



General Purposes Committee

Date: Monday, May 6th, 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 2nd, 2002, Thursday, April 4th, 2002 and Monday, April 8th, 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 11th, 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

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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 6th, 2002.

Acting Mayor Evelina Halsey-Brandt
Chair

Fran J. Ashton
Executive Assistant

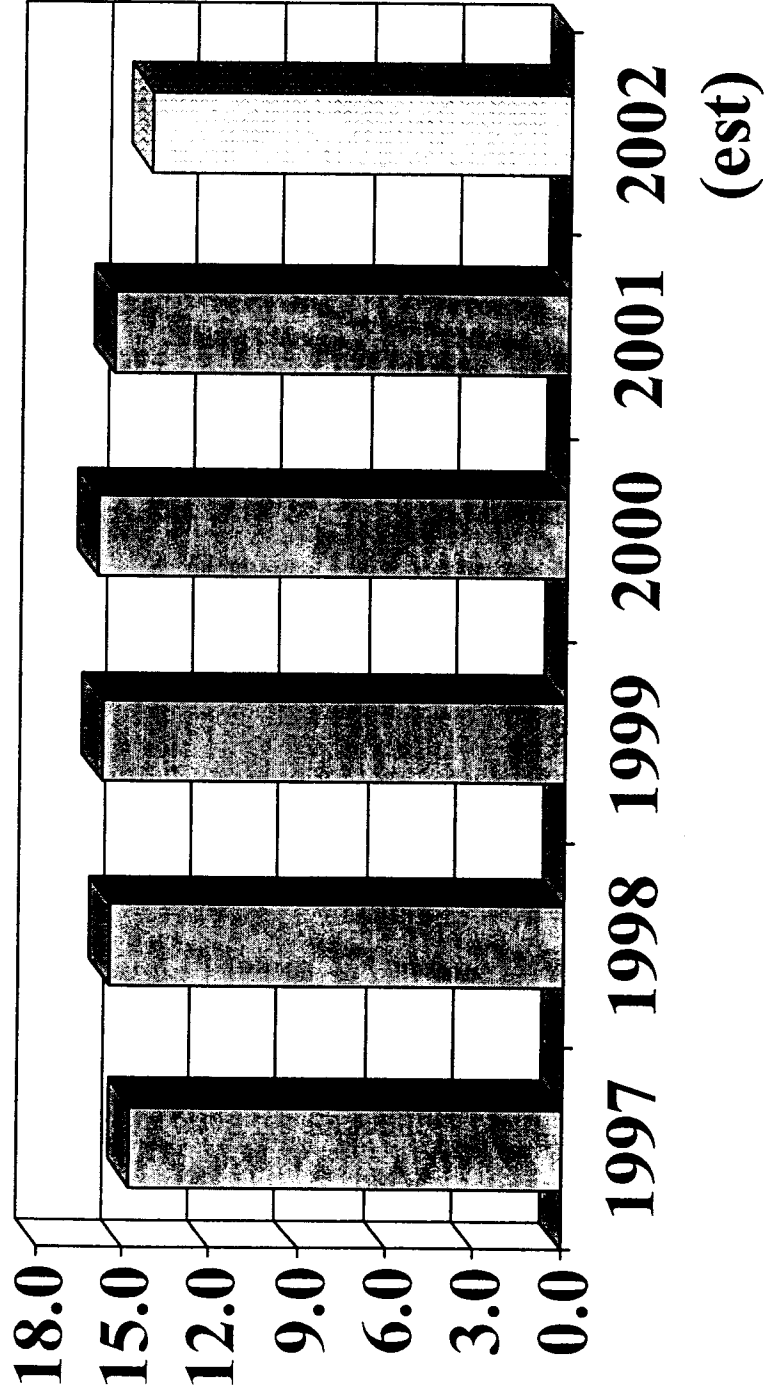
Vancouver International Airport Authority

Presentation to Richmond City Council

6 May 2002

**SCHEDULE A TO THE MINUTES OF
THE GENERAL PURPOSES
COMMITTEE MEETING HELD ON
MONDAY, MAY 6TH, 2002**

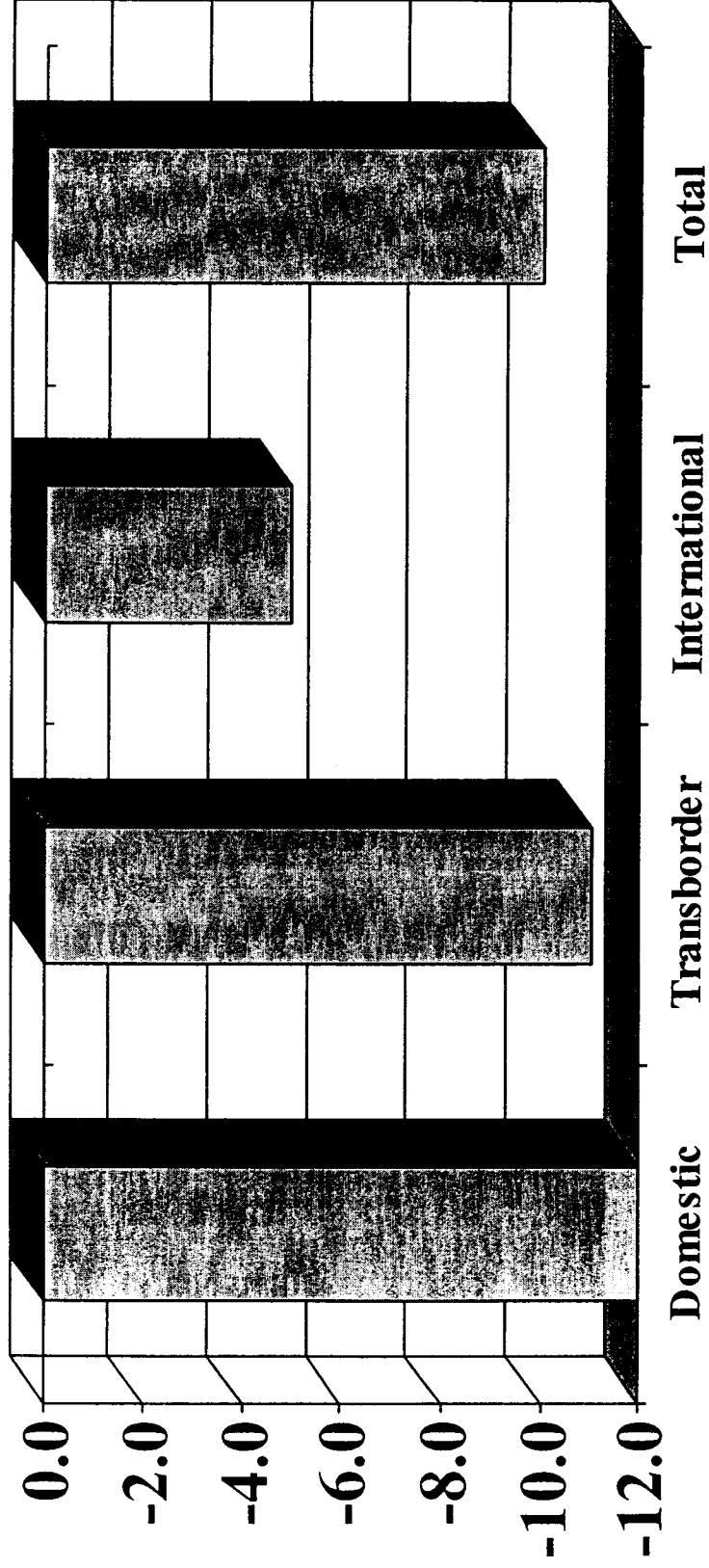
Vancouver International Airport Passengers (millions)



Vancouver International Airport

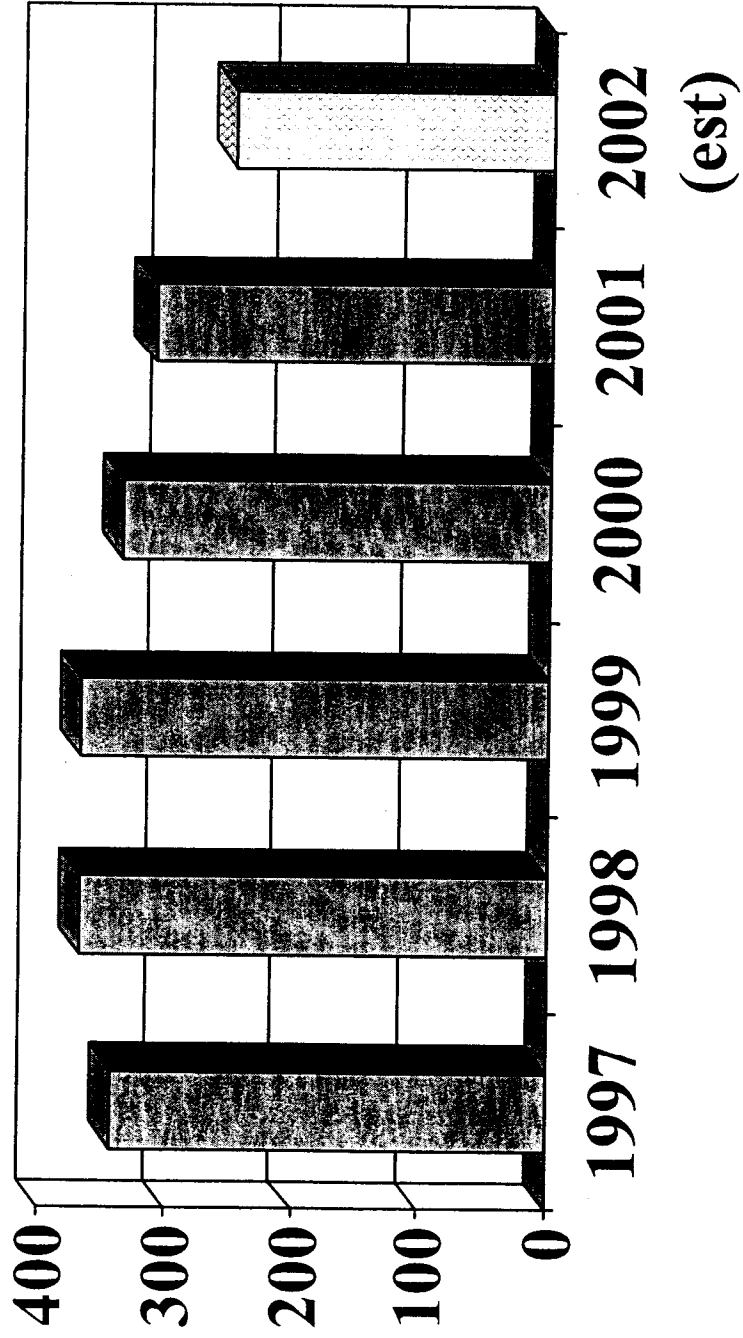
% Decrease in Passengers

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
TOTAL	\$97.9

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%
	\$ 19,218	23%

Greater Vancouver Gateway Council

MAJOR COMMERCIAL TRANSPORTATION SYSTEM CONCEPT

SCHEDULE B TO THE MINUTES OF
THE GENERAL PURPOSES
COMMITTEE MEETING HELD ON
MONDAY, MAY 6TH, 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.

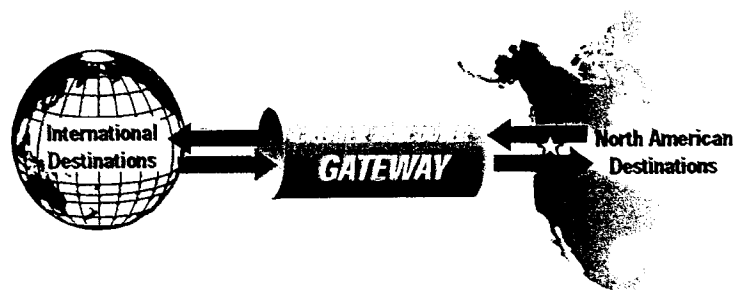
Fierce Competition From U.S. gateways

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.

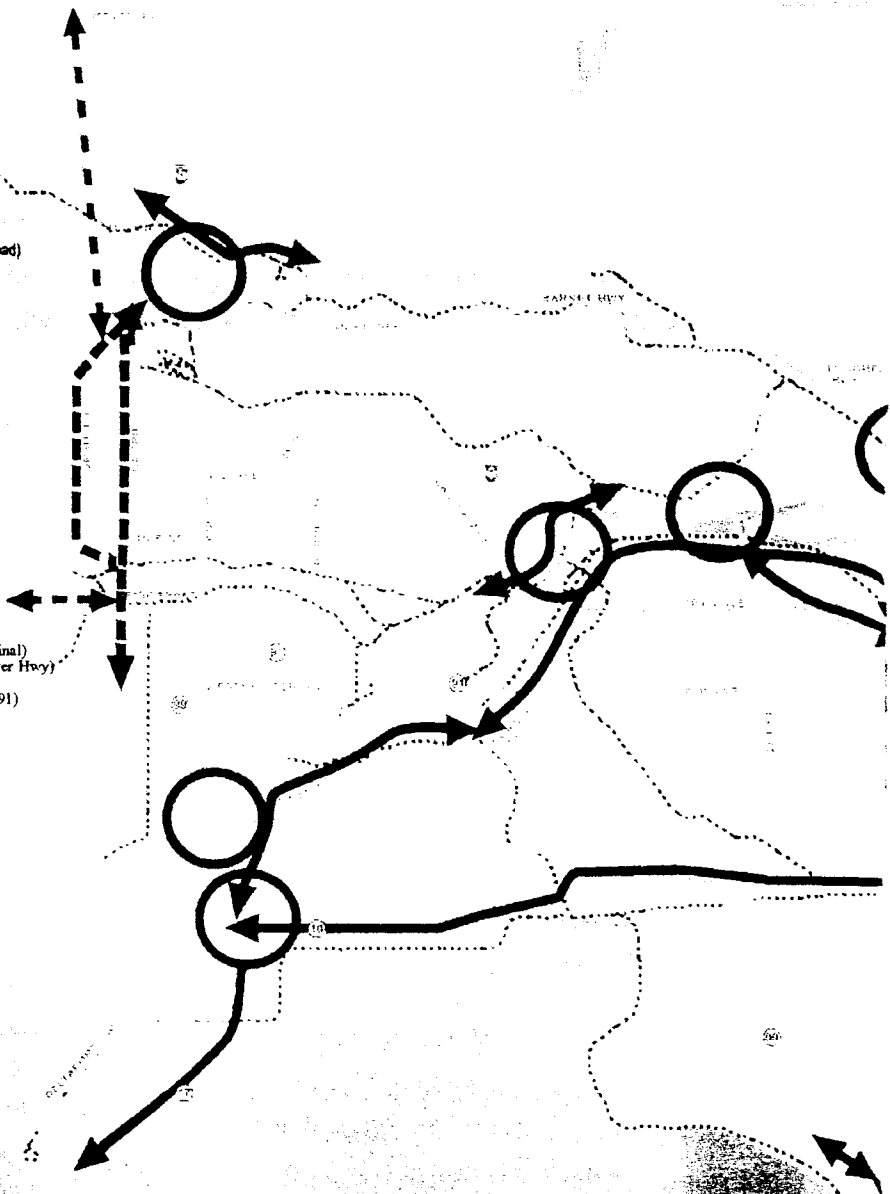
15 Major New Investments

- Hwy 1 Capacity - Vancouver to Chilliwack
- South Fraser Perimeter Road - Tsawwassen to Hwy 1 (includes River Road)
- Fraser River Crossing
- Rapid Transit - Richmond YVR Downtown
- North Fraser Perimeter Road
- New Westminster Rail Bridge
- Massey Tunnel (Hwy. 99)
- Lower Level Road - North Shore
- Rail Improvement (south of NWRB to border)
- Hwy 15 - Hwy 1 to Border
- Hwy 10 - Hwy 17 to Hwy 1
- Access to Pacific Border Crossing - Hwy 99
- Sea to Sky Corridor
- PRR River Rail Bridge
- Third Crossing Burrard Inlet

41 MCTS Roads

- Marine Dr. (Granville to Boundary)
- Joyce / 41st (Kingsway to Boundary)
- Port Road (Powell/Rogers to McGill/Renfrew)
- Hastings / Powell (Clark to Dundas - Nanaimo to Barnet Hwy)
- Granville (Canada Place to Marine Dr)
- Cambie (Seymour to Marine Dr)
- Knight St. (Clark/Powell to Hwy 91)
- Boundary (Hwy 1 to Marine Dr)
- Hwy 1 (Horseshoe Bay to Fraser Valley)
- Grant McConachie Way (Airport Connector/Arthur Laing to Terminal)
- Russ Baker Way (Arthur Laing via No 2 Road Bridge to Westminster Hwy)
- Westminster Hwy (No 2 Road to Hwy 91)
- Alderbridge Way / Elmbridge / Gilbert (Dinsmore Bridge to Hwy 91)
- Hwy 91/91A (Hwy 99 to Queensborough)
- Hwy 99 (Marine Dr to 6th Ave)
- Bridgeport (Airport Connector to Knight St)
- Sea Island Way (Hwy 99 to Russ Baker Way)
- River Road/S. Fraser Perimeter (Hwy 99 to Patullo Bridge)
- Hwy 17 (Hwy 99 to Tsawwassen Ferry)
- Deltaport Way (Hwy 17 to Roberts Bank)
- Hwy 91 (Hwy 91A via Anacsis Island to Hwy 99)
- 104th Avenue (Hwy 1 to Scott Road)
- 88th Ave/Nordel Way (Hwy 15 to Hwy 91)
- Ladner Trunk/Hwy 10/Langley Bypass (Hwy 17 to Hwy 1)
- 16th Ave/North Bluff Road (Hwy 15th to 200th St to Aldergrove)
- 8th Ave (Hwy 99 to 200th St)
- 99A-Colebrook-152nd St. (Hwy 99 to 56th Ave)
- Hwy 15 (104th St to Pacific Border Crossing)
- 200th St (6th to 92nd Ave)
- Hwy 13 (Hwy 1 to Aldergrove Truck Crossing)
- Barnet Hwy (St John St to Lougheed Hwy)
- Lougheed Hwy (Laird St/ Honey Bypass to Fraser Valley)
- United Blvd (Braid/Brunette to Hwy 7)
- Brunette Ave (Hwy 1 to Patullo)
- Front St (Patullo to Queensboro)
- Marine Way (Boundary to Queensboro)
- Braid St (Garfield St to 8th Ave)
- Canada Way (Boundary Rd to 10th Ave)
- Upper Levels Hwy (2nd Narrows to Horseshoe Bay)
- Dollarton (2nd Narrows to Dollarton/Riverside)
- Lower Level Road (2nd Narrows to Capilano/ Hwy 1)

..... Rail Routes



Greater

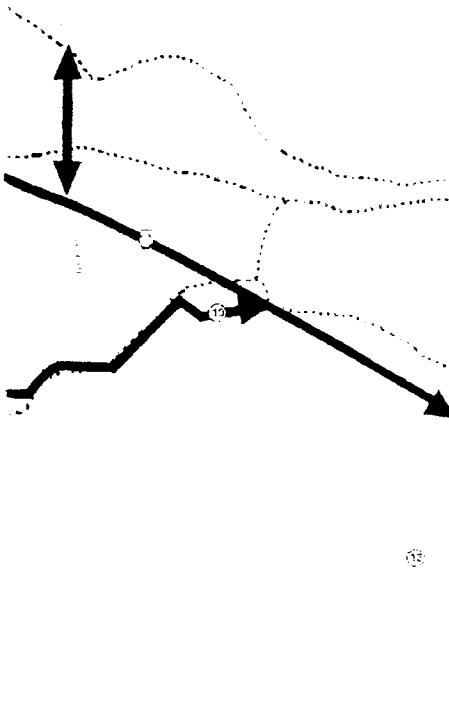
GRIDLOCK

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.

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.

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Vancouver Gateway Council

GREATER VANCOUVER - GATEWAY
 Vancouver is also Canada's Pacific gateway to the world. It is among the largest transportation corridors 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 ten million cruise passengers pass through this Gateway each 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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