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**To:** General Purposes Committee **Date:** September 7, 2017  
**From:** Victor Wei, P. Eng. **File:** 01-0140-20-  
Director, Transportation PMVA1/2017-Vol 01  
**Re:** **Gateway Transportation Collaboration Forum - Greater Vancouver Gateway  
2030 Program**

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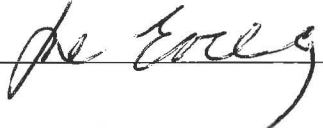
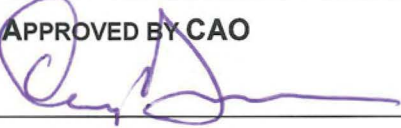
**Staff Recommendation**

That the City provide a letter of support for the Vancouver Fraser Port Authority's two-phase submission of two transportation infrastructure improvements projects in Richmond for consideration of cost-share funding from the Government of Canada's National Trade Corridors Fund via the Expression of Interest and Comprehensive Project Proposal phases, as described in the report titled "Gateway Transportation Collaboration Forum - Greater Vancouver Gateway 2030 Program" dated September 7, 2017 from the Director, Transportation subject to:

- (1) No capital costs to be borne by the City of Richmond;
- (2) No operating, maintenance, rehabilitation and replacement costs of the Portside Road-Blundell Road overpass including any raised portions of City roadway and No. 7 Road canal crossing structures to be borne by the City of Richmond;
- (3) Continued City involvement in all aspects of the design process including adherence to the City's design standards; and
- (4) Retention and accommodation of local community access for motorists, pedestrians and cyclists.

  
Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 3

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations & Protocol Unit	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> CS	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

In June 2017, the City received a letter from Vancouver Fraser Port Authority (the Port) (Attachment 1) regarding the Gateway Transportation Collaboration Forum (the Forum) and the Greater Vancouver Gateway 2030 (GVG 2030) initiative, which is the Forum's strategy for transportation infrastructure investments to enhance gateway-related trade movements. The Port has subsequently requested a letter of support from the City for the potential improvement projects identified in Richmond to be submitted by the Port for consideration of federal government funding support (Attachment 2). This report outlines the City's involvement with the Forum and recommends that the City provide the request letter of support for the proposed projects subject to certain conditions.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

*3.3. Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

*Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*

### Findings of Fact

In early 2014, the Government of Canada announced the New Building Canada Plan, which included the merit-based \$4 billion National Infrastructure Component (NIC). In response, the Port announced that it was establishing the Forum for facilitating regional partners to collaboratively pursue solutions and funding opportunities under the NIC for priority gateway-related projects in the region. The Forum is chaired by Transport Canada and the Steering Committee is comprised of Transport Canada, Ministry of Transportation and Infrastructure, TransLink, the Port, and Greater Vancouver Gateway Council.

From Summer 2014 to Fall 2016, studies were undertaken for the Forum in four "trade areas" of Metro Vancouver to identify potential projects and subsequently inform future project applications. Staff periodically met with the Fraser River Trade Area (FRTA) Working Group (i.e., the trade area that included Richmond) during this time. The FRTA Study assessed current and anticipated transportation network conditions and issues affecting both road and rail due to increased demand for international trade. From this analysis, potential mitigation measures were identified to improve the efficiency of multimodal connectivity for people and goods movement while providing overall net benefits to host communities.

In November 2016, the Government of Canada announced the Trade and Transportation Corridors Initiative that will invest \$2 billion over 11 years for the National Trade Corridors Fund, a merit-based program to make Canada's trade corridors more efficient and reliable (i.e., the potential federal government funding was reduced from \$4 billion to \$2 billion).

In early 2017, the individual projects identified through the FRTA Study were bundled as the GVG 2030 initiative, which is the Forum's strategy for transportation infrastructure investment. A GVG 2030-City of Richmond Technical Liaison Committee has been formed to facilitate discussion amongst the agencies related to GVG 2030 and to exchange technical information to aid in the preparation of the funding applications. Meetings to date have been held in the spirit of collaboration with no commitment of support by the City for the proposed projects.

In Summer 2017, Transport Canada announced that Expression of Interest applications for the National Trade Corridors Fund must be received by September 5, 2017 and are to be followed by a Comprehensive Project Proposal that must be received by November 6, 2017.

## **Analysis**

### Potential Improvement Projects in Richmond

The initial FRTA Study identified four potential projects within Richmond (Attachment 3):

- *Blundell Road Widening*: widen from two to four lanes with left-turn lanes between No. 7 Road and No. 8 Road to improve access and mitigate congestion within the Fraser Richmond Port Lands.
- *Portside Road Overpass and Upgrade*: widen and provide grade separation of the intersection of Blundell Road-Portside Road/No. 8 Road to eliminate the at-grade rail crossing and reduce delays within the Fraser Richmond Port Lands.
- *Westminster Highway Overpass*: provide grade separation to eliminate the at-grade rail crossing east of No. 9 Road and reduce delays and improve access to the Fraser Richmond Port Lands.
- *Moray Channel Bridge Replacement*: construct new three-lane bridge in the same alignment with a higher elevation to eliminate the swing span structure and improve access from YVR to Highway 99.

The subsequent GVG 2030 initiative retained the Moray Channel Bridge Replacement as an individual project and added the following fourth project to the remaining three projects in Richmond to form Bundle 4 (of a total of seven Bundles in Metro Vancouver):

- *Six-Laning of Highway 91*: widen from four to six lanes between Knight Street and the Nelson Road Interchange to reduce congestion and improve access to the Fraser Richmond Port Lands.

The four projects comprising Bundle 4 are intended to improve road and rail network efficiency, reliability and safety that are currently impacted by congestion due to a lack of capacity to accommodate truck traffic generated by the Fraser Richmond Port Lands and east-west commuter traffic.

### Preliminary Assessment of Recommended Improvement Projects

While all of the identified projects in Bundle 4 are related to and would serve the Port's Fraser Richmond Port Lands, staff note that increasing truck traffic would have potential negative impacts on the City's roadways and thus it would be mutually beneficial for both parties to



develop solutions. Accordingly, staff have advised the Forum that, in principle, the four projects can be considered for further analysis with the intent of submitting the projects for consideration of federal government cost-sharing subject to:

- No capital costs to be borne by the City given that the Port does not pay any Development Cost Charges (DCCs) including Roads Development Cost Charges (Roads DCCs), which is the City's funding source for transportation capital projects;
- No operating, maintenance, rehabilitation and replacement costs of the Portside Road-Blundell Road overpass including any raised portions of City roadway and No. 7 Road canal crossing structures to be borne by the City of Richmond;
- Continued City involvement in all aspects of the design process including adherence to the City's design standards;
- Retention and accommodation of local community access for motorists, pedestrians and cyclists; and
- Council approval of the submission of any projects in Richmond to the National Trade Corridors Fund.

#### Recommended Improvement Projects Proposed for Submission

At this time, the Port is proposing the submission of two "shelf ready" projects from Bundle 4 for the first intake of applications to the National Trade Corridors Fund, Blundell Road Widening and Portside Road Overpass and Upgrade (Figure 1), and is seeking a letter of support from the City to accompany the submissions as support from local governments, indicating how these projects can provide community benefits, will be a key consideration in the evaluation of Expression of Interest applications and Comprehensive Project Proposals.



Figure 1: Blundell Road Widening & Portside Road Overpass and Upgrade

Staff support the submission of these two projects, which would improve goods movement by addressing current congestion and delays due to the at-grade rail crossing, subject to the following additional specific comments:

- *Blundell Road Widening*: the project should include cycling and pedestrian facilities (e.g., multi-use pathway), the future extension of transit service (e.g., new bus stops with transit shelters and/or benches), maintain the existing weight limit for trucks on No. 8 Road, and adhere to City design standards (e.g., maximum 5% grade). The City's contribution would comprise the use of the City right-of-way for the roadway plus typical on-going operating and maintenance costs of the at-grade Blundell Road portion following construction as well as staff time. Staff note that the proposed widening and westward extension of Blundell Road from No. 8 Road to No. 7 Road is consistent with the City's planned road network per the Official Community Plan.
- *Portside Road Overpass and Upgrade*: the project should include cycling and pedestrian facilities (e.g., multi-use pathway) and adhere to City design standards (e.g., maximum 5% grade for the overpass). As Portside Road is a private road owned by the Port, following construction the City would not be responsible for the on-going operating and maintenance costs of the overpass nor the additional operating and maintenance costs for Blundell Road and No. 8 Road that are attributable to their raised approaches necessitated by the overpass structure. Detailed design has not yet been completed; should this work identify that additional right-of-way is required, the Port would be solely responsible for its acquisition. Staff also note that the project would be a localized improvement limited to grade separation of the roadway and railway with all existing turning movements retained so that current traffic patterns would not be affected; the project would not facilitate or support any future plan for a new crossing of the Fraser River at No. 8 Road.

The remaining projects from Bundle 4 may be considered for submission as part of future intakes to the Fund, at which time, if deemed supportable, staff would seek further specific Council approval for those submissions.

### Next Steps

Staff will provide updates on the progress of this application process. Should the applications be successful in securing federal government funding, the operating and maintenance costs of the widened section of Blundell Road between No. 7 Road and No. 8 Road would be reported back to Council through future annual capital budget programs.

### **Financial Impact**

None.

### **Conclusion**

The Vancouver Fraser Port Authority is seeking City support for the submission of two transportation infrastructure improvements projects within the Fraser Richmond Port Lands area for consideration of cost-share funding from the Government of Canada's National Trade Corridors Fund. As the proposed projects would mitigate the potential negative impacts of

increased truck traffic on City roads and the community, staff recommend that the City provide a letter of support for the project applications subject to:

- no capital or operating and maintenance costs to be borne by the City with the exception of Blundell Road between No. 8 Road and No. 7 Road;
- continued City involvement in the design process including adherence to the City's design standards; and
- accommodation of local access for motorists, pedestrians and cyclists.



*for* Joan Caravan  
Transportation Planner  
(604-276-4035)  
JC:jc

Donna Chan, P.Eng., PTOE  
Manager, Transportation Planning  
(604-276-4126)

- Att. 1: Letter to City from Vancouver Fraser Port Authority (June 30, 2017)  
Att. 2: Letter to City from Vancouver Fraser Port Authority (August 18, 2017)  
Att. 3: Fraser River Trade Area Study: Identified Projects in Richmond



June 30, 2017

Mayor Malcolm Brodie  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Mayor Brodie:

**RE: Gateway Transportation Collaboration Forum – Greater Vancouver Gateway 2030 Program**

We're reaching out to you today regarding the Gateway Transportation Collaboration Forum's (GTCF) Greater Vancouver Gateway 2030 (GVG 2030) Program. GVG 2030 is the GTCF's strategy for smart transportation infrastructure investment to address the community impacts of trade and population growth.

As part of GVG 2030, the GTCF has identified close to 40 transportation-focused projects that will enhance the movement of goods and people through the gateway and support sustainable growth, environmental stewardship and liveability for communities. This has been informed by work such as the Fraser River Trade Area Multi-modal Transportation Study (FRTA Study) and the Roberts Bank Trade Area Multi-modal Transportation Study (RFTA Study). The projects will provide national, regional, and local benefits by getting Canadian goods to market, growing the economy, creating well-paying jobs, and supporting liveable, green communities by improving safety, mobility and air quality.

During the coming weeks, the GVG 2030 Program Team will be engaging with First Nations and key stakeholders, like yourself, to better understand their interests and considerations related to the GVG 2030 program and projects. We are in the process of creating a technical working group, co-chaired by Donna Chan, Manager, Transportation Planning, Transportation Division, for this purpose.

Should you have any questions about the GVG 2030 Program – or the Gateway Transportation Collaboration Forum – please do not hesitate to contact Terry Lalari at [terry.lalari@portvancouver.com](mailto:terry.lalari@portvancouver.com) or 604 379 1659.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Xolca", is written over a faint, light blue circular stamp or watermark.

Peter Xolca  
Vice President, Planning and Operations  
Vancouver Fraser Port Authority

On behalf of the Gateway Transportation Collaboration Forum



CC:

**George Duncan, Chief Administrative Officer**

**GTCF Steering Committee Members:**

**Michael Henderson, Greater Vancouver Gateway Council**

**Helen Berthin, Ministry of Transportation and Infrastructure**

**Brad Glazer, Ministry of Transportation and Infrastructure**

**Jeff Busby, TransLink**

**Greg Kolesniak, TransLink**

**Trevor Heryet, Transport Canada**

**Chris Hoff, Transport Canada**

**Alex Izett, GVG 2030 Program Team**



Vancouver Fraser Port Authority  
100 The Pointe, 999 Canada Place  
Vancouver, B.C. Canada V6C 3T4  
portvanco.vnet.com

Victor Wei, P.Eng.  
Director, Transportation  
City of Richmond

Via email: [victor.wei@richmond.ca](mailto:victor.wei@richmond.ca)

August 18, 2017

**RE: Greater Vancouver Gateway 2030 Program – Phase 1 Projects in City of Richmond and Request for Letter of Support**

Dear Mr. Wei:

We are reaching out to you today regarding the Gateway Transportation Collaboration Forum's (GTCF) Greater Vancouver Gateway 2030 (GVG 2030) program, our strategy for capitalizing on federal government funding opportunities to invest in needed transportation infrastructure in B.C.

GVG 2030 includes nearly 40 potential transportation infrastructure projects in each of four trade areas – North Shore, South Shore, Fraser River and Roberts Bank – that would enhance the movement of goods and people through the gateway, while supporting sustainable growth, environmental stewardship and liveability for communities.

GVG 2030 is guided by the Government of Canada's commitment to strengthen trade corridors to increase trade and access to global markets. The Federal Government recently announced the National Trade Corridors Fund (NTCF), a dedicated source of funding that will help infrastructure owners and users invest in critical assets that support economic activity and the physical movement of goods and people in Canada. More information is available at <https://www.tc.gc.ca/eng/programs/national-trade-corridors-fund.html>.

Expressions of Interest (EOIs) for the first phase of NTCF funding are due no later than September 5, 2017, with comprehensive project proposals for successful projects due no later than November 6, 2017.

Members of the GTCF Steering Committee have initiated developing EOIs for projects to be submitted to the first phase of NTCF funding. Within the City of Richmond, the Vancouver Fraser Port Authority (VFPA) anticipates submitting an EOI in response to this first proposal call for:

- **Portside Road / Blundell Road Overpass and Upgrades:** raising the Portside / Blundell intersection to clear the existing railway crossing Portside Road, as well as extending Portside Road westerly across the No. 7 Road canal to service future industrial traffic on the Port's Area IV site. Re-construction of the intersection would also involve reconstructing a portion of No. 8 Road; and
- **Blundell Road Widening:** widening the City of Richmond's Blundell Road from two to four lanes between Portside Road and approximately York Road in order to tie into the crossing currently being developed as part of the Ecowaste development.

GVG 2030  
Phase 1 Projects in City of Richmond  
August 18, 2017

Canada

Together, these projects will reduce congestion and wait times, while improving efficiency, safety and emergency access reliability, and opportunities for expanded transit services in this area.

The estimated capital cost of these improvements is \$103 million. At this time, we do not anticipate that the City of Richmond will be asked to contribute to the capital funding of these projects. In addition, the City would not be responsible for maintenance and rehabilitation of the structures over Blundell Road and No. 7 Road, which would be owned and maintained by the port authority. That said, Transport Canada has advised that preference may be given to projects that align with regional priorities, and have approvals in place, secured funding, and a possible 2018 start date. Support from local governments, including funding commitments and letters indicating how these projects can provide community benefits, will be a key consideration in the evaluation of EOIs and comprehensive project proposals.

VFPA anticipates that, if funding applications are approved, engineering could commence in 2018, with construction carried out between 2019 and 2021. As an appendix, I have attached maps that shows the location and boundaries of the two projects.

The GVG 2030 Program Team has had two meetings with City of Richmond staff and the Vancouver Fraser Port Authority, focused on discussing the aforementioned Portside and Blundell projects, and we have collectively discussed the benefits of supporting each other leading up to submitting comprehensive project proposals. We look forward to working with City staff through the Technical Working Group on developing these projects over the coming months.

Presently, we would respectfully request a letter of support from the City outlining its willingness to work with the Vancouver Fraser Port Authority in developing the comprehensive project proposal through the autumn of this year.

In the event that Transport Canada invites such a proposal for the project, we may also respectfully request a letter from the City supporting the proposal. We understand that this second request may need to first be submitted to the Public Works and Transportation Committee and then, if approved, submitted to Council. We are committed to working with City staff in providing whatever support is necessary to receive these letters.

Thank you for taking the time to consider our request, and we look forward to discussing these projects with your staff in the coming months. Should you have any questions about the GVG 2030 projects or program please contact Alex Izett, GVG 2030 Program Lead, at [alex@izetteng.com](mailto:alex@izetteng.com) or 604 785 3579.

Sincerely,



Dennis Bickel, P.Eng.  
Manager, Transportation Planning  
Vancouver Fraser Port Authority

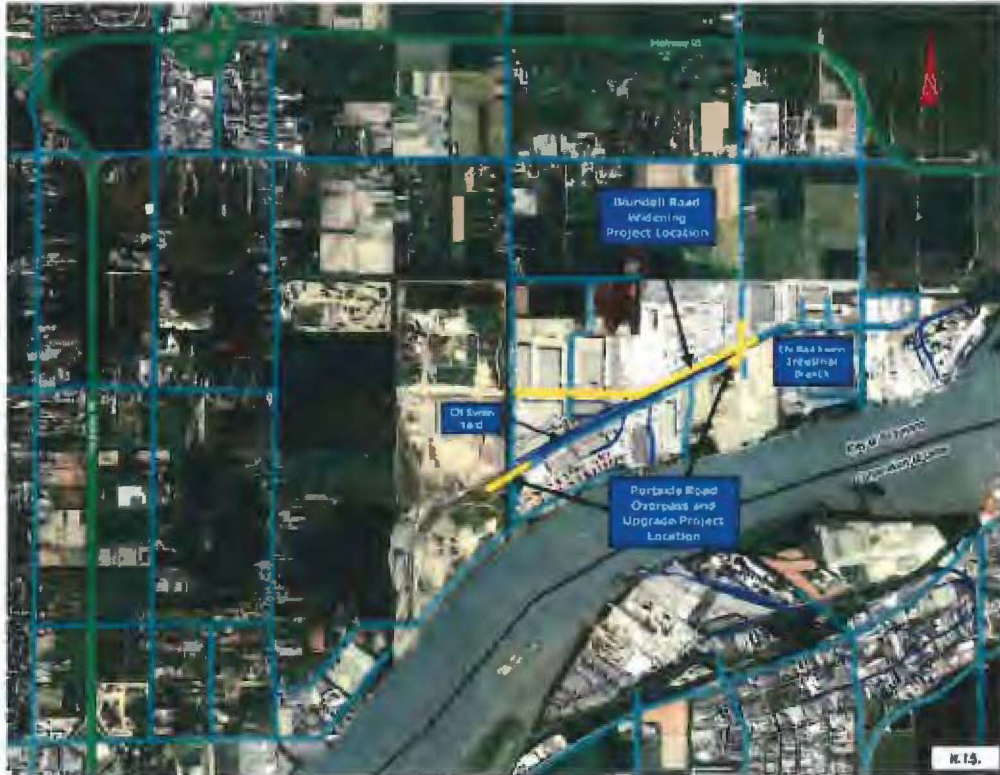
CC: Jack Peng, Senior Transportation Planner, Vancouver Fraser Port Authority  
Alain Lippuner, Senior Project Planning Advisor, Vancouver Fraser Port Authority  
Alex Izett, GVG 2030 Program Lead

GVG 2030  
Phase 1 Projects in City of Richmond  
August 18, 2017



**Appendix 1:**

**Portside Road / Blundell Road Overpass and Upgrades and Blundell Road Widening - Regional Context**



GVG 2030  
Phase 1 Projects in City of Richmond  
August 18, 2017

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Portside Road / Blundell Road Overpass and Upgrades and Blundell Road Widening - Project Limits



GVG 2030  
Phase 1 Projects in City of Richmond  
August 18, 2017

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Fraser River Trade Area Study: Identified Projects in Richmond



Fraser River Trade Area Study: Identified Projects in Richmond

