



General Purposes Committee

Date: Monday, March 3rd, 2003
Place: Anderson Room
Richmond City Hall
Present: Mayor Malcolm D. Brodie, Chair
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Kiichi Kumagai (5:02 p.m.)
Councillor Bill McNulty
Councillor Harold Steves
Call to Order: The Chair called the meeting to order at 5:00 p.m.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on Monday, February 17th, 2003 and on Wednesday, February 19th, 2003, be adopted as circulated.

CARRIED

DELEGATIONS

2. (1) VANCOUVER INTERNATIONAL AIRPORT AUTHORITY – To apprise the Committee on the status of the airline industry and to provide updates on several on-going airport initiatives.
(Delegation: Larry Berg, President, YVR; Anne Murray, Vice President Community & Environment, and Olga Ilich, Director.)

(Councillor Kumagai entered the meeting at 5:02 p.m.)

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Director Olga Ilich introduced Larry Berg, President of YVR, and Anne Murray, Vice President Community & Environment, to the Committee. She then spoke briefly about the issues on which Mr. Berg and Ms. Murray would speak. A copy of the material circulated to the Committee and to which Mr. Berg referred during his presentation, is attached as Schedule A and forms part of these minutes.

Mr. Berg then provided an update on the Airport's 2002 and 2003 work plans, while Ms. Murray spoke about the community and the environment as these two issues related to the Airport. A copy of the speaking notes of the two presenters is attached as Schedule B and forms part of these minutes.

Discussion then ensued among Committee members and the delegation on such issues as:

- the extension of the south runway, new engine run up facility and the criteria followed when the engine run up facility was in operation
- the proposed UPS development on the north side of the airport property and the number of employees who could be working at this facility
- the status of the proposed new BCIT aeronautics training facility on airport property
- the anticipated employment figures for the airport and Sea Island for the next few years
- the proposed expansion of the cargo area and whether the airport's plans were still on track
- the financial status of the businesses in operation at the airport
- the impact of a possible war in the Middle East on future passenger and cargo traffic
- the movement of passengers from the airport to cruise ship terminals
- security provisions, including the iris recognition program and the use of visual geometry
- the status of the airport improvement and security fees
- the need to harmonize Canadian and American airport security systems.

The Chair thanked the delegation for their presentation and they then left the meeting.

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(2) RICHMOND AIRPORT VANCOUVER RAPID TRANSIT PROJECT UPDATE

(Delegation: Jane Bird, Project Director, Richmond Airport Vancouver Rapid Transit Project)
(PowerPoint presentation.)

The Project Director for the Richmond Airport Vancouver Rapid Transit Project, Jane Bird, introduced to the Committee Mr. Tony Poulter, of Price Waterhouse Cooper, the financial consultant for RAV, and Mr. John Eastman, technical director. Ms. Bird then gave a PowerPoint presentation to provide an update on the project. A copy of the presentation is attached as Schedule C and forms part of these minutes.

Discussion then ensued among Committee members and the delegation on such issues as:

- the challenge of dealing with the various mindsets of the region about the proposal
- the choice of Cambie Street in Vancouver for the proposed route over Arbutus Drive and whether a final decision had been made that Cambie Street would be the route for the new transit system
- the advantages and disadvantages of a fully separated system as compared to a partially separated system
- anticipated ridership figures
- the request for proposal call, the selection of the final technology and whether a dedicated bus way would be a viable alternative
- how community consultation would proceed (the document entitled "Community Consultation Discussion Guide and Feedback Form" was provided to the Committee during the discussion on this particular item, and a copy is on file in the City Clerk's Office)
- who would be responsible for making the final decision on whether the route should be underground, at grade or cut away
- the anticipated number of vehicles which could be removed from the streets once the system was in operation
- the date by which funding would be required and a decision made to proceed with the project.

The Chair thanked the delegation for the presentation, and noted that Richmond City Council was fully supportive of the delegation's efforts. Mayor Brodie added that Council would be willing to provide assistance to the Project Committee to back that support. In response, Ms. Bird thanked the Committee and City staff for their efforts.

It was moved and seconded

That the order of the agenda be varied to deal with Item No. 4 at this time.

CARRIED

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PARKS, RECREATION & CULTURAL SERVICES DIVISION

4. RICHMOND SUNSET ROTARY CLUB CENTENNIAL VEHICLE PROJECT

(Report: Feb. 24/03, File No.: 0780-01) (REDMS No. 971006)

It was moved and seconded

That staff prepare a Memorandum of Understanding between the City and the Richmond Sunset Rotary Club which outlines the responsibilities of both parties with respect to the donation of a 22 seat lift-equipped passenger bus to the City of Richmond in 2005.

The question on the motion was not called, as discussion ensued between the Mayor and the General Manager, Parks, Recreation & Cultural Services, Catharine Volkering Carlile, on the proposed acquisition of the bus. In response to questions, advice was given that the \$100,000 contribution from the Sunset Rotary Club would reduce the City's capital replacement fund from \$135,000 to \$35,000. Ms. Carlile added that the City would still receive the revenue from the annual events sponsored by the Rotary Club, and this revenue would be allocated to the operating budget.

The question on the motion was then called, and it was **CARRIED**.

ACTING CHIEF ADMINISTRATIVE OFFICER

3. COUNCIL TERM PRIORITIES

(Report: Feb. 11/03, File No.: 0105-07) (REDMS No. 961871)

It was moved and seconded

That the "Council Priorities 2003-2005" (as described in "Appendix One" of the report dated February 11th, 2003, from the Acting Chief Administrative Officer), be endorsed.

The question on the motion was not called, as the following **amendment** was introduced:

It was moved and seconded

That the goal identified for "Long Term Financial Management", as identified in the "Council Priorities 2003-2005" (as described in "Appendix One" of the report dated February 11th, 2003, from the Acting Chief Administrative Officer), be amended by:

- (1) *inserting after the words 'revenue sources,' the following, "controls expenditure growth, rationalizes resources and reviews the relevancy of existing operating and capital costs"; and*

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- (2) *adding the following as a new bullet under "Measures of Success" for the same goal, "There will be a non-going plan developed and implemented which will provide for the control of expenditure growth, the rationalization of resources and reviews the relevancy of existing operating and capital costs."*

CARRIED

The question on the motion, as amended, was then called, and it was **CARRIED**.

FINANCE & CORPORATE SERVICES DIVISION

5. **COUNCIL REMUNERATION AND EXPENSES**

(Report: Feb. 26/03, File No.: 0105-08) (REDMS No. 972110)

It was moved and seconded

That the report (dated February 26th, 2003, from the General Manager, Finance & Corporate Services), regarding the Year 2002 Council Remuneration and Expenses, be received for information.

CARRIED

6. **2002 GENERAL LOCAL AND SCHOOL ELECTION REFERRALS**

(Report: Feb. 19/03, File No.: 8125-30-01) (REDMS No. 963600)

It was moved and seconded

That the report (dated February 19th, 2003, from the Acting City Clerk), regarding 2002 General Local and School Election Referrals, be received for information.

CARRIED

COMMUNITY SAFETY DIVISION

7. **COMMUNITY SAFETY BUILDING REPLACEMENT - FIRE HALL CONSTRUCTION PROGRAM**

(Report: Feb. 24/03, File No.: 2052-02-FH) (REDMS No. 930214)

It was moved and seconded

(1) *That the Fire Hall Replacement Schedule be amended, (as detailed in the report dated February 19, 2003 from the Fire Chief);*

(2) *That structural preloading of the two fire hall sites at 22451 Westminster Highway (Hamilton) and 3911 Russ Baker Way (Sea Island), proceed using funds identified in the 2003 Capital Program for the Hamilton Fire Hall following rezoning of the properties; and*

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- (3) *That the conceptual designs for both Hamilton Fire Hall and Sea Island Fire Hall (attached to the report dated February 19, 2003 from the Fire Chief), be approved in principle for the rezoning applications and to solicit further community input.*

The question on the motion was not called, as discussion ensued among Committee members, Fire Chief Jim Hancock, and the Director of Engineering, Steve Ono, on:

- whether community space had been provided in the Hamilton Fire Hall
- the provision of an accessible public washroom at the Hamilton Fire Hall, the location of such washroom on the site, and whether the cost of providing this washroom in the outbuilding would increase the overall budget for the Fire Hall
- the rationale for including public art funding at 1% of the actual construction cost.

The question on the motion was then called, and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (7:20 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, March 3rd, 2003.

Mayor Malcolm D. Brodie
Chair

Fran J. Ashton
Executive Assistant

Presentation to Richmond City Council

By: Olga Ilich, Director

Larry Berg, President and CEO

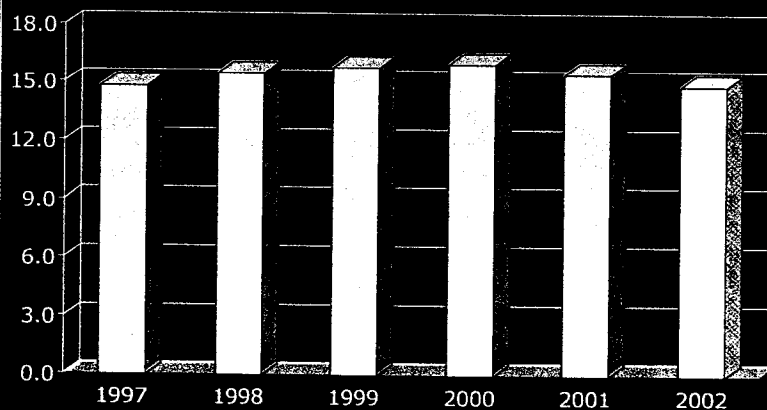
*Anne Murray, Vice President,
Community and Environmental Affairs*

March 3, 2003



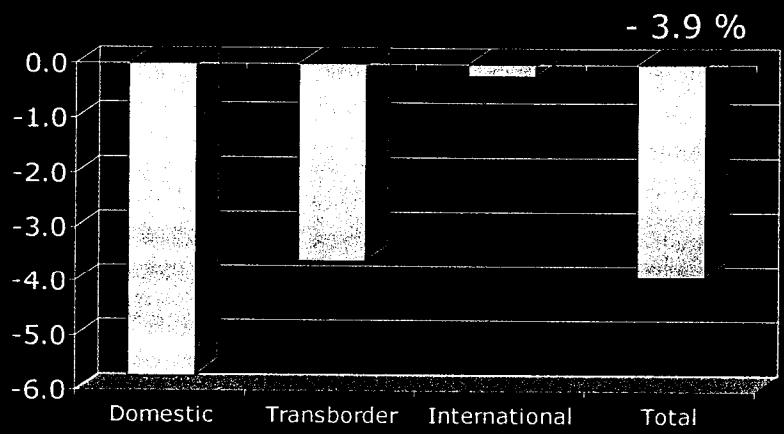
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Vancouver International Airport Passenger Traffic (millions)



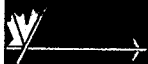
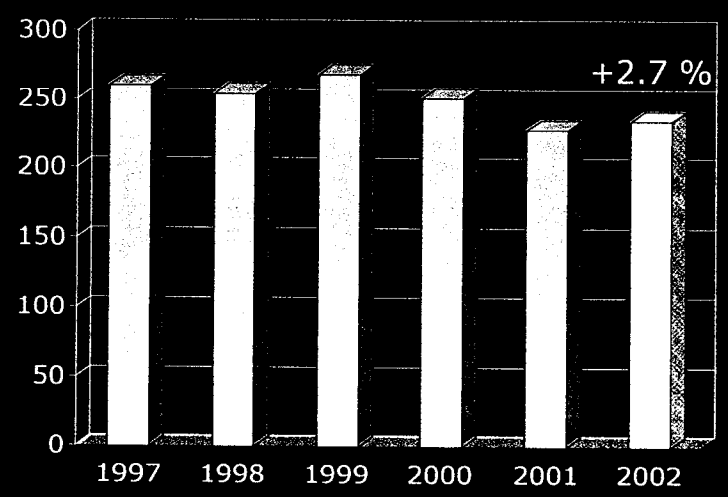
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Vancouver International Airport % Change in Passenger Traffic by Region



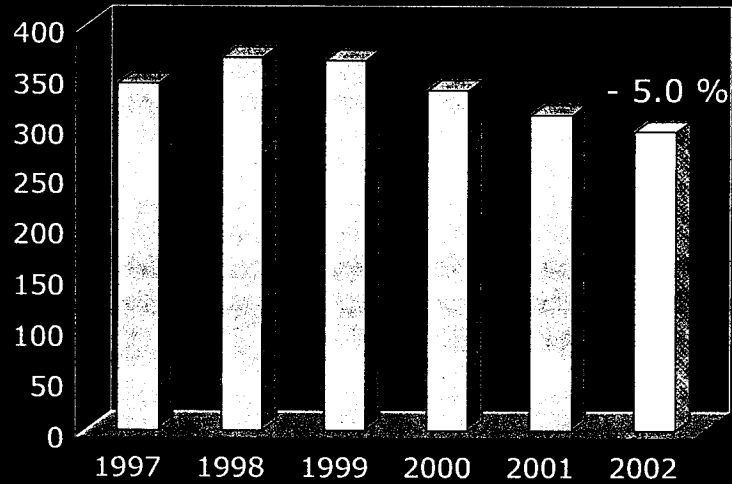
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Vancouver International Airport Cargo Volume (thousands of tonnes)



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

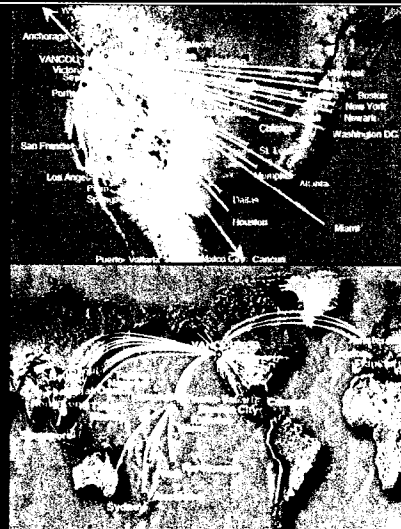
Vancouver International Airport Aircraft Take-offs and Landings



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

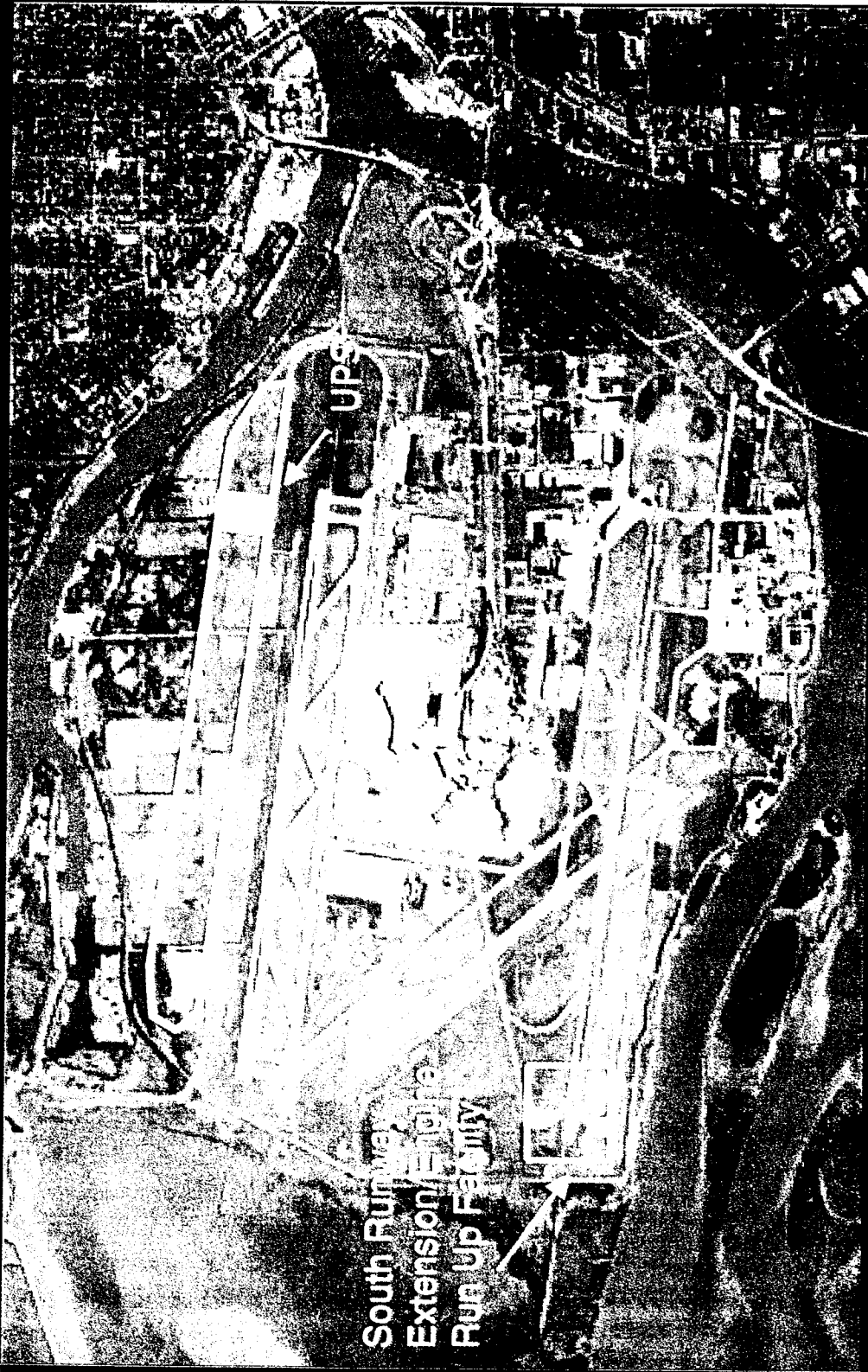
New Carriers and Services

- Aloha – Honolulu, Maui, Kona;
- Air North – Whitehorse;
- Delta – Atlanta
- Hawkair – Dawson Creek
- Jetsgo – Toronto
- Mexicana – Mexico City;
- HMY Airways – Mexico, Las Vegas, Manchester
- JMC airline – UK
- Skyservice – Hawaii



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Development at the Airport



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Domestic Terminal - A Pier



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

**Presentation to the
General Purposes Committee
Richmond City Council**

**Richmond City Hall
Anderson Room, 2nd Floor
March 3, 2002
4:00 p.m.**

Vancouver International Airport Authority

**Olga Ilich
Director**

**Larry Berg
President and CEO**

**Anne Murray
Vice President**

Olga Ilich, Director

(Introduces Larry Berg)

Larry Berg, President and CEO

2002 Update and 2003 Plans

Numbers and Service

- Prepared prudent business plan following 9/11 - exceeded plan.
- Passenger traffic down 3.9%. But forecast 14.3 million passengers, finished year with 14.9 million.
- U.S. traffic made a strong comeback. Down over 20% in January, finished year down 3.6%. Partly due to strong cruise ship season.
- Asia traffic brightest spot—up 4.9%. European traffic weak—down 8.6%. Due in part to less capacity—loss of Canada 3000.
- Cargo traffic also did well. Up 2.7%.
- Overall aircraft movements, landings and take-offs, were down by 5%. Trend to larger aircraft continues, Air Canada frequencies rationalized.
- Worked hard to attract new services.
 - Aloha Airlines - Honolulu, Maui, Kona in April.
 - Mexicana Airlines 5 x a week to Mexico City
 - Air North to Whitehorse
 - Jetsgo to Toronto
 - Charter carrier HMY Airways - Mexico, Las Vegas, Manchester
 - JMC Airline - charter service to UK
 - Edelweiss – charter to Zurich
 - Delta - big win - Atlanta this summer
 - Westjet now has 25% of domestic capacity; began service to Toronto, starting Montreal service in July.

Capital Program

- Domestic Terminal Upgrade completed in June '02—in time for 10 year anniversary.
- Baggage system upgrades. Have begun multi-year program to accommodate passenger volumes and baggage security screening.

- Began engine run-up/south runway extension program. Will be doing runway overlay in 2004.
- This year will be renovating A-Pier. First double bridges for Westjet.

Retail & Commercial Development

- Transborder retail—policy change, new revenue opportunity.
- Finalized lease with UPS on Northlands site. Site prep underway. Held two community open houses on design guidelines.

Security

- Safety, security, environment No.1 priority
- Met enhanced security requirements. Established excellent working relationship with CATSA.
- Expanded C-Pier, International and Transborder Screening points; added equipment. Goal is enhanced security without sacrificing customer service.
- Pre-board Screening in South Terminal. Redevelopment to accommodate pre-board and hold baggage screening.
- Proposals into CATSA on Hold Baggage Screening for DTB and ITB. Deadline for installation is 2005.
- Working very closely with CATSA on developing guidelines and regulations. Seeking to manage pre-board screening on behalf of CATSA—would result in efficiencies, better command and control.

Richmond-Airport-Vancouver Rapid Transit

- Board recently approved RAV MOU with Province and Translink. The Authority has committed \$300 million for design, construction and implementation of YVR link portion of the project.
- Province taking the lead to get the federal government to contribute \$450 million to project - \$14 million announced this weekend.

Canada Airports Act & Blueprint

- Last week, federal government released policy document *Straight Ahead: A Vision for Transportation in Canada*. Document notes government plans to table Canada Airports Act.

- We have concerns about what we understand to be in the Act. Will work with Transport Canada and Standing Committee as needed.
- We'll want to discuss Act with City once it's tabled.
- Vision document disappointing with regard to liberalizing international air policy. Continues a go-slow policy of "gradual and reciprocal" liberalization.
- Community support for liberalization important.

Future

- 2003 will be another challenging year. Air Canada must resolve financial/labour issues, United, US Airways bankruptcies and possible other U.S. carrier bankruptcies, potential for war in Iraq, US sluggish economy.
- Another prudent business plan. Ready to face challenges, take advantage of opportunities.
- Sensitive to airlines. Gave another 6-month fee increase deferral.
- Hoping to see progress on Ground Rent this year. *(note: Vision document just says study underway and TC will seek to balance interests of all stakeholders)*
- Just beginning work on 2006-2026 Airport Master Plan. Will have extensive consultation with community. Will do presentation to Council at appropriate time.

Anne Murray, Vice President, Community & Environmental Affairs

Community & Environment

- The mission of the airport authority starts with "to serve our community..." We do this through all the actions that Larry mentioned—security, new routes, great customer service, expansion...
- We know that we need to balance this desire for frequent convenient air travel with other community desires of excellent environment and quiet neighbourhoods.
- We have a comprehensive environmental management system, an active environmental advisory committee that includes representatives from the City of Richmond staff Rob Innes, and citizen rep Paul Schaap – who is also on ACE.

Noise Management Plan

- One of the most significant environmental and community issues is noise and we make a huge effort to work with Richmond to address noise issues.

- We have a comprehensive noise management plan to address noise issues. Let me briefly mention a few of the initiatives that we have been working on.
- ICAO Assembly adopted new standards for aircraft noise certification – “Chapter 4” which will apply to aircraft built after January 2006.
- The Airport Authority started construction of a dedicated engine run-up pad, which should help reduce noise received in the communities from engine run-ups. Estimated completion is October 2004.
- We continue to work with City staff on common issues related to compatible land use planning.
- We worked closely with the other members of the YVR Aeronautical Noise Management Committee to complete and continue work on initiatives contained in the current Noise Management Plan.
- Planned initiatives include Capacity and Noise Budgets and Surcharges.

North Runway Operations

- You'll recall that the North Runway is used primarily for arrivals.
- In the summer of 2001, we had departures off the N. Runway to reduce delays during peak periods.
- Last summer, with traffic down, we didn't need to use it to prevent delay.
- We've looked ahead at the schedules for this summer, and expect to need the North Runway for some departures, generally Monday to Friday, 10am – 3pm.
- The runway remains closed from 10pm to 7am except for maintenance & emergencies.
- We'll be reminding the community before we restart N. Runway departures.
- We're also looking at routing for aircraft over Richmond when both runways are used at the same time.

Noise Management Plan Update


- YVR is required to have a noise management plan through its ground lease with Transport Canada, and the Plan must be approved by Transport Canada.
- The current Plan covers the years 1999-2003.

- The current Plan contains 22 initiatives to improve the noise environment around the airport.
- Initiatives identified in consultations with the YVR Aeronautical Noise Management Committee and the community.
- To have a new Plan prepared by the end of the year, efforts are now underway to identify key issues of concern from the various communities to assist in developing new initiatives.
- Propose to use the Noise Committee and its members as the main forum to identify, debate, and help formulate the initiatives for the new Plan.
- The Council and residents of the City of Richmond may provide input into the process by submitting items through the City's citizen and staff reps e.g. Tom Chan, James Watson, Rob Innes.
- On March 19, airport staff and Richmond citizen representatives will be presenting at the City's ACE committee meeting to describe the process and help facilitate ideas for new initiatives.
- The reps, both citizens and staff, have represented the interests of their community very well in the past and are no doubt excellent individuals to represent the community's interests through this process.

Richmond • Airport • Vancouver Rapid Transit Update

Richmond Municipal Workshop

February 27, 2003



Richmond • Airport • Vancouver Rapid Transit

Purpose of Presentation

- Present the project definition report
- Review
 - Technical Analysis
 - Ridership & Revenue
 - Financial Analysis
- Describe Public Consultation in March

Project History

History

- 1969 Rapid Transit Study
- 1970 Report on the Greater Vancouver Area Rapid Transit
- 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:
- 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

Recent

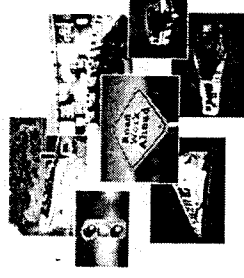
- 2001 Cost benefit analysis
- Potential for private sector investment
- Potential for public investment

Current

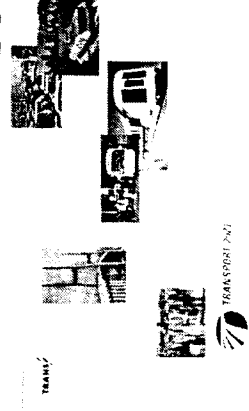
- Technical analysis
- Financial analysis
- Scope for private sector



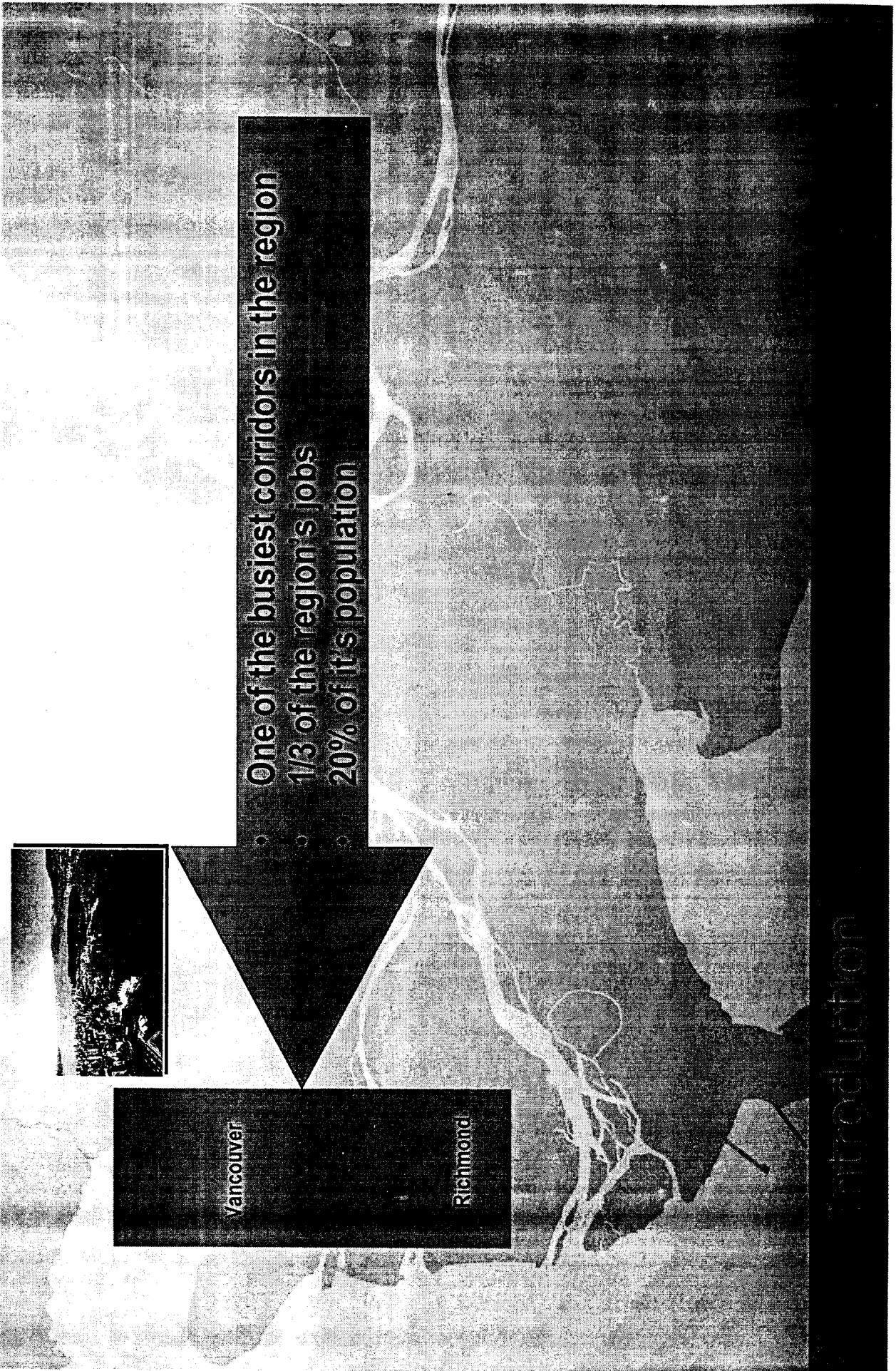
3 YEAR
TRANSPORTATION &
FINANCIAL PLAN



A Long-Range
Transportation Plan for
Greater Vancouver



Vancouver / Richmond Corridor



Vancouver

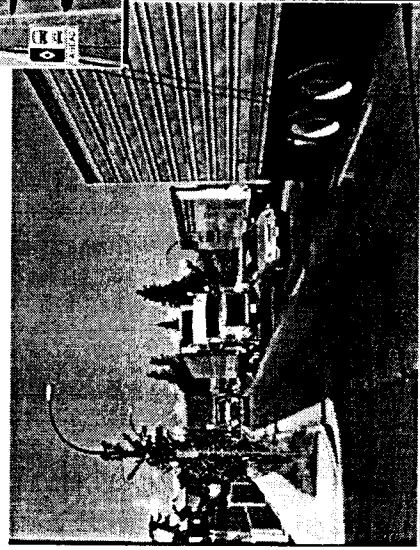
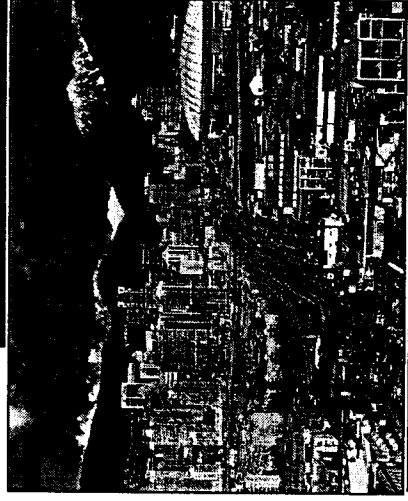
Richmond

- One of the busiest corridors in the region
- 1/3 of the region's jobs
- 20% of it's population

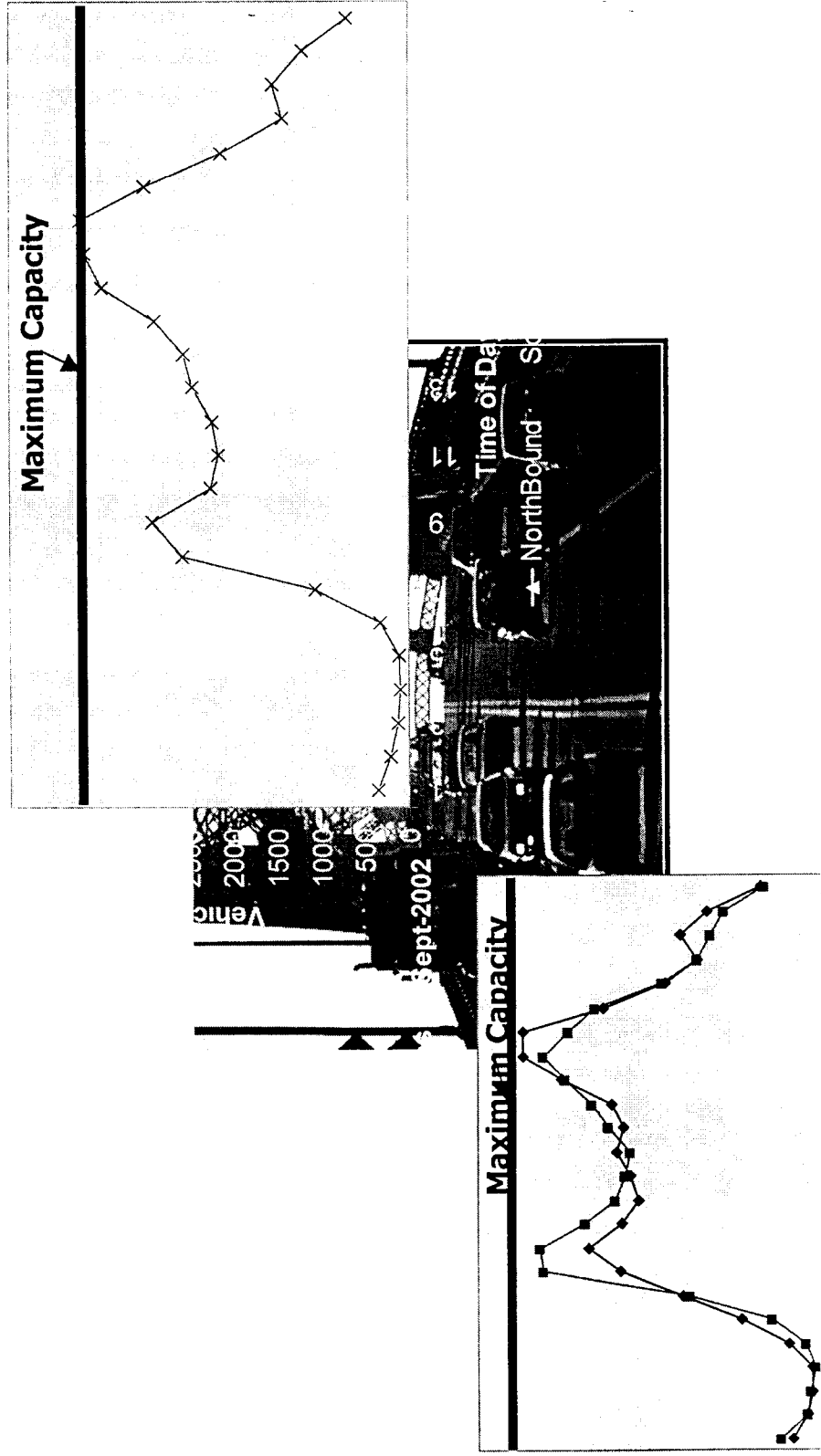
Introduction

Vancouver/Richmond Corridor

- Significant growth in population and employment
- 54% increase in daily vehicle traffic (1985-1999)



Bridges at Capacity



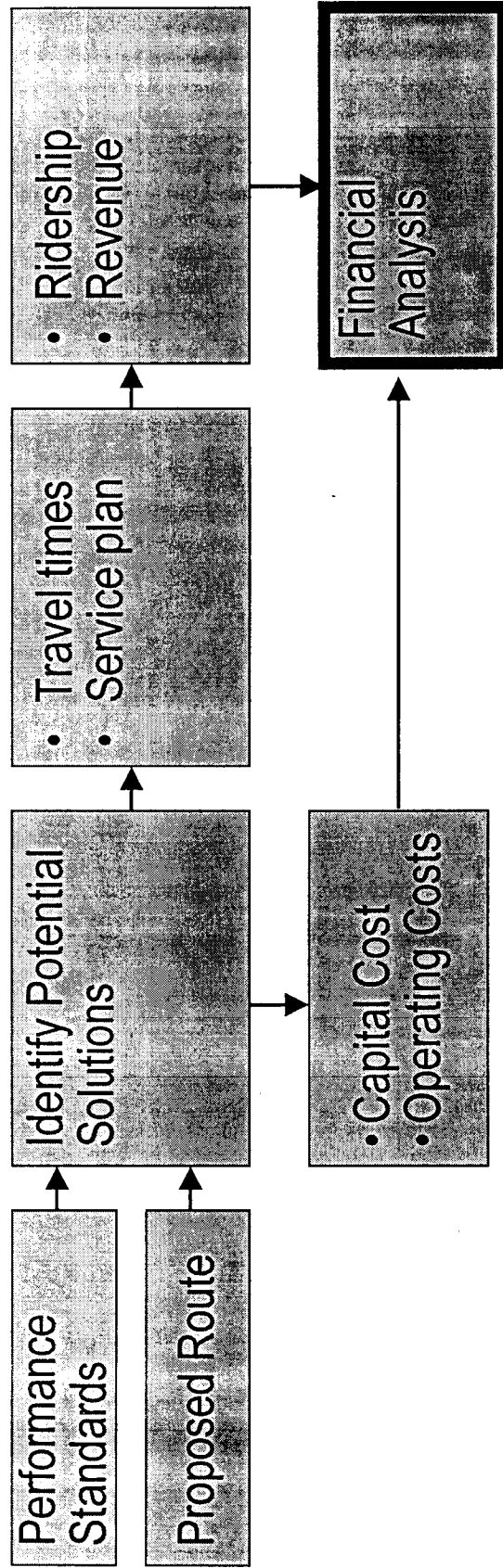
Long Term Objectives

- Must satisfy long term need
- 100 year life for structures
- Capable of expansion to 10,000 pphpd which is equivalent to five lanes of traffic in each direction

Most recent look at this project

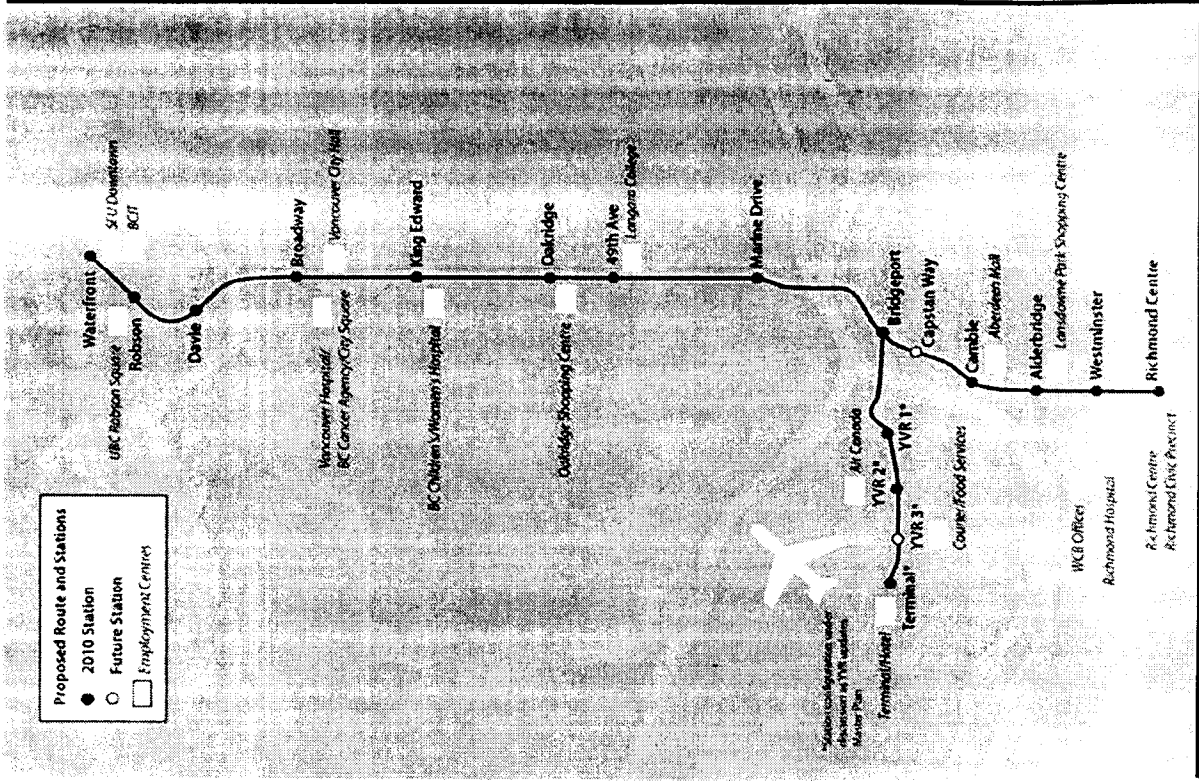
- September 2000 – Management Agreement
 - Federal Government
 - Provincial Government
 - TransLink
 - Airport Authority
 - Cities of Vancouver and Richmond
 - Vancouver Port
 - GVRD
- October 2000 – April 2001 – Needs Assessment (MAE)
 - Conclusion: needed as medium term objective (2010)
- April 2001 – December 2001 – Potential for private capital?
- April 2002 to date – Project Definition Phase

Project Definition Work Plan



Alignment

- 19.5 km total line length
- 18-19 stations
- Serve major employment destinations:
 - Richmond City Hall
 - Richmond Centre
 - Lansdowne
 - Aberdeen Centre
 - Airport
 - Langara Community College
 - Vancouver Hospital



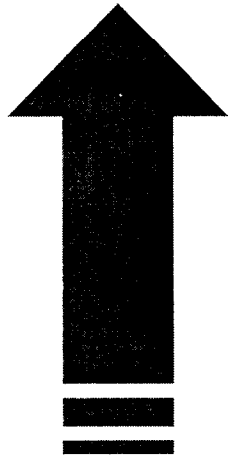
Performance Standards

Travel Times

Operating Headways

Hours of Operation

Capacity



Service Plans

Technical

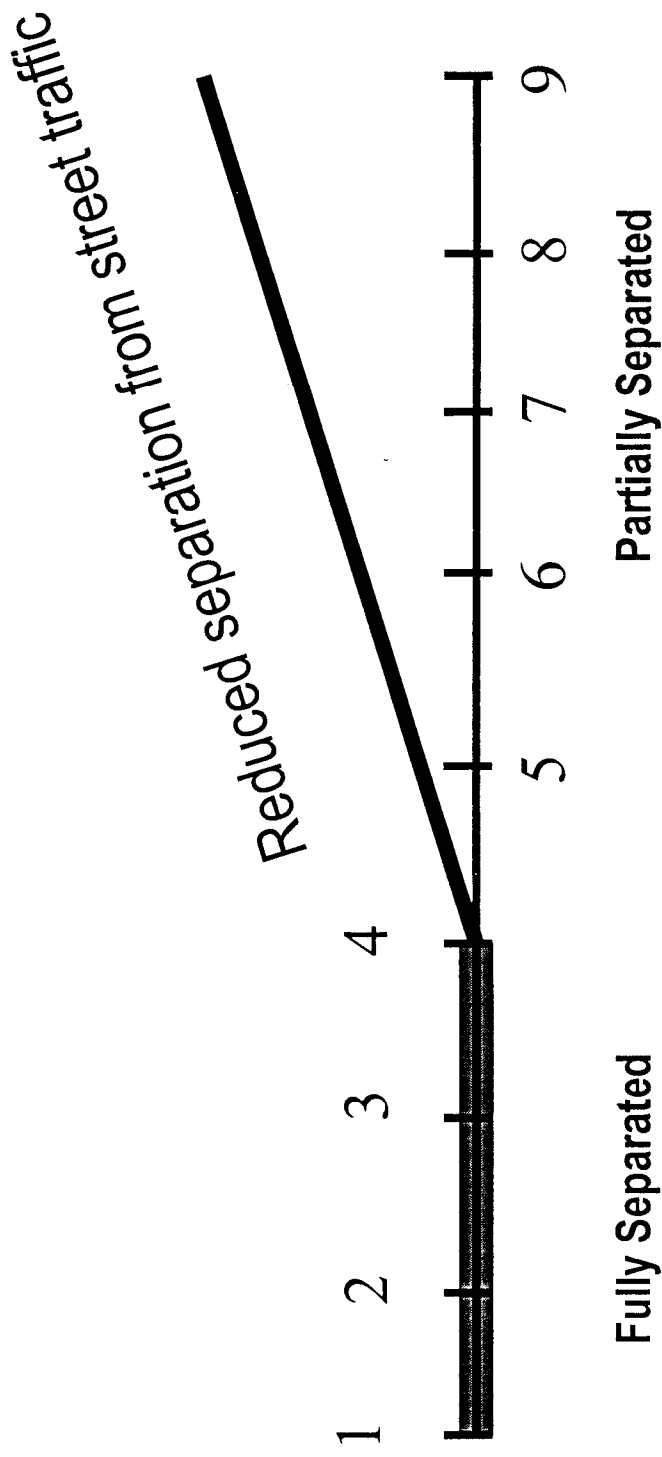
Performance Standards

- Waterfront to Richmond in max 30 minutes
- Waterfront to Airport in max 25 minutes
- Maximum peak hour headway service
 - Waterfront to Richmond - 7.5 minutes
 - Bridgeport to Waterfront - 5 minutes
- Capacity – AM peak demand plus 15%

The technology options

- A range of systems could meet performance standards
- Broad spectrum from:
 - Fully separated from the street
 - Street car options – with street traffic
- Considered 10 points on this spectrum, reflecting various degrees of separation
- For financial analysis, identified 2:
 - “fully separated” (close to that end of the spectrum)
 - “partially separated” (nearer the other end)

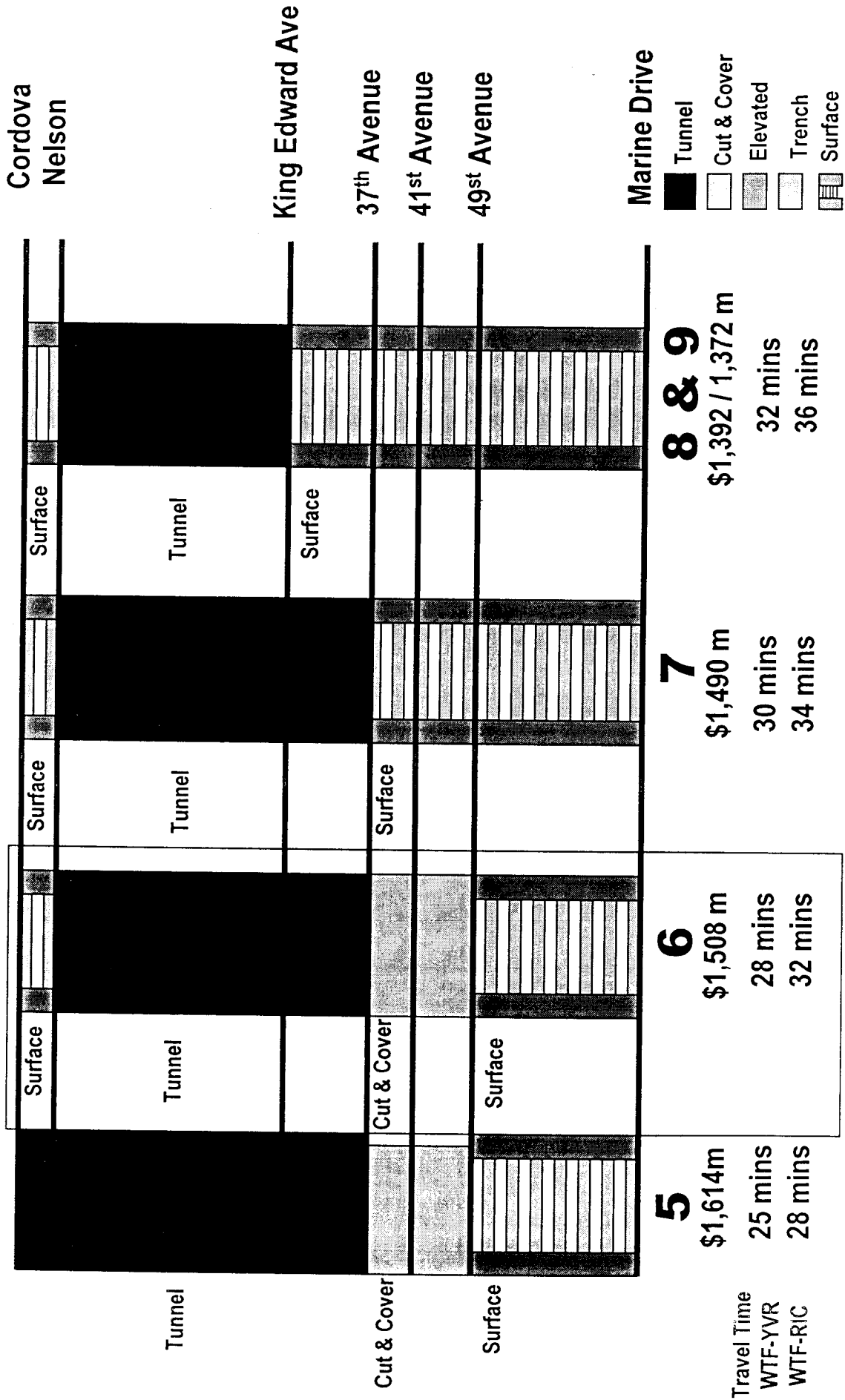
Range of Potential Solutions Identified



Fully Grade Separated Alternatives

	King Edward Ave	37 th Avenue	41 st Avenue	49 st Avenue	Marine Drive
Tunnel	Tunnel	Tunnel	Tunnel	Tunnel	Tunnel
	Cut & Cover	Cut & Cover	Elevated	Elevated	Cut & Cover
	Elevated	Elevated	Elevated	Trench	Elevated
					Trench
					Surface
	1	2	3	4	
Travel Time	\$1,817 m	\$1,722 m	\$1,702 m	\$ n/a	
WTF-YVR	23 mins	23 mins	23 mins	23 mins	
WTF-RIC	24 mins	24 mins	24 mins	24 mins	

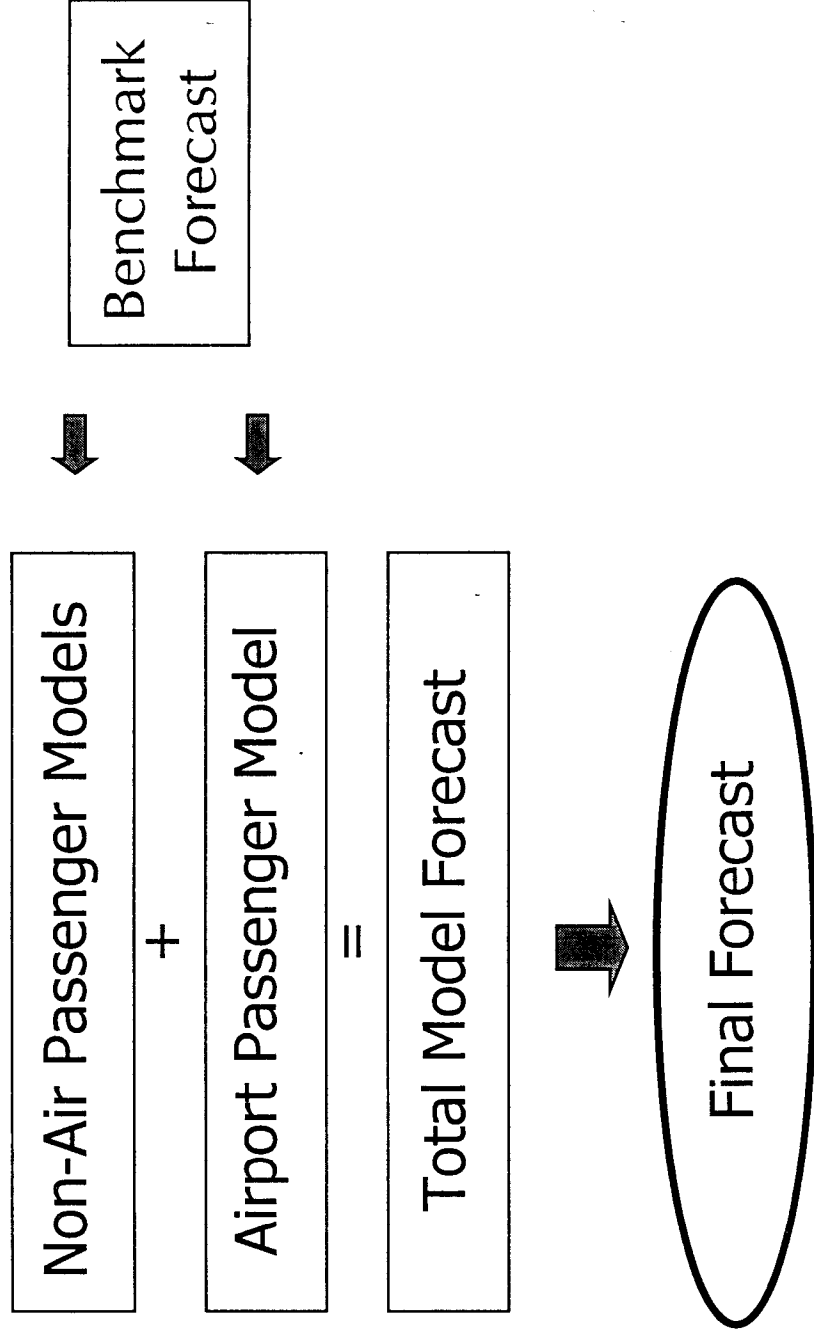
Partially Grade Separated Alternatives



Technical Conclusions

- There are options within the Reference Alignment, Performance Standards and Design Parameters that:
 - Are technically feasible
 - Achieve the transportation objectives for the corridor
 - Are possible within the funding envelope
 - Can be built by 2009

Ridership Forecast

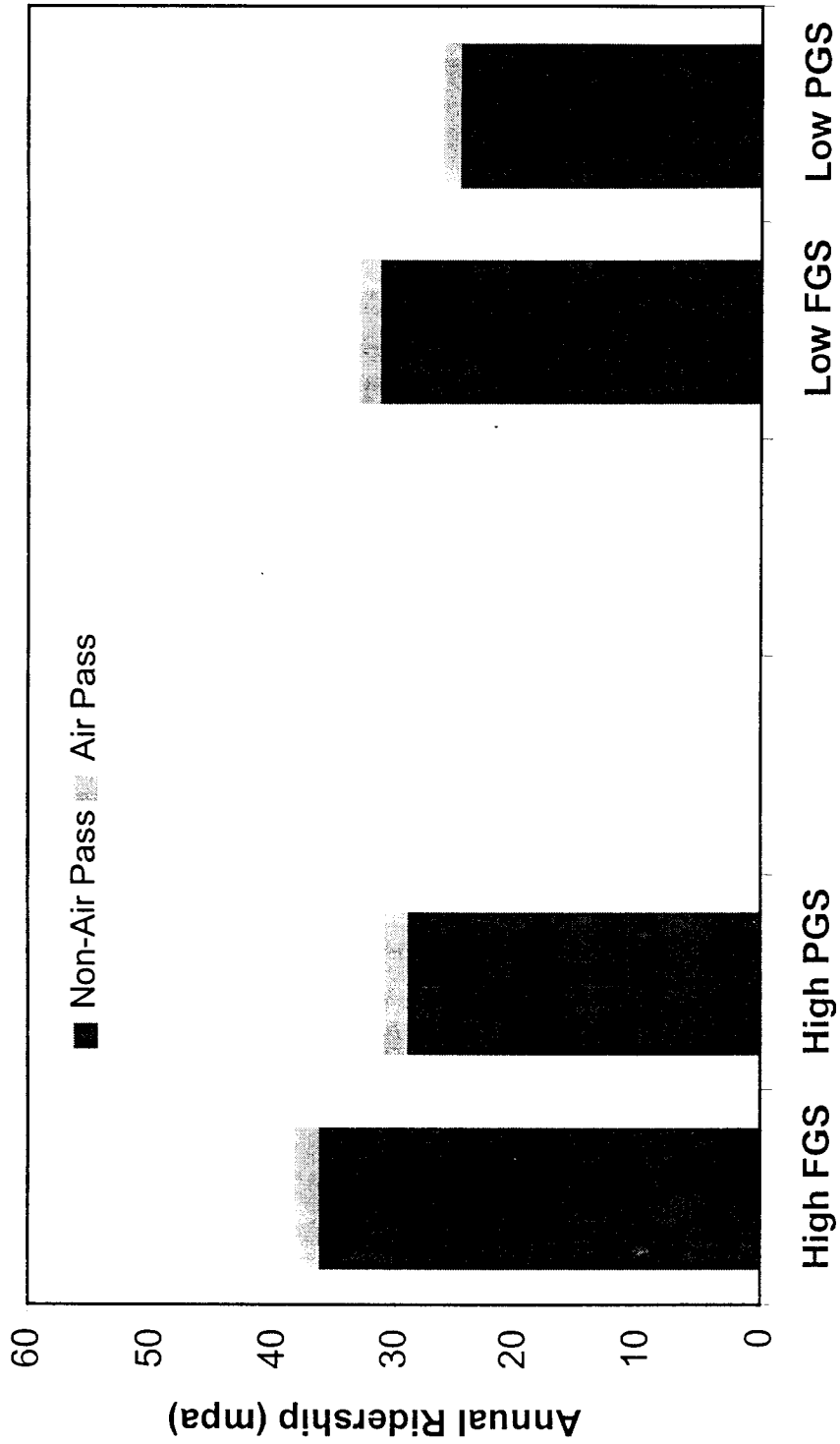


Demand and Revenue Forecasts

Year	Boardings on RAVP (mpa)	Revenue (\$M 2002)
2010	26 - 38	\$33 - 55+*
2021	31 - 45	\$40 - 65+*

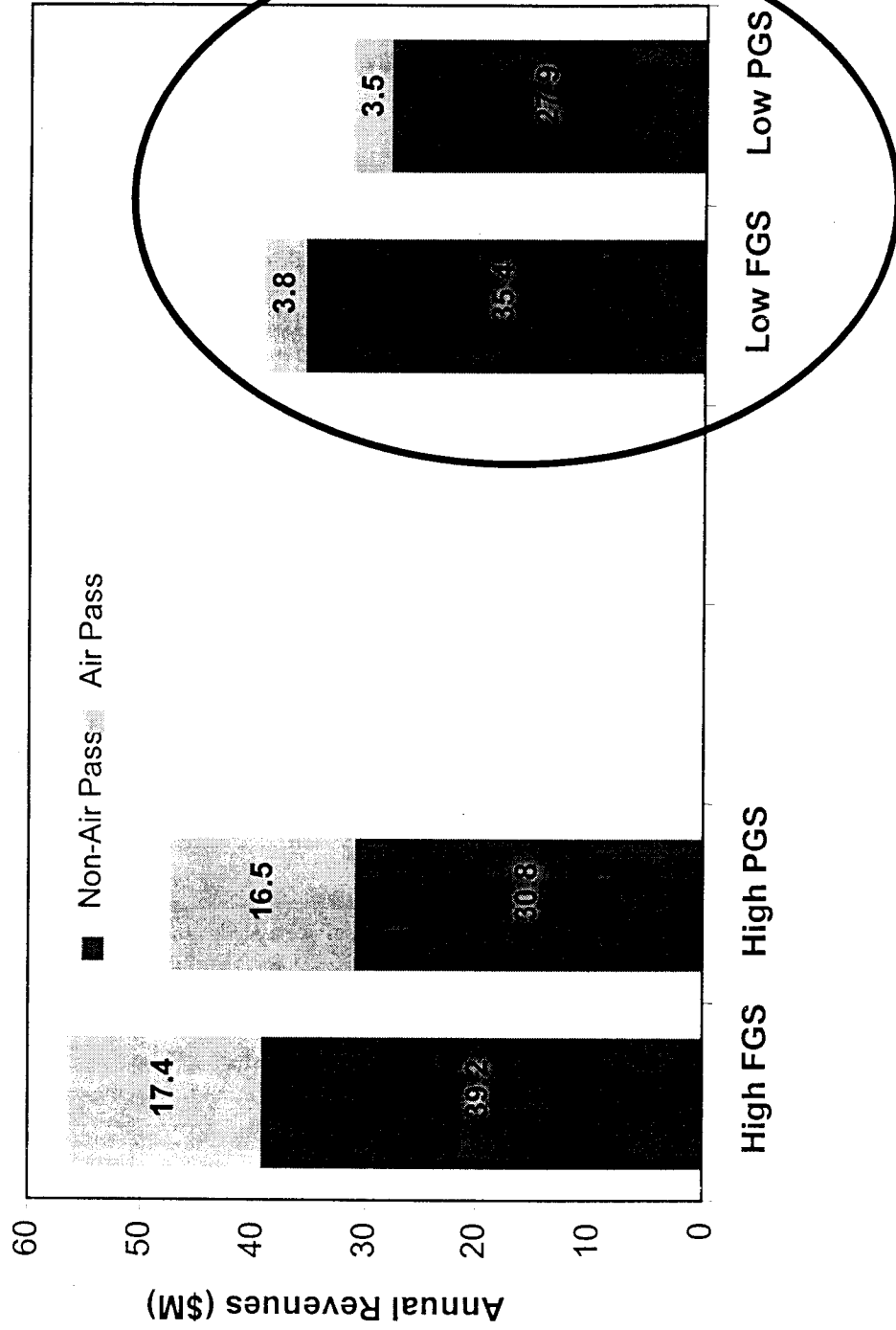
* Could be higher with revenue maximizing airport fares

2010 Total Annual Ridership Estimates



2010 Total Annual Revenue Estimates

Prudent
Forecasts
used for
Base case
Financial
Analysis



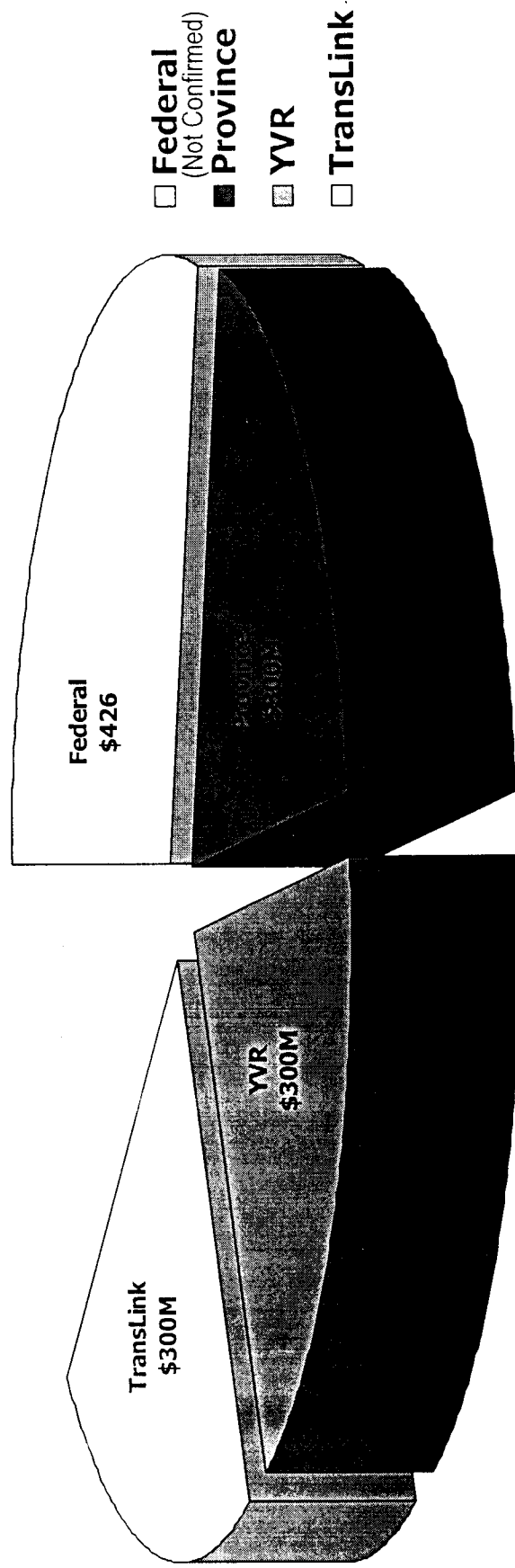
Capital Cost

\$ Million (after inflation)	Alternative 2 "Fully Separated"	Alternative 6 "Partially Separated"
Civil Works	531	406
Electrical & Mechanical, Commissioning	213	162
Maintenance Facility & Storage	21	22
Stations	203	188
Vehicles	108	187
Management, Design & Engineering	210	175
Property	75	79
Contingencies	241	183
Total in cash over time	\$1,723	\$1,508

Capital Cost

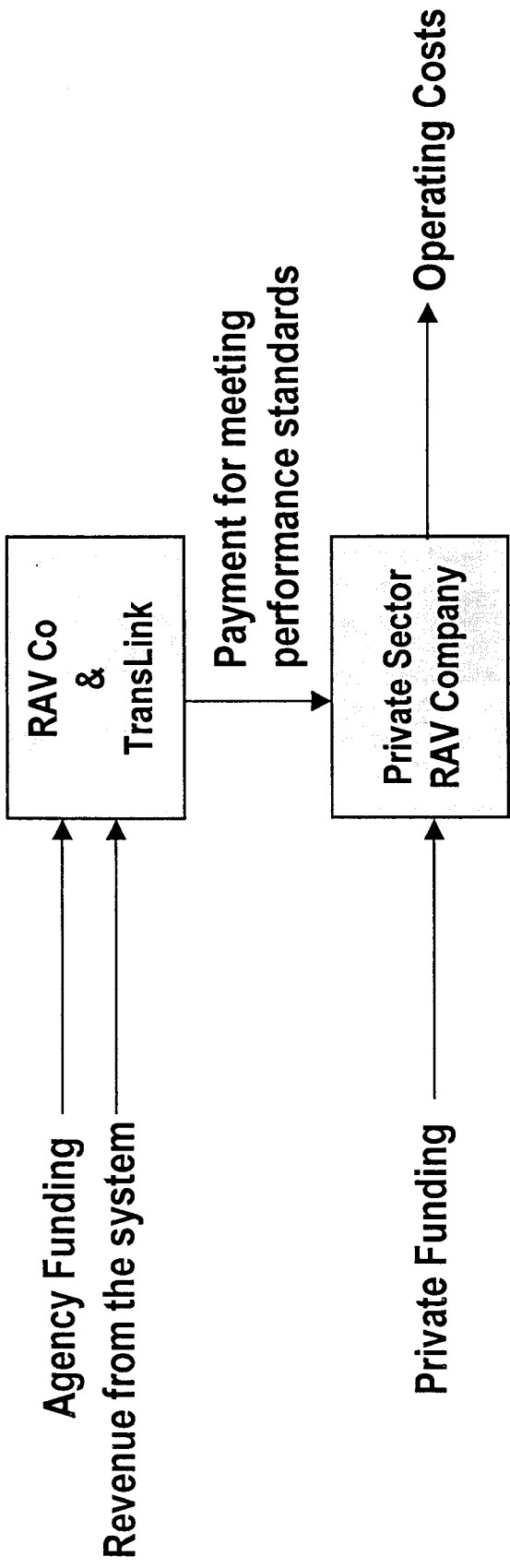
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Vehicles	108	187
Management, Design & Engineering	210	175
Property	75	79
Contingencies	241	183
Total in cash over time	\$1,723	\$1,508

Assumed Agency Contributions of 1.326B



\$1.326B is about \$1.4B over the construction period, after inflation

Structure

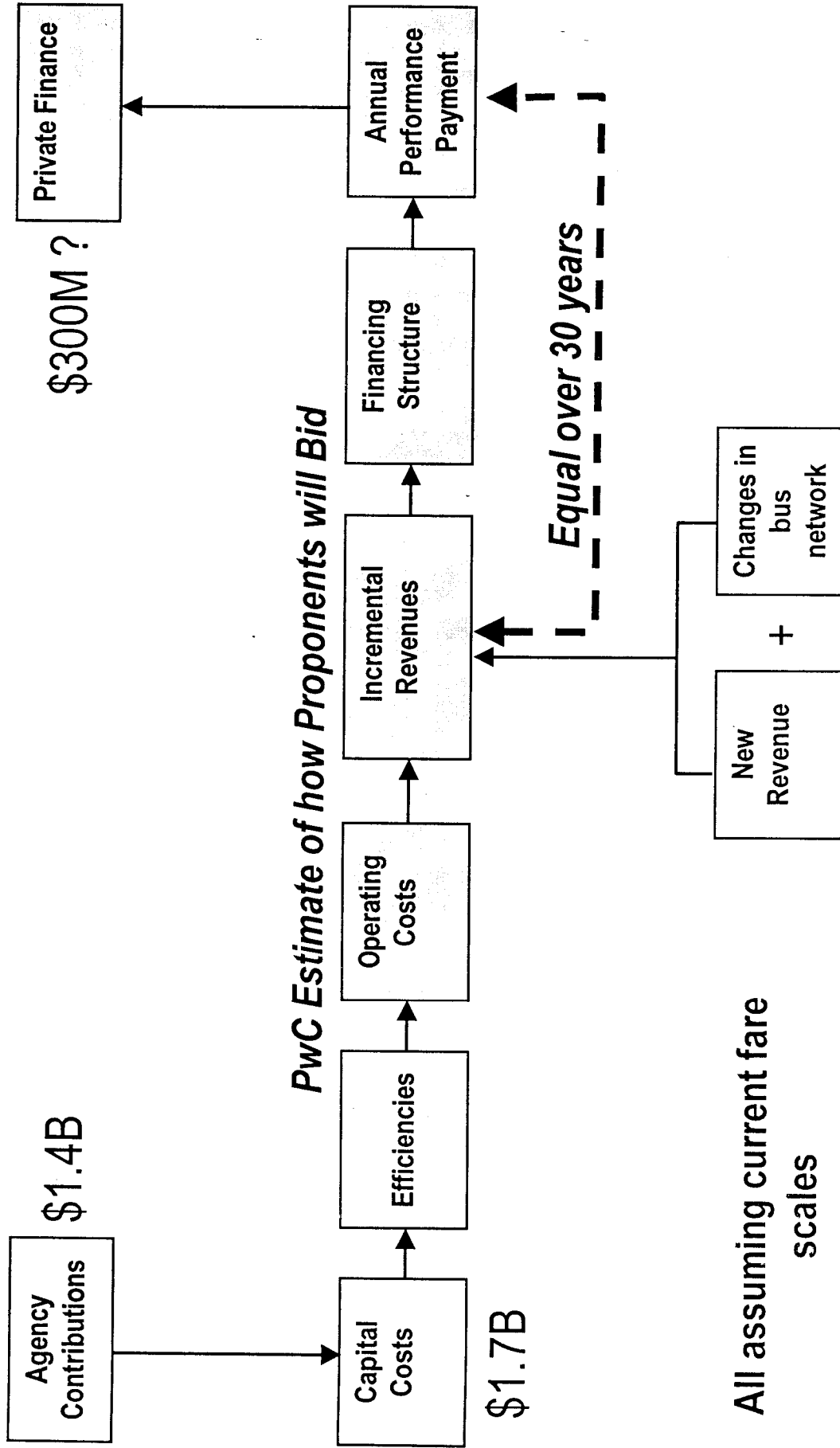


42

Key points:

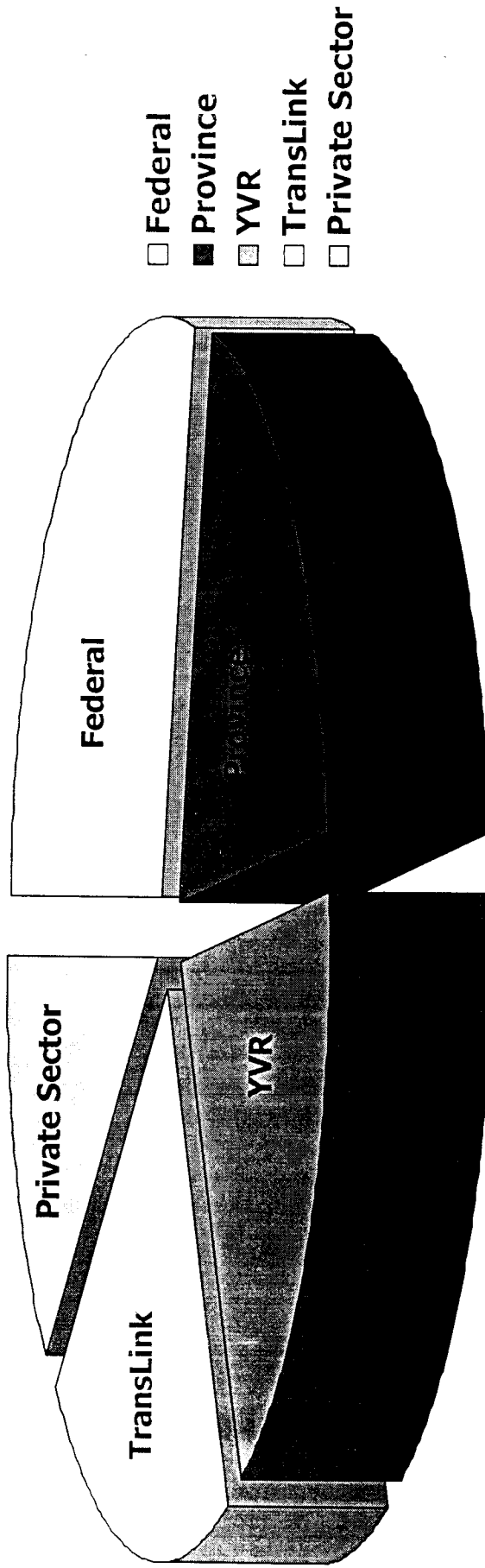
- TransLink receives revenue
- Concession receives payments principally on performance
- Concession rewarded for delivering a system and then service

Financial Assessment



All assuming current fare scales

Shared Funding



So How Much does TransLink have to find?

- \$300M*
- To fund construction 2005 – 2009
- From revenue sources

**(300M is about 321M over the construction period, after inflation)*

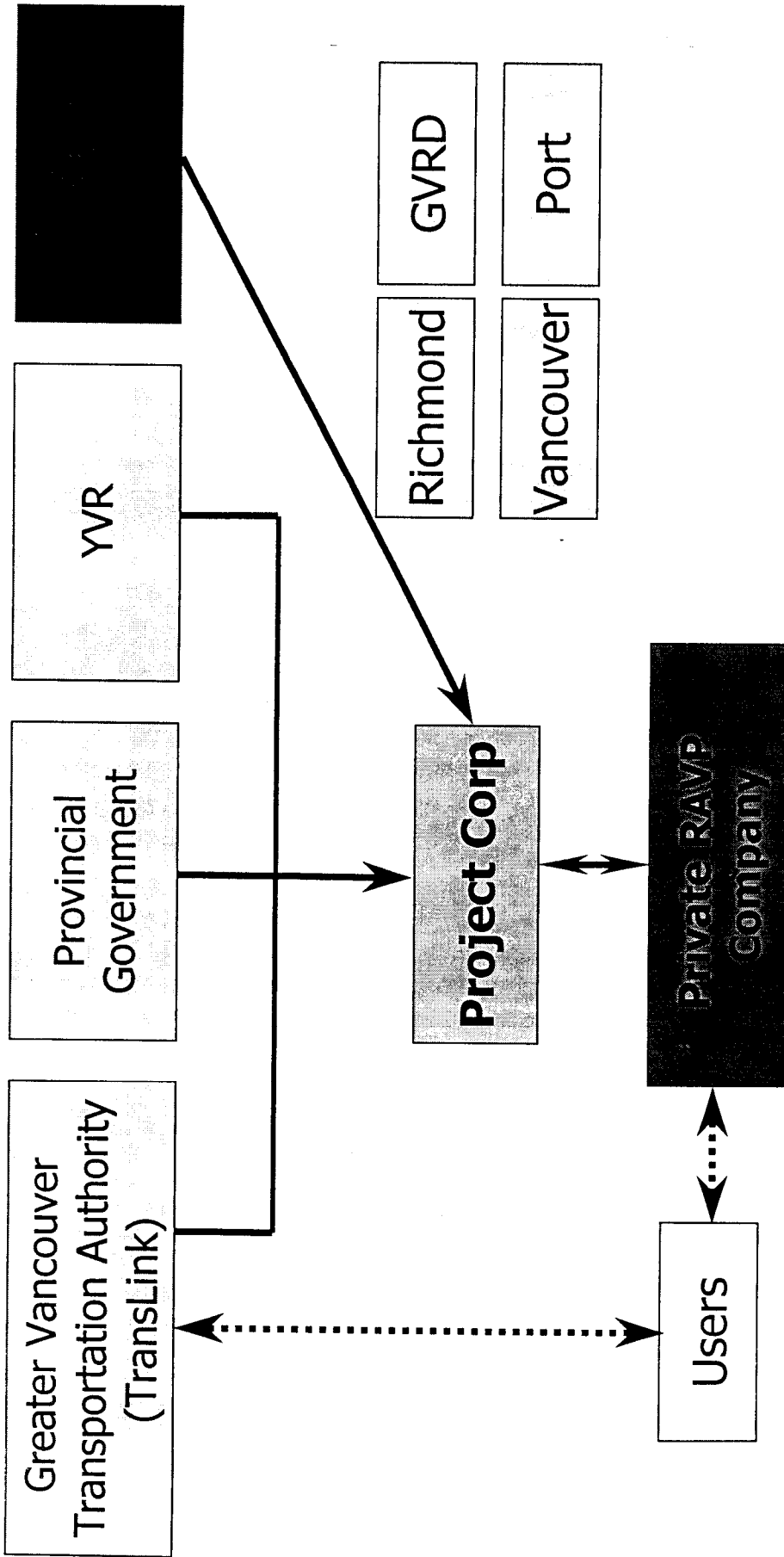
Why TransLink doesn't also fund the private capital

- Private capital contributes to construction 2005-2009
- The capital is repaid from 2010 onwards...
- Including provision for private sector returns...
- Out of additional revenue generated on the system
- Not a net cost on TransLink

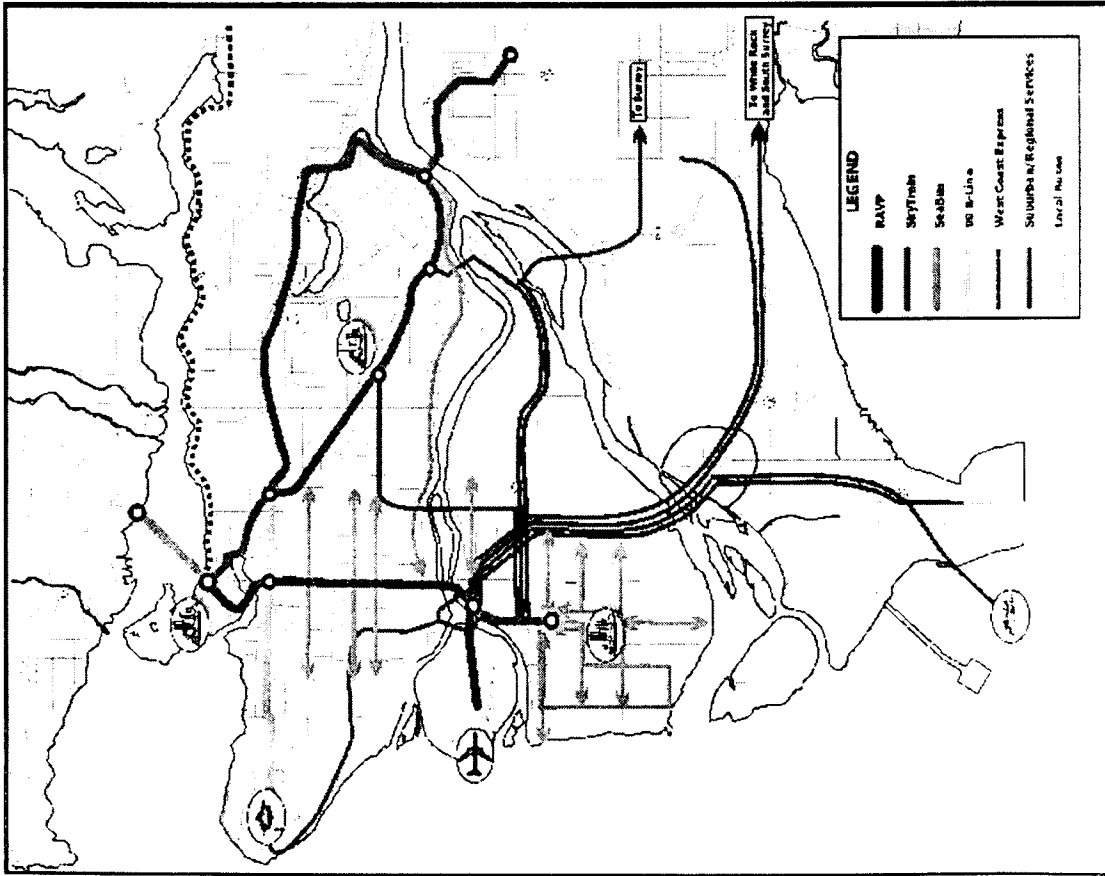
Conclusion of Financial Analysis

- RAV can be procured as a P3
- Good Prospect that it can work with \$1.4B Agency contributions plus private capital
- Precise results depends on how proponents bid
- No basis - or need - to decide now between FS and PS options

Project Structure



Bus Integration

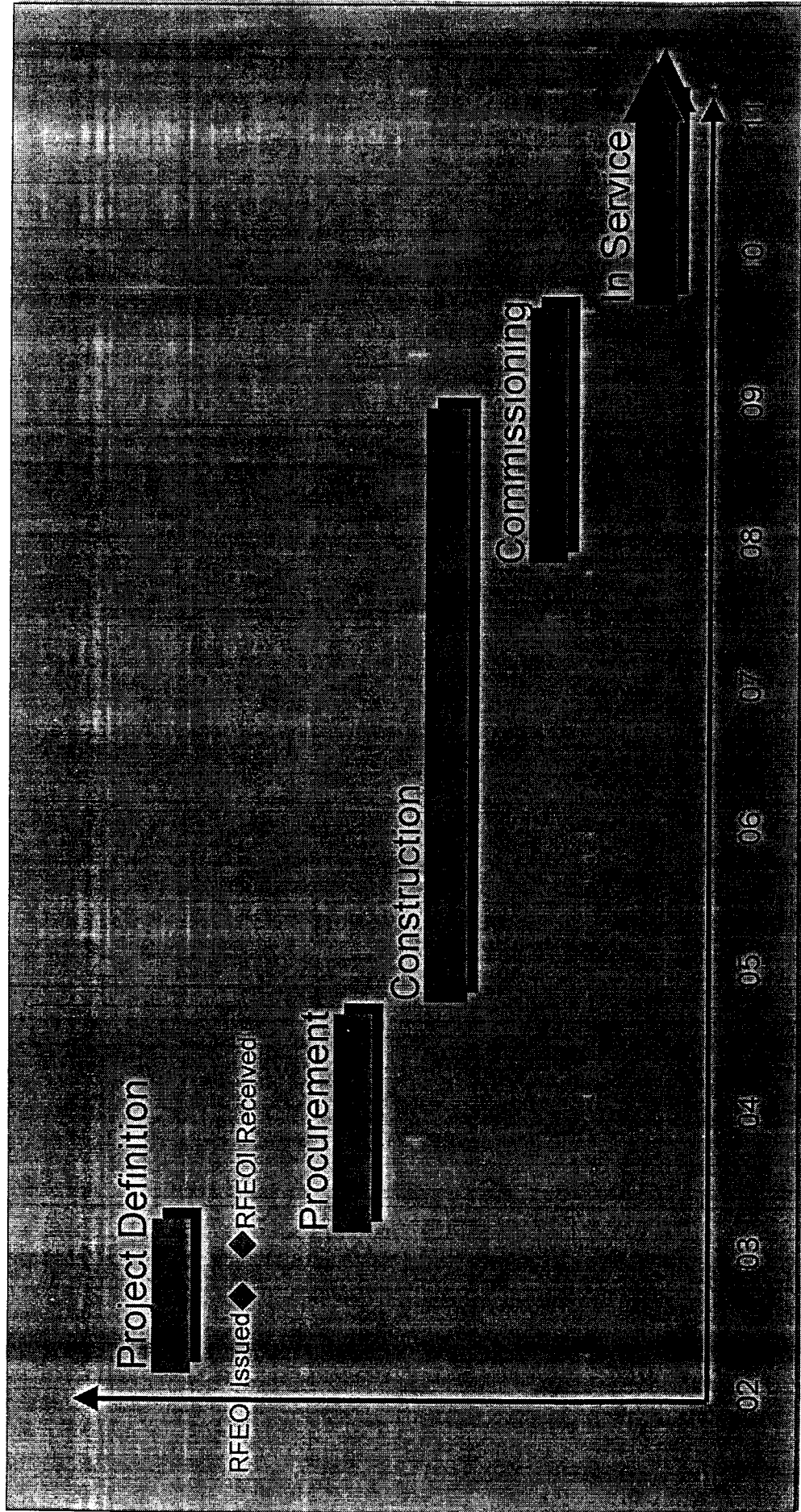


- RAVP rail service will integrate with the bus network
- Many bus services will be improved to connect with rail line and to accommodate increased ridership
- Buses that duplicate the rail line will be discontinued

Bus Integration

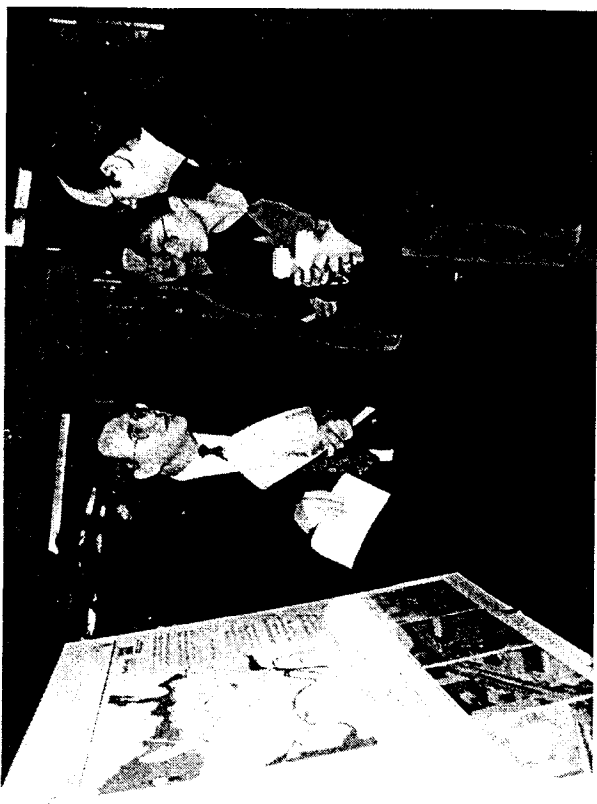
- **Vancouver:** Increase frequencies on east-west crosstown routes, adjust north-south routes to reflect diversion to RAV, and elimination of #98 B-Line
- **Richmond:** Improve local feeder bus routes, develop City Centre and Bridgeport as transit hubs, expand direct UBC routes, discontinue #98 B-Line and express buses to Vancouver
- **South of Fraser:** Express Coach frequencies will be improved and rerouted to Bridgeport Station to connect with RAV
- **Other Bus Expansion:** With elimination of express and rapid routes, these buses will be re-assigned to other areas.

Richmond / Airport / Vancouver Outline Schedule



Project Schedule

Public Consultation Overview



Public consultation

- Livable Region Strategic Plan
- GVTA Strategic Transportation Plan
- Vancouver Downtown Transportation

Project public consultation

- Spring 2001
- Focus groups
- Quantitative regional survey

Current Work

- Regional consultation – February / March 2003

Future

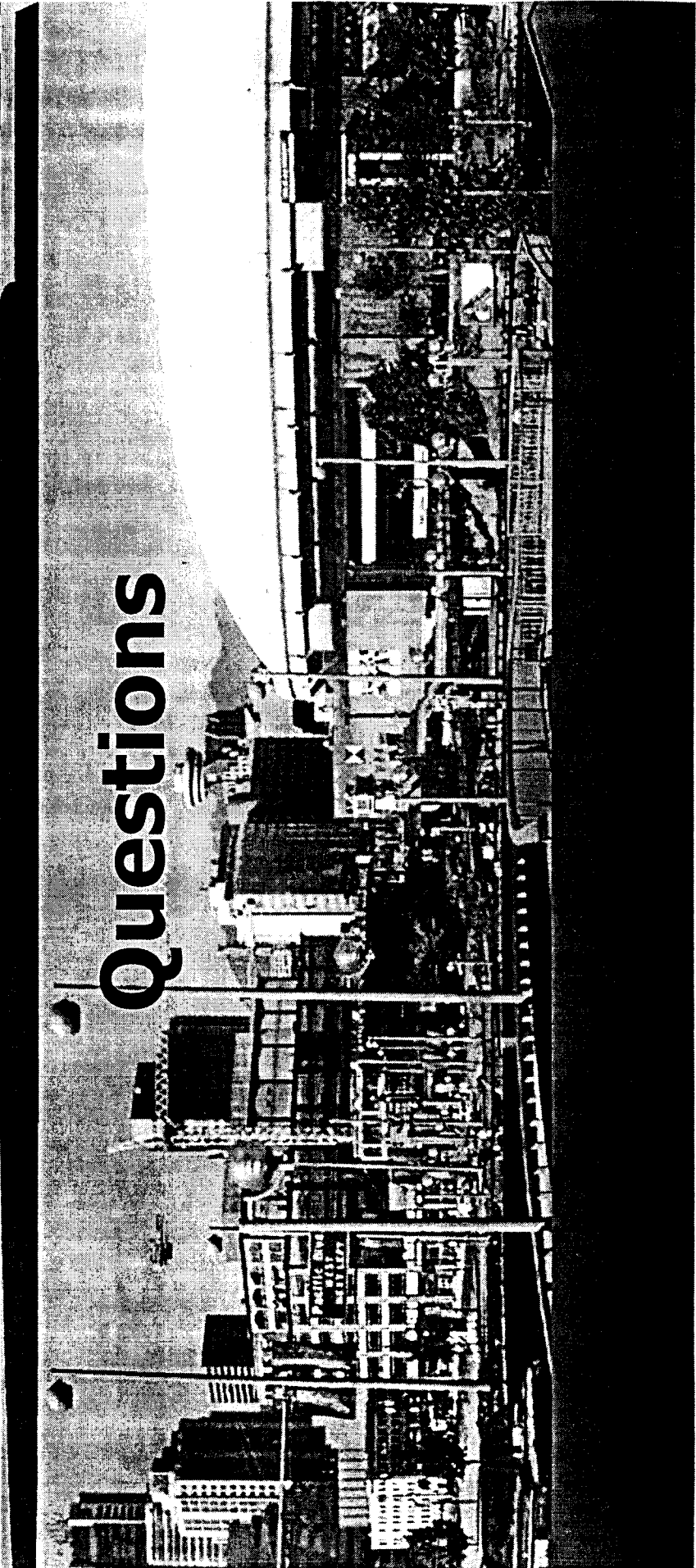
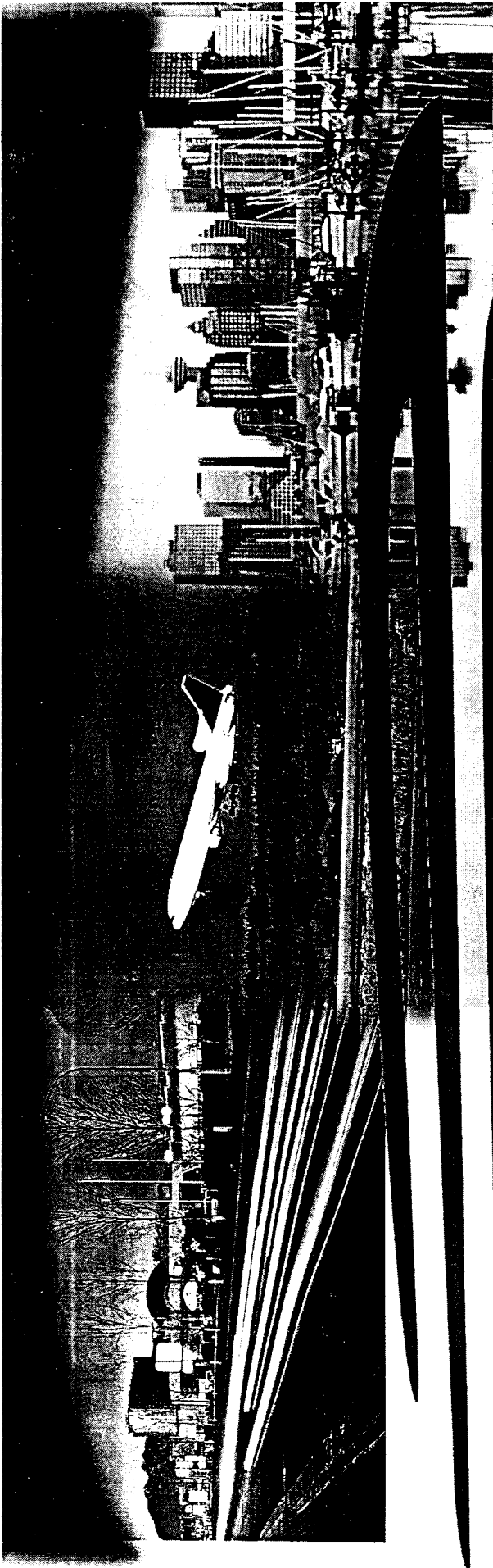
- Neighborhood / station area planning

Public Consultation - March

- Open houses
 - Richmond City Hall
 - Richmond Centre Mall
 - Vancouver
 - The Airport
- Public workshops
- Web site (english and chinese)
- Small group meetings
- Public Attitude survey
- Discussion Guide and feedback form

Conclusion of Project Definition Phase

- Capital cost estimates between \$1.5B – \$1.7B
- Feasible within range of public sector contributions
- Ridership approximately 100,000 riders per day
- Can be built by 2009
- Good candidate for private sector involvement in design/build/finance/operate/maintain model
- Broad level of interest from private sector
- Good basis for moving forward to request for proposals



Questions

North - South Corridor Activity Centres



Arbutus Corridor

Arbutus & Broadway Business Centre

Arbutus Village Station

West End

Vancouver CBI

VanCity General Hospital

Central Business Centre

Government Agency

Financial District

Waterfront Station

Waterfront Business Centre

Waterfront Station

Waterfront Business Centre

Waterfront Station

Waterfront Business Centre

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