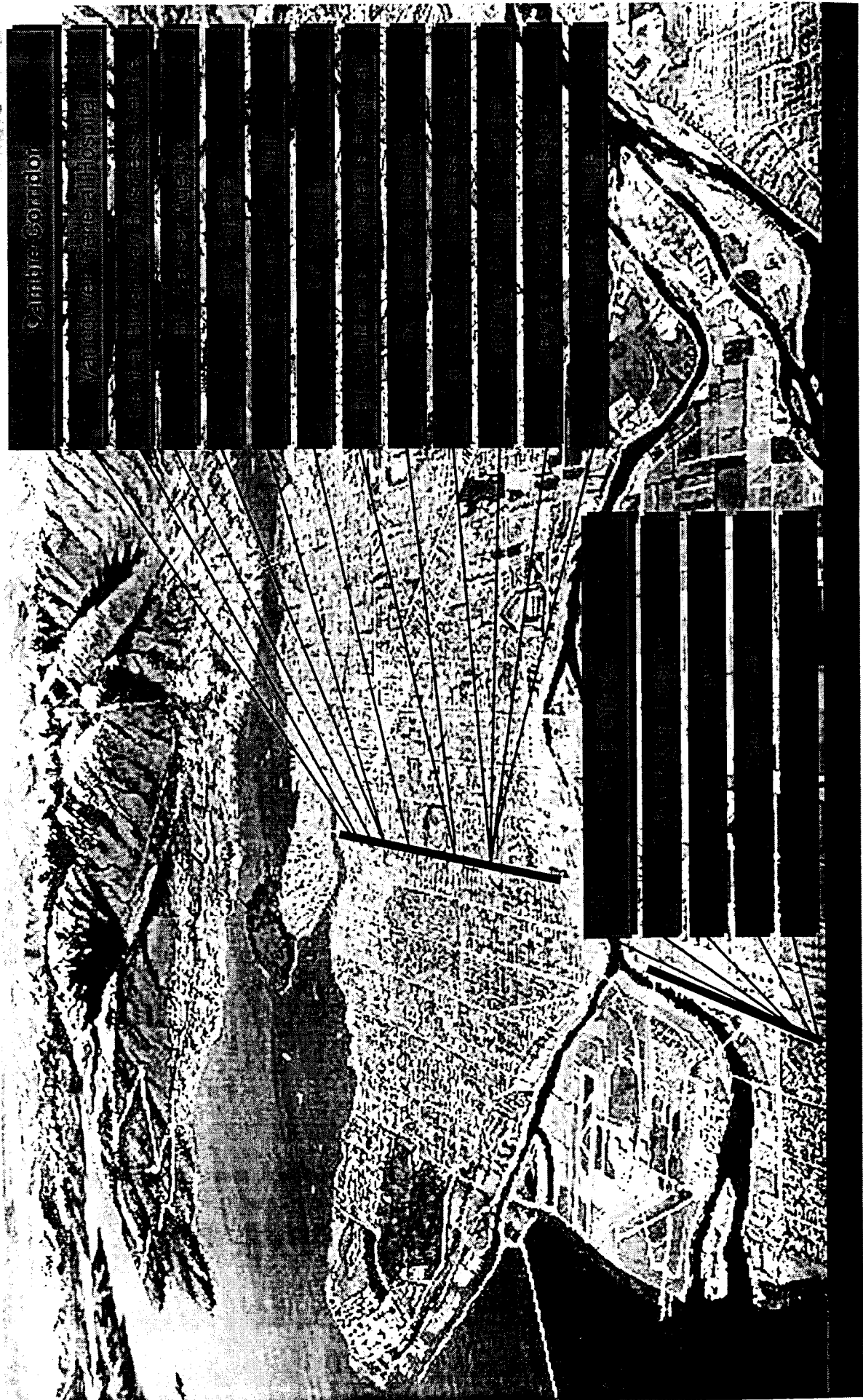
1998 2010 2021

# Airport

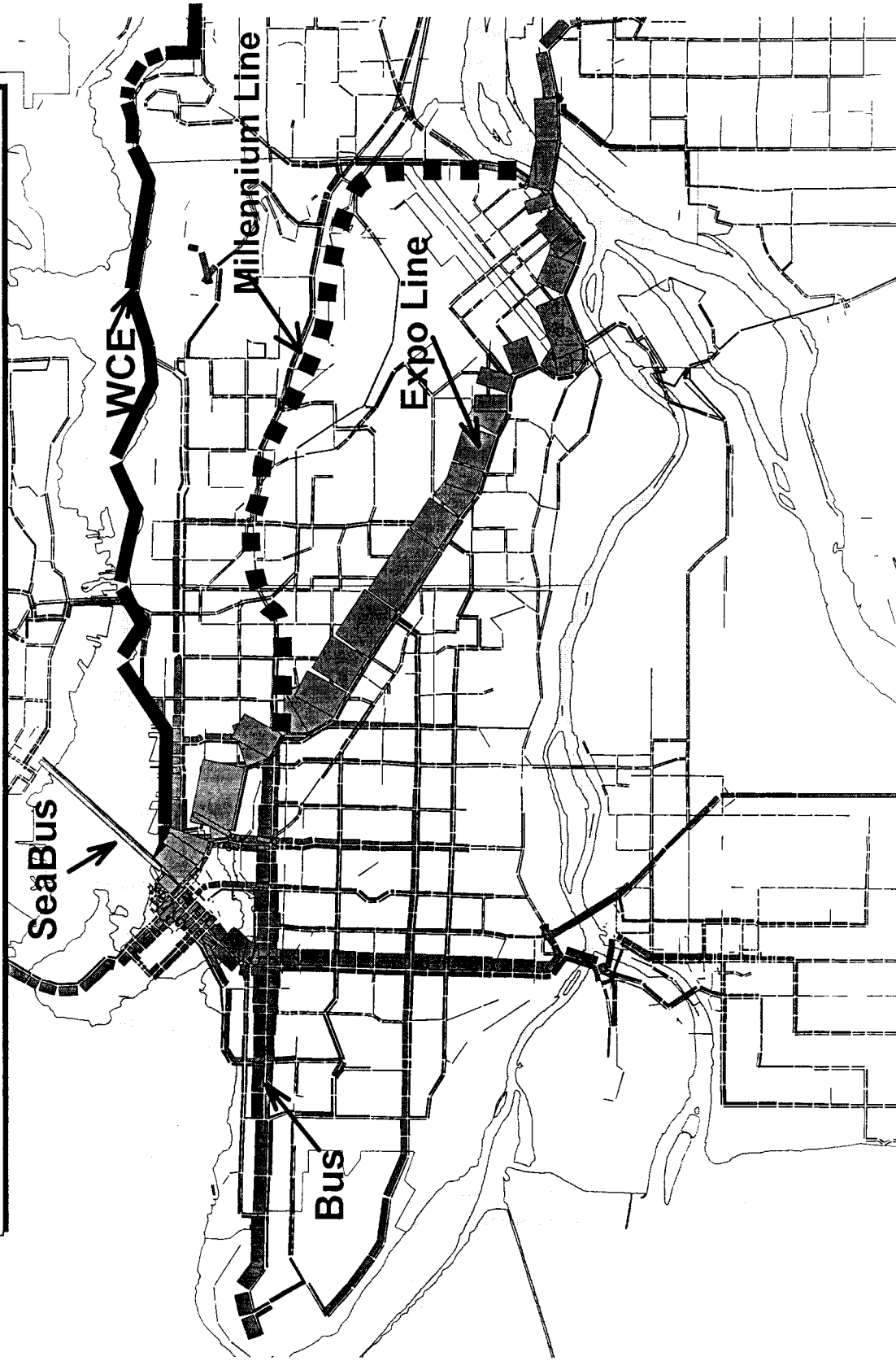
## Employee Growth



# North - South Corridor Activity Centres

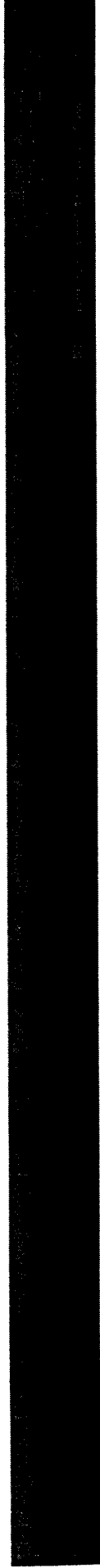


**1999 Transit Passenger Volumes (AM Peak Hr)**



## **Project Partners**

- **Federal Government**
  - **Transport Canada**
  - **Western Economic Diversification Canada**
- **Province of British Columbia**
  - **Vancouver International Airport**
- **Greater Vancouver Transportation Authority**
  - **2 cities: Vancouver and Richmond**
- **Vancouver Port Authority**
  - **Greater Vancouver Regional District**



## **Overall Approach**

- **Principles**
- **Multi-agency**
- **Define performance criteria**
- **Private sector to compete for solution that meets performance criteria**
- **No technology selection**



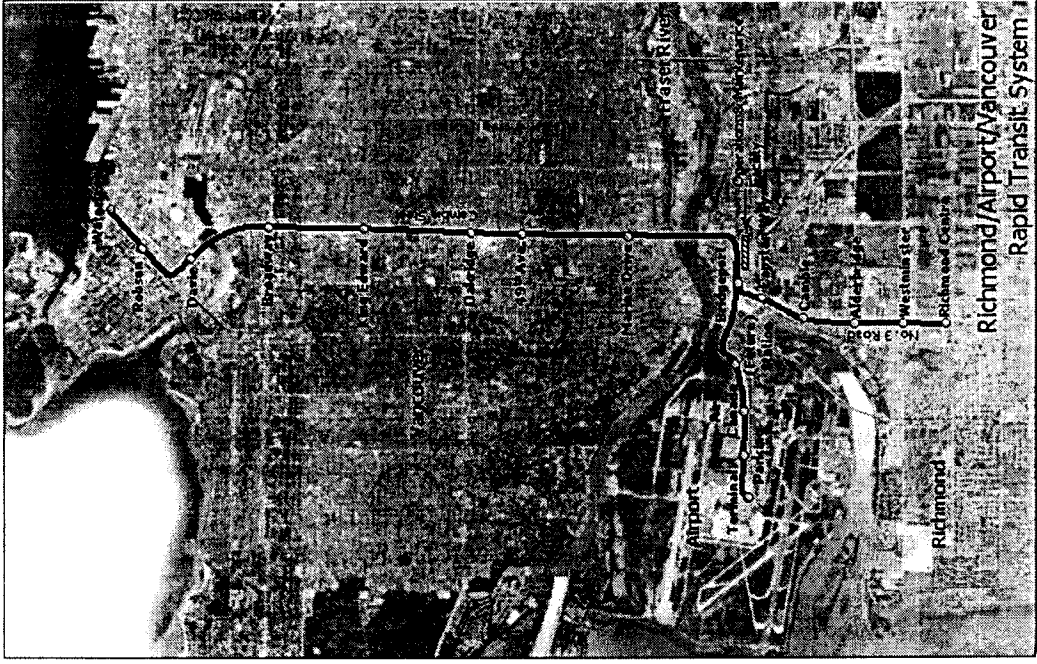


# Richmond / Airport / Vancouver Rapid Transit

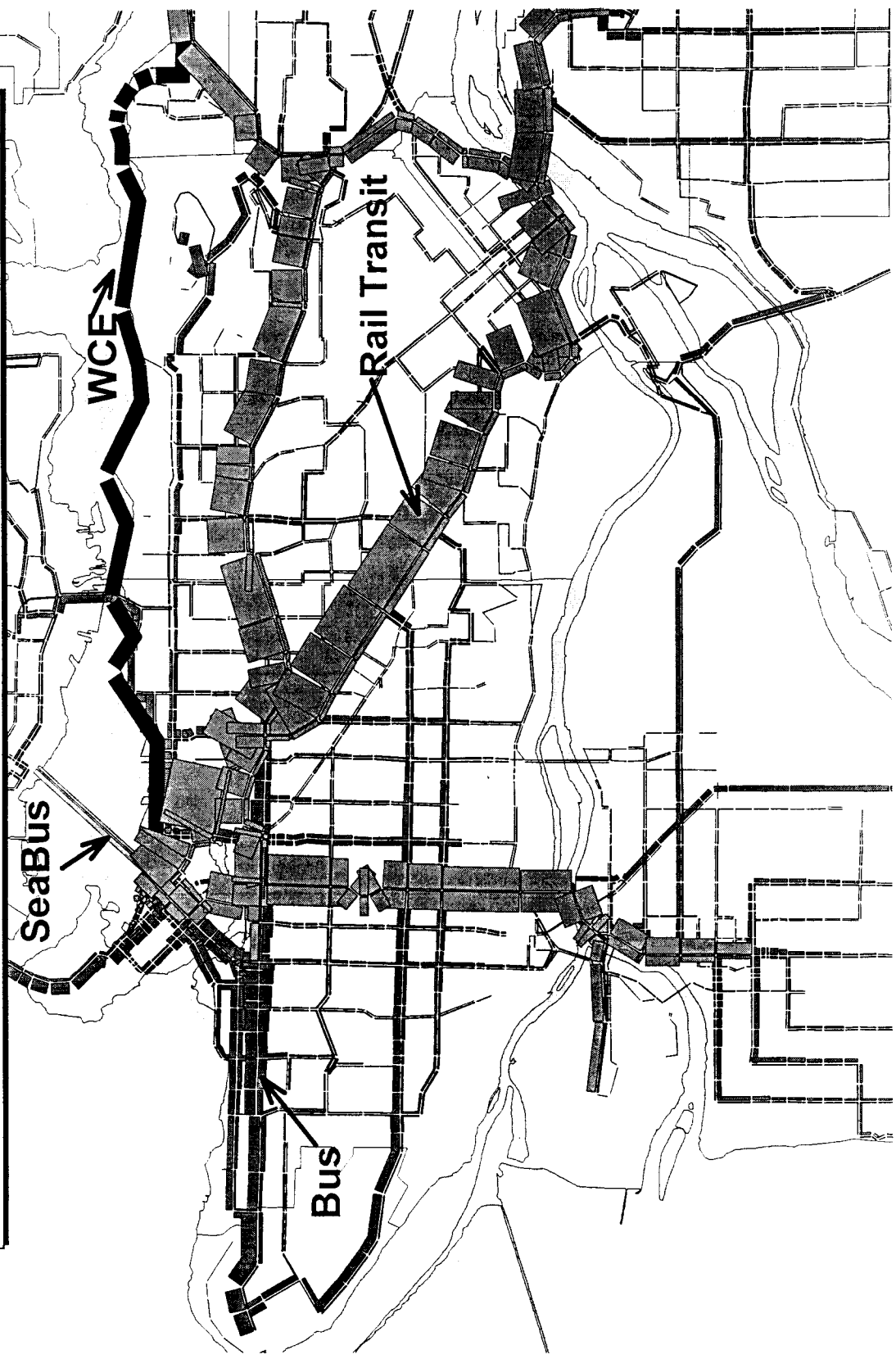
## Project Characteristics

(2010)

- 19.5 km of guideway
- 15-18 stations
- Approximately 100,000 riders per day
- Strong two-way ridership



# 2021 Transit Passenger Volumes (AM Peak Hr)



# Project Definition Phase

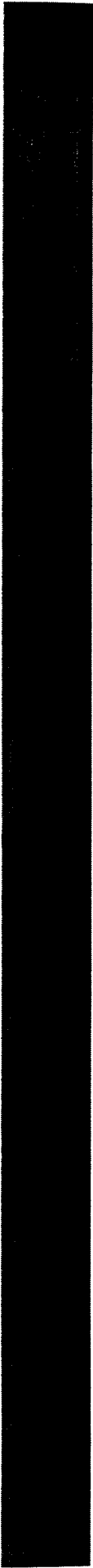
April 02 - Jan 03

- Technical Review
- Financial Review
- Governance/Approval processes
- Scope for private sector



# Work to Date – Financial and Commercial

Completed	In Progress
<ul style="list-style-type: none"><li>• Costings</li><li>• Preliminary ridership and revenue report</li><li>• Preliminary feasibility work</li><li>• Procurement plan</li><li>• RFEOI issued</li></ul>	<ul style="list-style-type: none"><li>• Agencies heads of agreement</li><li>• Final feasibility work</li><li>• Concession structure (risk allocation – etc.)</li></ul>



# Work to Date - Technical

Completed	In Progress
<ul style="list-style-type: none"><li>• Reference alignment</li><li>• Outline performance criteria</li><li>• Outline operating plan</li><li>• Property take</li><li>• Conceptual costs<ul style="list-style-type: none"><li>• Capital</li><li>• Operating</li></ul></li><li>• Project schedule</li><li>• Technical peer review / Value Analysis</li></ul>	<ul style="list-style-type: none"><li>• Final operating plan</li><li>• Final cost estimates</li><li>• Performance standards</li><li>• Procurement documentation</li><li>• Geotechnical investigations</li><li>• Environment assessment</li><li>• Further alignment studies (Peer Review outcome)</li></ul>

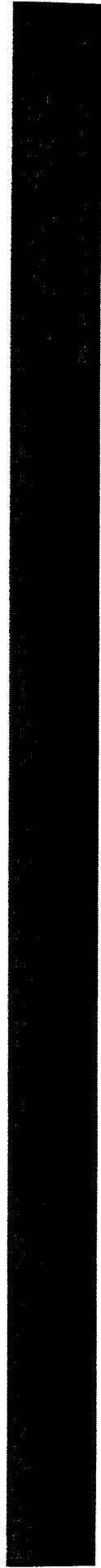
## Decision Making

- Decision to proceed or not:
- Following completion of Project Definition Phase work
- Contingent on Federal funding and financial viability
- Contributions from region/Province and Airport



## Cities' Role

- Presentation of Project definition work to Participating Agencies
- Public consultation
- Presentation of results of consultation to cities
- Motion
  - To support project
  - To provide advisory input to RFP parameters



# Richmond / Airport / Vancouver Outline Schedule

