



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council
FROM: Councillor Lyn Greenhill, Chair
Public Works & Transportation Committee
RE: **PLANNING FOR RICHMOND RAPID TRANSIT**

DATE: May 4th, 2000
FILE: 6520-02-01

The Public Works & Transportation Committee, at its meeting held on Wednesday, May 3rd, 2000, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION

That the report (dated April 26th, 2000, from Ken Dobell, Chief Executive Officer to the Greater Vancouver Transit Authority Board of Directors), regarding Planning for Richmond Rapid Transit, be received for information.

Councillor Lyn Greenhill, Chair
Public Works & Transportation Committee

Attach.

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Greater Vancouver
Transportation Authority

To: GVTA Board of Directors

From: Ken Dobell, CEO

Date: April 26, 2000

Subject: **Planning for Richmond Rapid Transit**

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Recommendation:

- A. That the Board approve a cooperative planning program for a rapid transit link connecting Richmond, the Airport, and Vancouver, as set out in this report but subject to the agreement of the proposed participants.
- B. That staff be directed to enter into discussion with the proposed partners to seek formal agency approval.

PURPOSE

This report recommends the Board approve a proposal for a planning program for a rapid transit link connecting Richmond, the Airport, and Vancouver. It is a companion to the report recommending that the Board approve Granville as the endpoint for the western extension to SkyTrain in the Broadway corridor under the negotiator's agreement for cost sharing rapid transit.

BACKGROUND

TransLink's draft Strategic Transportation Plan identified the need for a review of the options for rapid transit connecting Richmond, the Airport, and Vancouver, but did not establish an immediate time horizon. As a result of input from the Airport, the Gateway Council, and Richmond, the plan was amended to establish this as a 2000/2001 work item.

Substantial work was done on rapid transit planning to Richmond in the early 1990s, and the Minister of Transport has recently completed a study reviewing this early work. None of this work, however, was carried forward to the point where the participants – Richmond, the Airport, Vancouver – and the potential funders agreed on an alignment. Some important matters – a decision on SkyTrain in the Lougheed corridor, the potential discontinuance of rail service on the Arbutus corridor, and the emergence of this line as a higher priority – have changed since that early work.

There are many reasons to initiate this program immediately:

- Richmond, the GVRD, and Vancouver all identified the importance of linking the detailed design of the western extension of SkyTrain on Broadway to a future rail transit connection from the south.
- CPR is undertaking planning work related to the potential discontinuance of rail service on the Arbutus corridor and sale of the right-of-way.
- Vancouver, Richmond, and TransLink have passed resolutions supporting the preservation of the Arbutus right-of-way for transportation.
- A recent status report from Transport Canada reviewing options for connecting the Airport to Vancouver suggests that the Arbutus right-of-way should be preserved.
- The Gateway Council has identified this as a priority in their transportation proposals.
- Preparatory work will be required if a link from the Airport to Vancouver is to be included as part of the 2010 Olympic bid proposal from Whistler and Vancouver.
- Staff at the Airport, Richmond, Vancouver, Transport Canada, and the Port have all indicated an interest in participating in the review.
- This project would be a strong candidate for inclusion in a federal funding program.
- An opportunity exists to link this program with current work in Vancouver through the use of a seconded project manager for the initial phase of the work.

Vancouver staff have agreed to recommend the secondment of their rapid transit project manager to TransLink on a part time basis for the remainder of her contract, and the Airport has agreed to provide some initial consultant funding. Initial Vancouver and Airport contributions would be credited to their share of the overall cost when the total cost is estimated and project agreements are reached.

A joint project team led by TransLink is proposed. The parties would contribute staff support and/or consulting funds, and the project team would report to all sponsoring parties. Guidance during the study would be provided by an advisory committee representing the parties.

DISCUSSION

A multi-agency project of this nature requires a definition of the working and reporting relationships and dispute resolution processes, in addition to clear and agreed terms of reference for the work itself. A three phase program is proposed. Preparation of the project management plan would be the first phase of a three phase program:

- project planning,
- project definition, and
- project execution.

The three phase approach provides the opportunity to adjust the program as experience warrants. Agreements between the proposed participants (TransLink, Richmond, Vancouver, the Airport, the Province, the Port of Vancouver, and the Ministry of Transport

– the “Agencies”) at the end of the first and second phases would provide the foundation for subsequent work.

The Airport has agreed to provide initial funding for consultants for the initial phase of the project. The City of Vancouver has agreed to a part time secondment of Ms. Jane Bird, the City’s rapid transit project manager, to act as project manager on behalf of the interested agencies for the initial phase of the project. Given the linkages to the Central Broadway rail transit proposals and her immediate experience with a multi-agency process in Vancouver, this is most appropriate. Between May 15 and June 30, Ms. Bird will be seconded to TransLink on a part time basis specifically to prepare the project management plan for consideration by the Agencies.

1. *Project Management Plan*

The elements of the project management plan will include:

- a project management structure
- resource requirements to manage the project and related budget
- a preliminary schedule for the project definition and project execution phases
- a structure providing for participation of the Agencies in the project definition phase (phase 2), likely involving a team of representatives of the Agencies and consulting resources, and providing for dispute resolution
- an outline of the key elements of the project definition phase

While the project management plan will be prepared on behalf of TransLink, it will be prepared for consideration by the Agencies, with a view to their agreement to full participation in the project definition phase, through seconded resources and/or funding commitments.

On completion of Phase 1, the project management planning, the Agencies will enter into a formal agency agreement which will describe the Agencies’ involvement in Phase 2. Assuming the project management plan is acceptable to the Agencies, Ms. Bird would continue to lead the project under arrangements negotiated during this period.

2. *Project Definition*

Phase 2, project definition, would begin immediately following the project management plans and the agreement of the Agencies for this phase, and be finalized by early 2001. The project definition would include:

- significant consultation with all involved agencies,
- a review of existing technical work,
- definition of the work program for corridor and technology evaluation,
- terms of reference for additional planning and engineering work,
- a program for public consultation required in phase 3,

- preliminary public consultation with interest groups on the proposed process
- preparation of budget for the conduct of phase 3, and
- preparation of the agency agreement for phase 3, again including a dispute resolution procedure.

When the parties have accepted the agency agreement and budget, phase 3, project execution would begin. It is anticipated this phase would be completed early in 2001. TransLink would budget for its project contribution as part of its 2001 budget..

3. *Project Execution*

Project execution would result in the approval of the agencies for the selection of the preferred corridor and technology in accordance with the objectives and process established in Phase 2. It would include:

- full agency involvement,
- tendering and completing all necessary engineering and planning studies,
- full public consultation,
- preparation of technical and policy reports, including proposed cost sharing, and
- agency decision making on the corridor and technology.

This three phase process will ensure effective and appropriate participation by all agencies and provide appropriate mechanisms to deal with multi-agency decision making. Throughout phase 2 and phase 3, information and decision making would be linked to the detailed development of plans for the western extension, ensuring that agency concerns to ensure compatibility of planning for the two lines will be met.

ALTERNATIVES

TransLink could pursue an alternative model for project management. Options would include TransLink seeking proposals for the entire project immediately, or requesting the province to assign Rapid Transit 2000 to carry out the review, with input from the parties.

Given the varied interests involved in the project, and the desirability of linking to the recent process for the Broadway corridor, the CEO believes the proposed process best suits agency needs for clarity of process and decision making as well as clear project definition.

CONCLUSION

An immediate start on the evaluation of corridors and technology for rapid transit to connect Richmond, the Airport, and Vancouver is recommended. The process for planning should provide for full participation and decision making by all involved agencies.



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Greater Vancouver
Transportation Authority

To: GVTA Board of Directors
From: Ken Dobell, CEO
Date: April 30, 2000
Subject: **Richmond Rapid Transit Study – GVRD Participation**

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CEO
Ken Dobell

Recommendation:

That the Board add the Greater Vancouver Regional District to the proposed group of participating agencies for the Richmond Rapid Transit Study.

PURPOSE

This supplementary report recommends adding the Greater Vancouver Regional District to the list of participating agencies in the proposed Richmond Rapid Transit Study.

BACKGROUND

A separate report recommends adding the GVRD to the list of participating agencies in the Richmond Rapid Transit Study. Since the study may propose alignments that will have land use implications, the GVRD has a direct interest in it.

DISCUSSION

Given the potential implications of a rapid transit line for land use in Richmond and Vancouver, GVRD participation is appropriate and necessary. This issue was raised by the Chief Administrative Officer of the GVRD, who indicated that they should and will participate.

ALTERNATIVES

There is no practical alternative -- GVRD participation will ensure that their views are considered and reflected in the study as it proceeds.

CONCLUSION

The GVRD should be requested to participate in the Richmond Rapid Transit Study.