



## General Purposes Committee

Date: Monday, May 6<sup>th</sup>, 2002  
Place: Anderson Room  
Richmond City Hall  
Present: Acting Mayor Evelina Halsey-Brandt, Chair  
Councillor Linda Barnes  
Councillor Lyn Greenhill  
Councillor Sue Halsey-Brandt  
Councillor Rob Howard  
Councillor Bill McNulty  
Councillor Harold Steves  
Absent: Mayor Malcolm D. Brodie  
Councillor Kiichi Kumagai  
Call to Order: The Acting Mayor called the meeting to order at 4:00 p.m.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meetings of the General Purposes Committee held on Tuesday, April 2<sup>nd</sup>, 2002, Thursday, April 4<sup>th</sup>, 2002 and Monday, April 8<sup>th</sup>, 2002, be adopted as circulated.*

**CARRIED**

### DELEGATION

2. **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.**

Mr. Mel Goodwin, Richmond's representative on the Board of Directors of the Vancouver International Airport Authority, indicated that the delegation would be speaking about a number of issues, including the status of the airline industry and environmental concerns.

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Mr. Goodwin thanked the current and previous Councils for appointing him as a member of the Board of Directors, and he then spoke about his appointment, the issues which he had dealt with, and the successes which had taken place during his time as a Board member. He then introduced Larry Berg, President, YVR; and Anne Murray, Vice President Community & Environment.

Mr. Berg thanked Mr. Goodwin for his nine years of service on the Board of Directors. He then reviewed and commented further on issues relating to the written material circulated to the Committee which provided statistical information on (i) the number of passengers handled annually by the Airport; (ii) the decrease in passengers since the event of September 11<sup>th</sup>, 2001; (iii) take-offs and landings; (iv) statement of operations; (v) 2001 capital expenditures; and (vi) City charges to the Airport Authority for 2001. (A copy of this information is attached as Schedule A and forms part of these minutes.)

During his review, Mr. Berg also spoke about:

- the provision of security at the airport
- regional transportation (a copy of the material circulated, entitled "Major Commercial Transportation System Concept", is attached as Schedule B and forms part of these minutes).

Ms. Murray then addressed with the Committee,

- the environment at the airport and the demands of the public for peace and quiet
- airplane departures from the north runway
- the legal challenge launched by residents affected by airport noise.

Discussion then ensued among Committee members and the delegation on:

- the proposed construction of the 'UPS' building on the north side of the airport and the impact which this would have on the surrounding environmental habitat
- whether the use of the north runway for aircraft departures had resulted in an increase in complaints, and the steps which were being taken, such as angling take-offs, to reduce the noise impact
- the use of the airport tax/airport improvement fees to finance terminal projects
- the cargo industry and the impact of the downturn in economy of the Asian and North American markets on this industry
- whether the City would be requested to provide additional services to the airport as a result of the planned expansion of the facility

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- the provision of security at the airport, whether standards were being developed, and who was responsible for providing the security, and the models used by other airport systems in the United States and Europe
- the need for a light rapid transit system to and from the airport
- the amount of revenue generated by the airport which was appropriated by the Federal Government
- the rationale for the closure to the public of certain environmental areas along the north side of the airport, in the area of McDonald Beach
- the development of property (UPS building proposal) on the north side of the airport and the provision of services to this area, and the possible acquisition of airport property by the Musqueam Band for the construction of a casino
- the types of aircraft which would be landing at and departing from the Vancouver International Airport
- the freedoms being given to Asian carriers.

In concluding the discussion, the Chair thanked the delegation for their presentation, and she spoke about the efforts of the City and the airport to ensure that a good working relationship was maintained. The Chair also thanked Mr. Goodwin for his years of excellent service as a member of the Board of Directors. The delegation then left the meeting.

## FINANCE & CORPORATE SERVICES DIVISION

### 3. CANCELLATION OF AUGUST 12TH, 2002 REGULAR COUNCIL MEETING

(Report: April 25/02, File No.: 0105-01) (REDMS No. 699694)

It was moved and seconded

*That the August 12th, Regular Council Meeting be cancelled, in accordance with the provisions of the Council Procedure Bylaw.*

**CARRIED**

### 4. REVIEW AND REORGANIZATION OF ALL STATUTORY RESERVE FUNDS

(Report: April 29/02, File No.: 8060-20-7361) (REDMS No. 634365, 228727)

The Manager, Budgets & Accounting, Andrew Nazareth, reviewed the report with the Committee. Mr. Nazareth, along with other staff members, responded to questions relating to the various existing and proposed reserve funds.

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It was moved and seconded

*That Reserve Fund Establishment Bylaw No. 7361 be introduced and given first, second and third readings, and that all existing Reserve Fund balances be transferred to their corresponding new or re-established Reserve Funds (as shown in the report dated April 29th, 2002).*

**CARRIED**

## ENGINEERING & PUBLIC WORKS DIVISION

### 5. AWARD OF CONTRACT - RICHMOND PROVINCIAL COURTHOUSE RENOVATIONS

(Report: April 16/02, File No.: 2050-20-CHT) (REDMS No. 690101)

The Manager, Facilities Planning & Construction, David Naysmith, reviewed the report with the Committee. He advised, in answer to questions, that over a 10 year period, approximately \$3.75 million net revenue would be generated for the City.

A question was raised about the requirement that subcontracts in excess of \$250,000 be reported direct to Council, and whether this requirement was to obtain the approval of Council for the expenditure or to simply provide information. Discussion ensued on this matter, during which it was noted that Council had previously approved a budget of \$4.75 million for the project, and the opinion was expressed that to adopt such a requirement could defeat the purpose of the 'fast-tracking' process.

Also addressed during the discussion were such matters as (i) why construction had commenced prior to the awarding of the contract (advice was given that any further delays would mean that the City would be unable to meet its commitment to BCBC that occupancy would take place in December, 2002); and (ii) the surplus, if any, which the City could receive if the project was completed under budget.

Discussion continued briefly on the forwarding of the subcontracts in excess of \$250,000 to Council for approval. As a result, it was agreed that the staff recommendation would be dealt with separately.

It was moved and seconded

*That the City enter into a negotiated contract with Makum Construction Ltd. for renovations at the 7577 Elmbridge Way Provincial Courthouse facilities for the base amount of \$3,882,000 plus GST.*

**CARRIED**

It was moved and seconded

*That the Tendering Procedure for the Richmond Provincial Courthouse Renovations presented in Appendix A to this report, be endorsed, with an amendment to delete the requirement that "sub-contracts in excess of \$250,000 to be reported directed to Council".*

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Prior to the question on the motion being called, discussion ensued on the proposed amendment, during which the opinion was voiced that because of the magnitude of the proposed renovations, Council should have control over the project. However, several Committee members expressed agreement that authorization of expenditures was not required. The request was made however that Council be kept apprised of the progress of the project and expenses, and confirmation was given that updates would be provided in memo format.

The question on the motion was then called, and it was **CARRIED** with Cllr. McNulty opposed.

## 6. **ECO-INDUSTRIAL PROGRAM**

(Report: April 25/02, File No.: 6125-01) (REDMS No. 677048)

Cllr. McNulty left the meeting at 5:40 p.m., and did not return.

Environmental Coordinator Margot Daykin, in response to questions, provided examples of projects which could benefit from an eco-industrial program, such as a high-tech industrial park. Reference was made to statements in the Executive Summary of the 'Scoping Summary' which cautioned that "...Richmond's vision is so far sighted, that implementation may be challenging." In reply, advice was given that additional work would be required by staff to ensure that the project was more practical and feasible to undertake.

Discussion ensued among Committee members and staff on the program, during which information was provided on (i) how staff would proceed to identify opportunities which could be expanded throughout Richmond; and (ii) the meaning of the term 'waste to feed' linkages. Reference was made to a natural gas outlet located in the Steveston area and questions were asked about the feasibility of using this source to provide fuel to specific area projects. Staff indicated that this suggestion would be considered. Staff were also urged to contact the Chamber of Commerce about the initiative.

Advice was also provided during the discussion, that the City's initiative was being considered for funding from the Federation of Canadian Municipalities.

It was moved and seconded

*That staff continue to develop the Eco-Industrial Program and report to Council through General Purposes Committee with the results from further conceptual planning activities.*

**CARRIED**

# General Purposes Committee

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## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:57 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, May 6<sup>th</sup>, 2002.

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Acting Mayor Evelina Halsey-Brandt  
Chair

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Fran J. Ashton  
Executive Assistant

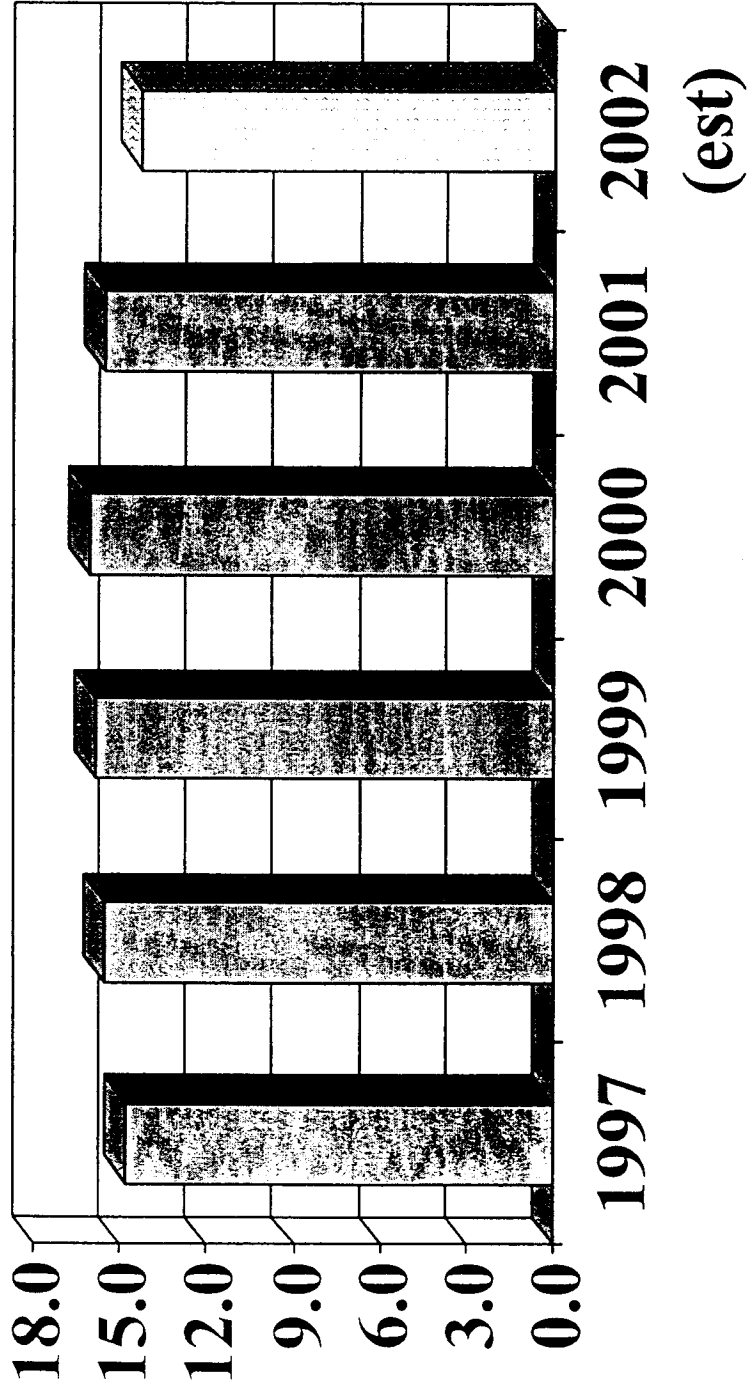
# **Vancouver International Airport Authority**

## **Presentation to Richmond City Council**

**6 May 2002**

SCHEDULE A TO THE MINUTES OF  
THE GENERAL PURPOSES  
COMMITTEE MEETING HELD ON  
MONDAY, MAY 6<sup>TH</sup>, 2002

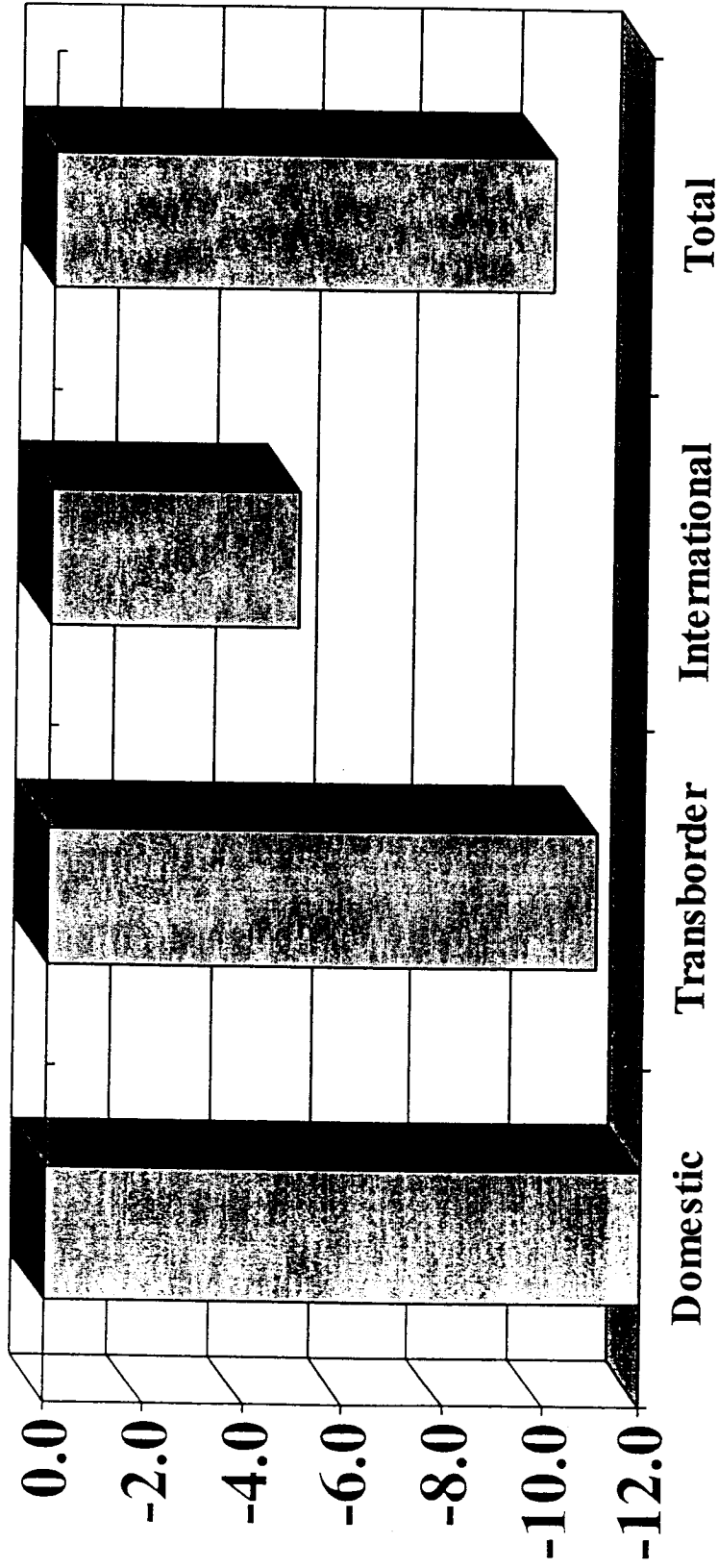
# Vancouver International Airport Passengers (millions)





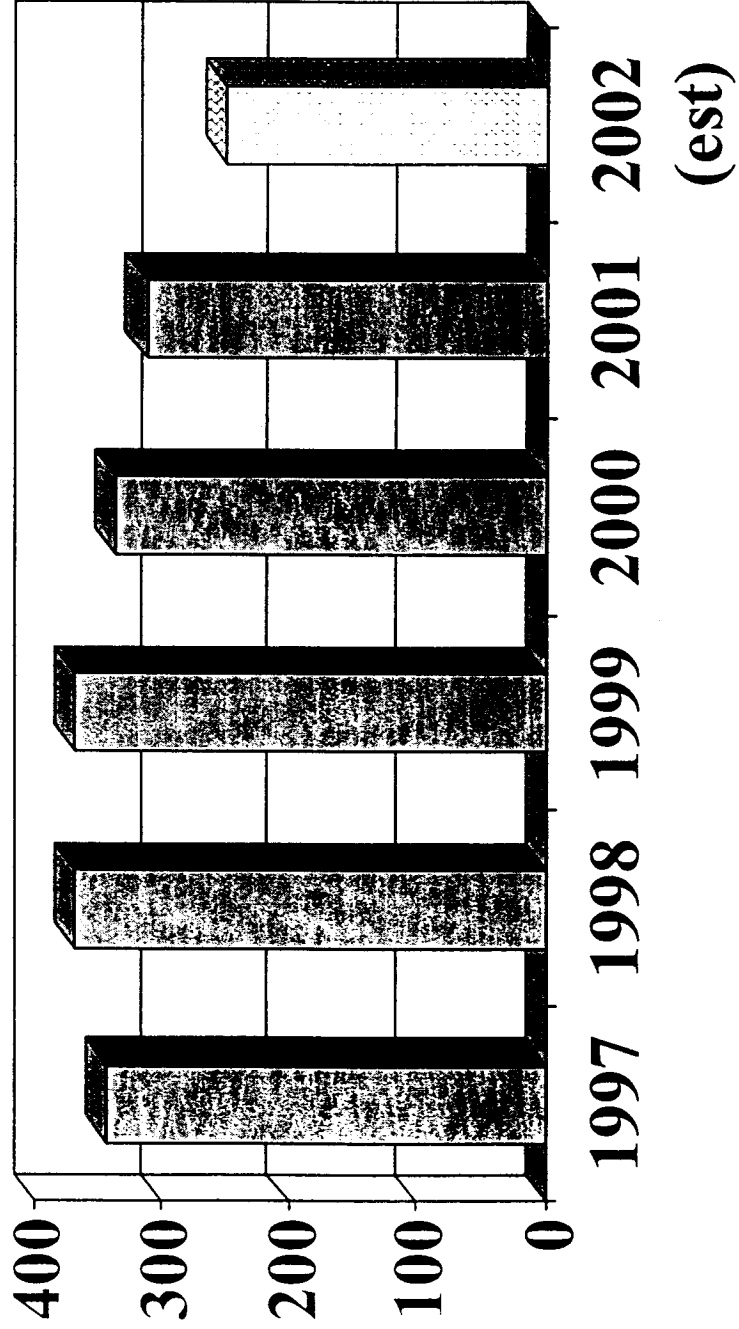
# Vancouver International Airport % Decrease in Passengers

Jan-Apr 01 vs Jan-Apr 02



# Vancouver International Airport Take-offs and Landings

(thousands)



# Vancouver International Airport Authority

## 2001 Statement of Operations

(millions)

Revenue	\$266.9
Operating Expenses	\$85.2
Ground Lease, Interest, Amortization	\$121.1
Excess of Revenue after Expenditures	\$60.6

# Vancouver International Airport Authority

## 2001 Capital Expenditures

(millions)

West Apron	\$25.9
Domestic Terminal Building	\$31.7
Airport Connector	\$8.2
Other	\$32.1
<b>TOTAL</b>	<b>\$97.9</b>

# City of Richmond Charges to Vancouver International Airport Authority 2001

	2001 Estimate	% Operating Expenses
GILT	\$ 11,100	13%
RCMP	\$ 4,005	5%
RFR	\$ 3,613	4%
Water	\$ 500	1%
	<b>\$ 19,218</b>	<b>23%</b>

# Greater Vancouver Gateway Council

## MAJOR COMMERCIAL TRANSPORTATION SYSTEM CONCEPT

SCHEDULE B TO THE MINUTES OF  
THE GENERAL PURPOSES  
COMMITTEE MEETING HELD ON  
MONDAY, MAY 6<sup>TH</sup>, 2002.

### Greater Vancouver Gateway Transportation Affects Entire Western Canadian Economy

Transportation plans and decisions in the Lower Mainland have major impacts on international trade and tourism for British Columbia, Alberta, Saskatchewan, Manitoba. And even affect the cost of imported goods in Toronto.

*Cargo movements (100 million tonnes)*  
*Air passengers (15 million)*  
*Cruise passengers (1 million)*

### Gateway Industry: A Major Job Generator

Every time a container vessel docks, 4 person years of employment are generated. Everytime a 747 airliner lands, 1 person year of employment is generated. In total, the Gateway transportation industry accounts for nearly 1 job in 10 in the Region.

### Fierce Competition From U.S. gateways

Increasing congestion in Greater Vancouver harms the Gateway's ability to compete with Seattle, Tacoma, Portland, San Francisco and Los Angeles for the business which generates these jobs.

### Gridlock and Road Congestion in Greater Vancouver have Serious Consequences

Undermines Gateway competitive position with U.S.  
Costs the regional economy \$1.3 billion / year  
Harms competitiveness of international trade and  
tourism industries in Western Canada  
Have negative environmental impacts

### Gateway Connects Cargo and Passengers to International and North American Destinations



### MCTS Proposed to Reduce Congestion and Cut Travel Times

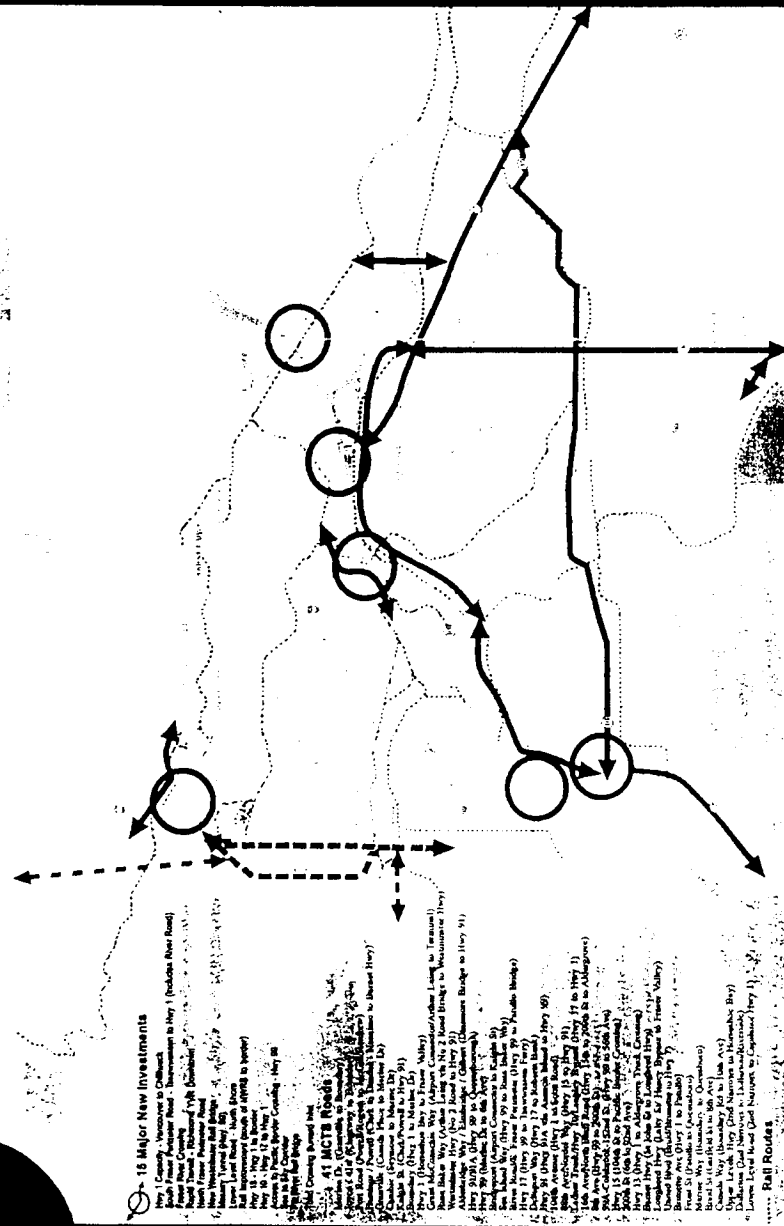
A Major Commercial Transportation System (MCTS) is envisioned as an efficient network of road, rail and water routes. It would make the best use of existing infrastructure and facilities to move cargo and passengers. Current estimates are that some \$400 million in improvements are needed to 41 road segments.

In addition, fifteen major infrastructure projects have been identified with an estimated cost of \$7 billion to ensure that the MCTS has the necessary capacity to handle current and projected volumes.

### Western Economic Diversification Canada Support

Technical and analytical work is needed to allow the MCTS to move forward to the implementation phase. This work includes computer modelling and cost / benefit analyses of the system and its parts. Western Economic Diversification Canada and the Ministry of Competition, Science and Enterprise, under the Western Economic Partnership Agreement, are supporting the Gateway Council to carry out this work.

Current & Planned Infrastructure



- 18 Major New Investments**
- 1. City Centre, Vancouver to Chilliwack
  - 2. Pacific Rim, Vancouver to Chilliwack
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- 41 MCTS ROUTES**
- 1. City Centre, Vancouver to Chilliwack
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- Rail Routes**
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Greater Vancouver Gateway Council

YEARS OF NEGLECT

Years of inadequate investment in the Greater Vancouver Region's transportation system has led to a large and increasing deficit in transportation infrastructure (estimated at some \$7.4 billion), which negatively affects the local, Western Canadian and national economies and the local environment.

GRIDLOCK

Increasing congestion and gridlock on the major arterial roads in Greater Vancouver inhibits trade and tourism, stifles economic development and discourages business and industry investment.

GREATER VANCOUVER - GATEWAY

Greater Vancouver is also Canada's Pacific gateway to the world. It is among the largest transportation complexes on the West Coast of North America for the movement of international cargo and passengers. One hundred million tonnes of cargo, fifteen million air passengers and one million cruise passengers pass through this Gateway every year.

GATEWAY INDUSTRY = JOBS

Handling these vast amounts of cargo and numbers of passengers generates jobs - nearly one job in ten in Greater Vancouver depends in one way or another on the Gateway transportation industry. These are good jobs; wages 41% higher than the British Columbia average.

U.S. COMPETITION

But Greater Vancouver competes for these jobs with U.S. gateways like Seattle, Tacoma, Portland, San Francisco and Los Angeles. These gateways enjoy a 15% long term cost advantage as a result of lower taxes and public subsidies. Massive U.S. Federal investments in transportation infrastructure together with state and local investments will further increase their competitive advantage over Greater Vancouver.

MCTS = FASTER, BETTER, CHEAPER TRANSPORT

To address these issues, the Greater Vancouver Gateway Council membership, together with other key stakeholders, are developing a Major Commercial Transportation System (MCTS) concept for this Region.

The MCTS would provide efficient transportation between industrial centres and Gateway facilities (i.e. seaport, airport and ferry terminals and rail and road border crossings). 41 existing road segments, 15 major infrastructure projects and rail and water routes make up the Major Commercial Transportation System which would:

- Provide a continuous network for efficient commercial vehicle operations in the Region
- Utilize multi-modal solutions to alleviate congestion: for examples expanded cargo and passenger movements on rail and water routes
- Accommodate future growth in goods, services and international passenger movements
- Enable 24-hour unrestricted commercial vehicle traffic use
- Provide rail movements free of road intersection constraints
- Enhance connectivity to north-south & east-west trade corridors
- Provide for cost effective solutions to specific bottlenecks such as:
  - High Priority Vehicle (HPV) Lanes
  - Grade separations at road / rail intersections
  - Urban Road Capacity Improvements: modification of parking lanes, introduction of one-way streets or turning lanes for increased free-flowing vehicle movements
  - Hours of Operations: shift discretionary movements to off-peak periods
  - Intelligent Transportation Systems (ITS): for example coordinated traffic signals responsive to MCTS traffic demands could improve traffic flows

# Greater Vancouver Gateway Council

The Gateway Council is a dynamic, industry led organization of senior executives from the seaports, airport, carriers and companies engaged directly in the Gateway transportation business. Canada's Minister of Transport is the Council's Honourary Chair.

The Council is unique in many ways. CEO's and senior executives on the Council's Board carry out the Council's action program. The Board draws on; senior managers and employees from member organizations, outside expertise, and the Council's Secretariat to help with their work. This level of engagement ensures that Council focuses sharply on bottom line issues of direct relevance to its membership.

## Vision and Mission

The Council's vision is that Greater Vancouver becomes the Gateway of Choice for North America.

The Council's mission is to ensure that the Gateway efficiently provides the highest level of customer satisfaction for shippers, carriers and passengers.

## Priorities & Policies

The Gateway Council's priorities are defined by the Board of Directors, which includes both voting and resource members. The Council's Executive Committee provides policy direction between Board meetings and is supported by the Council's Secretariat.

## Executive Committee

Larry Berg, Chair

(CEO, Vancouver International Airport Authority)

Gordon Houston, Vice-Chair

(CEO, Vancouver Port Authority)

Ken Dingwall, Treasurer

(Assistant Vice-President, Canadian Pacific Railway)

Robert Wilds, Managing Director

(Past-Chair, Gateway Council)

Keith McPherson, Secretary to the Board

## Voting Members

The voting membership of the Gateway Council comprises senior executives from the major transportation industries in the Greater Vancouver region which are:

Air Canada  
BC Ferry Corp.  
BC Maritime Employers Association  
BC Rail  
BC Terminal Elevator Operators Association  
BC Wharf Operators Association  
Canadian National Railways  
Canadian Pacific Railway  
Fraser River Port Authority  
Greater Vancouver Transportation Authority  
North Fraser Port Authority  
Railway Association of Canada  
Southern Railway of BC  
Vancouver International Airport Authority  
Vancouver Port Authority

## Resource Members

In addition to the Voting membership, the Council has a number of Resource Members from three levels of government and local business associations who provide essential advice and assistance for many of the Council's initiatives. Resource members currently include representatives from; Western Economic Diversification Canada, Transport Canada, Ministry of Transportation (British Columbia), the Prairie Provinces, the BC Business Council, the Vancouver Board of Trade, the Regional Chambers of Commerce, the GVRD, and the Asia Pacific Foundation of Canada.

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