



General Purposes Committee

Date: Monday, October 6th, 2003
Place: Anderson Room
Richmond City Hall
Present: Mayor Malcolm D. Brodie, Chair
Councillor Linda Barnes (4:06 p.m.)
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Kiichi Kumagai
Councillor Bill McNulty
Councillor Harold Steves
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on Monday, September 15th, 2003, be adopted as circulated.

CARRIED

COUNCILLOR STEVES

2. **AMERICAN SAIL TRAINING ASSOCIATION CONFERENCE**
(Report: September 26/03, File No.: 0105-01) (REDMS No. 1070706)

Mayor Brodie questioned why the Committee was being asked to deal with the matter, especially when funding was available in the current budget. In response, advice was given that any member of Council who wished to attend a conference outside of British Columbia was required to obtain Council approval.

General Purposes Committee

Monday, October 6th, 2003

A brief discussion ensued, as a result of which, it was agreed that as long as funding was available in the Council Training and Conferences Fund, any requests from Council members to attend such conferences would not be submitted to Council for approval. It was further agreed that any request from a Councillor to attend a conference outside of BC, for which funding was not available from the Training and Conferences Fund, would be submitted to Council for approval.

As a result of the discussion, the following **referral** motion was introduced:

It was moved and seconded

That the report (dated September 26th, 2003, from Councillor Harold Steves), regarding the American Sail Training Association Conference, be referred to staff and Councillor Steves for resolution.

CARRIED

PARKS, RECREATION & CULTURAL SERVICES DIVISION

3. **2005 RICHMOND TALL SHIPS AND 2005 TALL SHIP CHALLENGE®**

(Report: September 25/03, File No.: 0100-20-TALL1; xref 7400-20-TALL1) (REDMS No. 1070538, 894261)

The Director of Parks Operations, Dave Semple, advised that he had nothing further to add to the report.

Discussion then ensued among Committee members and staff on:

- the proposed recommendations and whether these recommendations should be considered prior to Council reviewing the Richmond Tall Ships Festival Society's business plan
- the degree of support which Council wished to give to the Society and the amount of responsibility which Council wished to have for the event, if any
- whether the Council could assign rather than release the first rights of refusal to host the 2005 event to the Society, and the impact to the City of such action
- whether the City could issue a letter to the Society authorizing the Society to negotiate on behalf of the City, rather than releasing the rights of first refusal to the Society
- whether the rights of first refusal to host the 2005 event would revert to the City or to ASTA in the event that the Society failed to negotiate an agreement with ASTA

General Purposes Committee

Monday, October 6th, 2003

- the need for the preparation of terms of reference prior to the October 14th Council meeting, to provide clarity on the involvement of the City and the Society and other issues, including financial impact, the basis by which negotiations would take place, etc.

As a result of the discussion, the following amended motion was introduced:

It was moved and seconded

That:

- (1) *City Council assign the first rights of refusal to host the 2005 TALL SHIP CHALLENGE® to the Richmond Tall Ships Festival Society (RTSFS), and*
- (2) *the American Sail Training Association (ASTA) and the Richmond Tall Ships Festival Society be advised accordingly.*

CARRIED

It was moved and seconded

That staff prepare terms of reference in consultation with the Society, for presentation to the October 14th, 2003 Council Meeting, and that these terms of reference include a statement indicating that 'in the event that the Society does not successfully negotiate a contract with ASTA for the hosting of the 2005 event, that the rights of first refusal to host the event would be returned to the City'.

CARRIED

A brief discussion ensued on when the Committee would review the Society's Business Plan, and it was agreed that a special General Purposes Committee meeting would be held at 4:00 p.m., on Thursday, October 9th, 2003, in the Anderson Room, to review the plan in detail.

FINANCE & CORPORATE SERVICES DIVISION

4. **ROAD EXCHANGE BYLAW NO. 7595 - EXCHANGE OF AN ABANDONED PORTION OF STEVESTON HIGHWAY FOR LANDS ON TRIANGLE ROAD**

(Report: September 19/03, File No.: 8060-20-7595) (REDMS No. 1068527, 1068550)

It was moved and seconded

That Road Exchange Bylaw 7595, which authorizes the exchange of an abandoned portion of Steveston Highway for lands on Triangle Road, be introduced and given first, second and third readings.

CARRIED

General Purposes Committee

Monday, October 6th, 2003

5. **ROAD EXCHANGE BYLAW 7570 - 3911 RUSS BAKER WAY**
(Report: September 19/03, File No.: 8060-20-7570) (REDMS No. 1055891, 1060371)

The Manager, Lands & Property, Christine McGilvray, briefly explained the proposed road exchange to the Committee.

It was moved and seconded

That:

- (1) *Road Exchange Bylaw 7570, which authorizes the exchange of roadway in the area of 3911 Russ Baker Way, be introduced and given first, second and third readings; and*
- (2) *Rights of way for the City and Terasen Gas be granted to cover existing works.*

CARRIED

(Cllr. Steves left the meeting – 4:43 p.m.)

PRESENTATION

6. **TRANSLINK – Presentation on the Financial and Capital Plan**

Mr. Glen Leicester, Vice President - Planning, accompanied by Ms. Robin Nicholls, Manager, Financial Planning, of TransLink, reviewed through a PowerPoint presentation, TransLink's document entitled "Keeping Greater Vancouver Moving: Discussion Paper, A 10-Year Transportation Outlook & Three-Year Financial Strategy". A copy of the PowerPoint presentation is attached as Schedule A and forms part of these minutes.

(Cllr. Steves returned to the meeting during the above presentation – 4:50 p.m.)

During the discussion which ensued, the following matters were addressed:

- transportation demands and how TransLink proposed to deal with these issues
- U-Passes; the need to increase the number of buses on the UBC route, and the possible expansion of these passes to other post-secondary schools
- 'backup' on the 98B Line and the need to address close running times
- the rationale for not increasing the cost of 'Fare Saver' bus passes
- the delay in implementing the community shuttle service on Williams Road
- the use of transit services by seniors

General Purposes Committee

Monday, October 6th, 2003

- the use of alternative fuel types and a possible expansion in the use of trolley buses
- the proposed parking area/stall tax
- with regard to proposed new revenue sources, provide a comparison of specific property tax increases rather than the average assessed amount per household
- whether Federal funding would be available for the proposed plan.

(Cllrs. Dang and Steves left the meeting during the above discussion – 5:30 p.m. and 5:31 p.m. respectively.)

The Mayor thanked the delegation for their presentation, indicating that Council appreciated their hard work on behalf of the City over the past number of years.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:34 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, October 6th, 2003.

Mayor Malcolm D. Brodie
Chair

Fran J. Ashton
Executive Assistant, City Clerk's Office

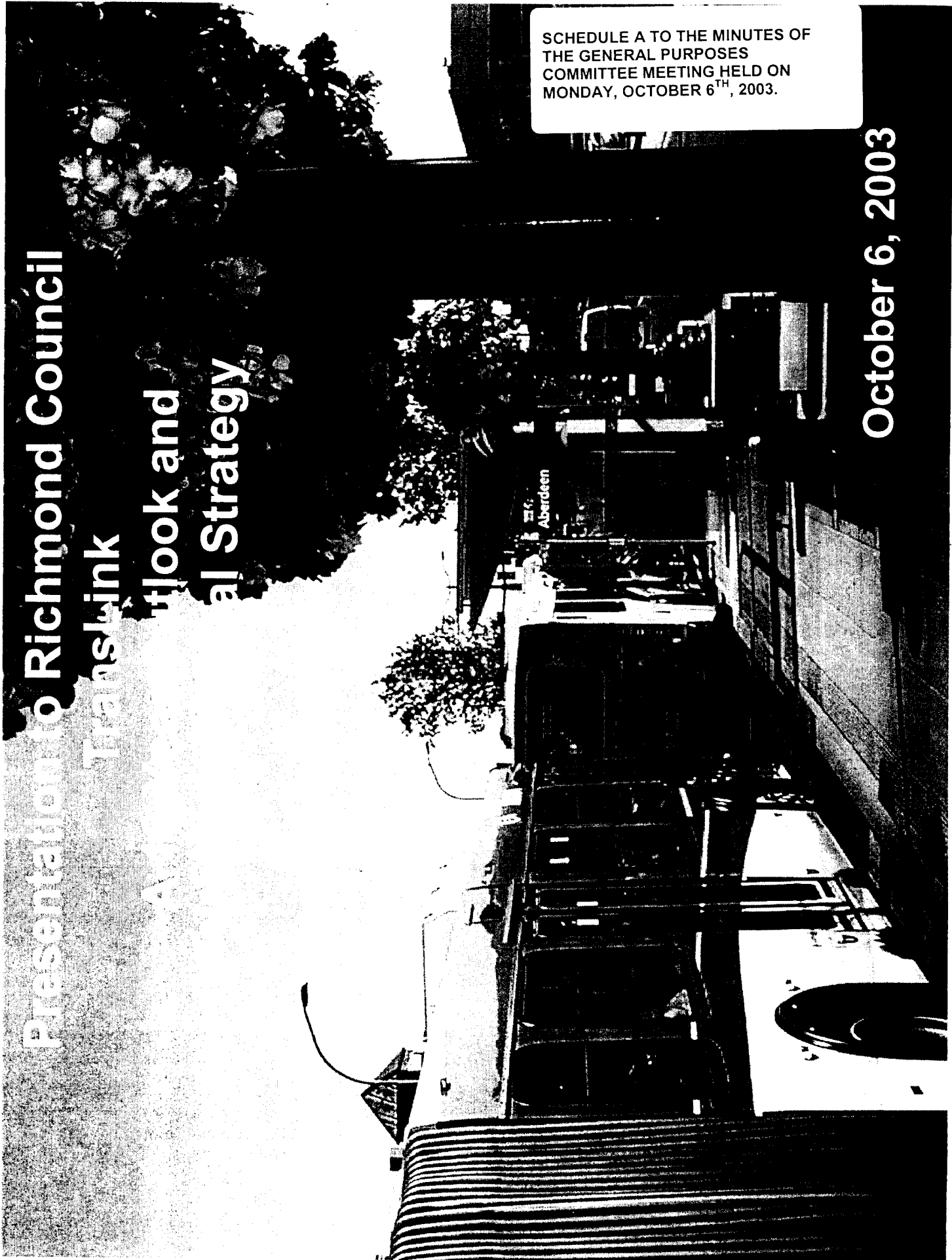
Presentation to Richmond Council

Translink

Annual Outlook and Financial Strategy

SCHEDULE A TO THE MINUTES OF
THE GENERAL PURPOSES
COMMITTEE MEETING HELD ON
MONDAY, OCTOBER 6TH, 2003.

October 6, 2003



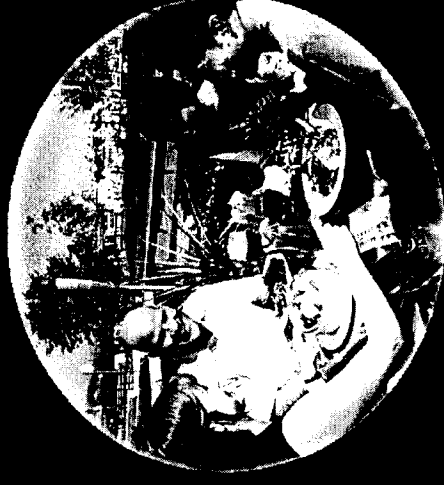
A 10-Year Outlook - 3 Year Financial Strategy

One of the most livable places in the world

- Increasing transportation choice is key

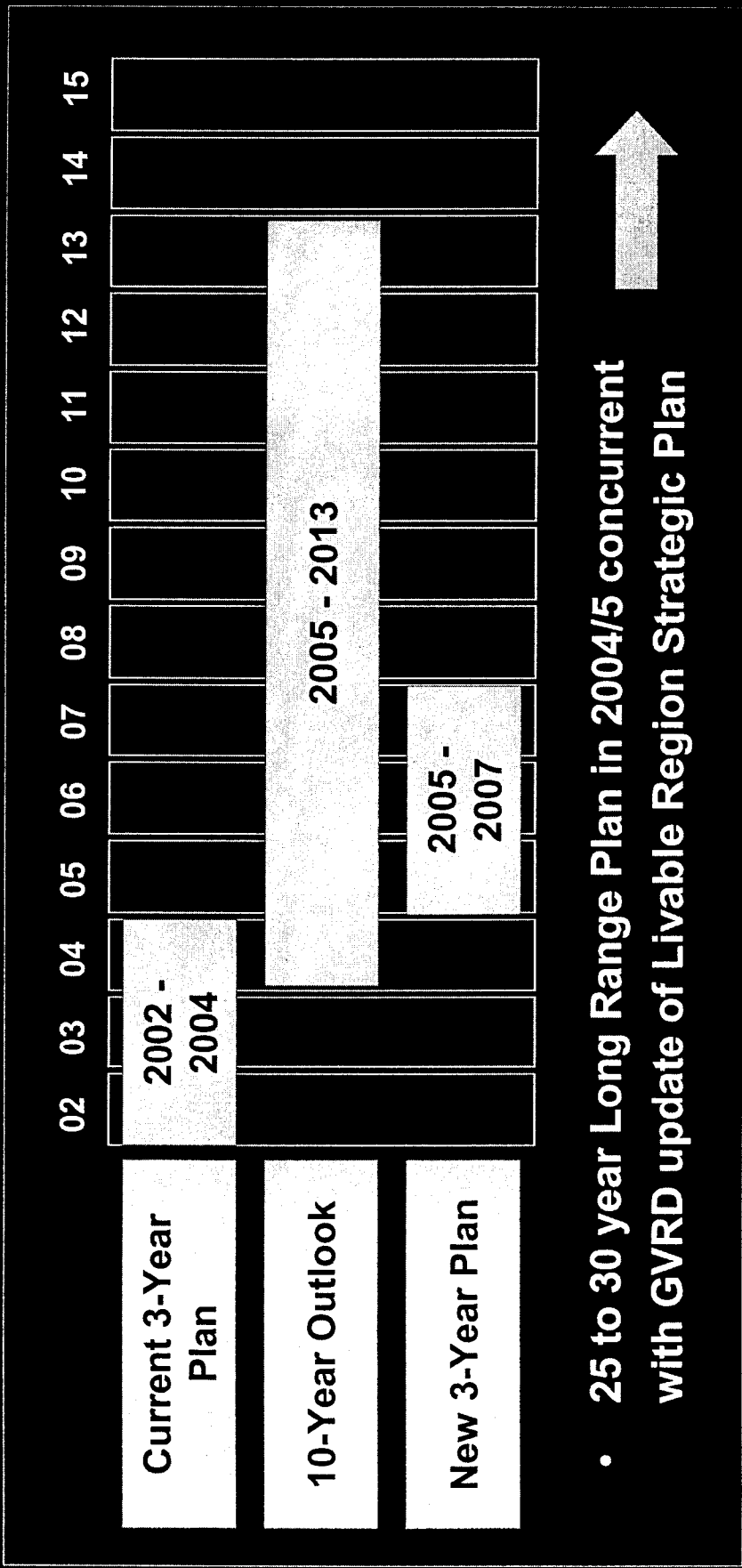
Vision

We see a transportation future where people and goods move in a way that promotes a healthy economy, environment and quality of life for generations to come



Purpose

10-Year Outlook / 3-Year Strategy next step in direction set over decade ago – Consistent with growth strategy



Current 3-Year Plan Highlights

More efficient

- Over \$20M in annual savings
- More security to increase safety - reduced fare loss

Major expansion of road / transit

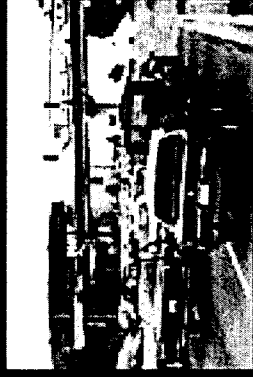
- New Millennium Line, B-Line, Community Shuttle
- More service on busy routes
- New U-Pass
- \$170M in road capital projects



See Road and Transit Improvements 1999-2003

- Signal Upgrades
- Roadway Improvements
- Intersection Upgrades
- Better Pedestrian Access
- Bike Improvements
- Millennium Line & Bus Service
- B-Line
- Community Shuttle
- Bus Expansion
- All Road & Transit

Getting Around Greater Vancouver



Improving the regional transportation network to serve a growing region



Challenges of Our Growing Region



Congestion



#1 local issue

Key Objectives

1. Make transit a real option
2. Reduce gridlock especially for goods movement
3. Maximize economic potential
4. Maintain and enhance the environment
5. Share benefits and costs equitably



1. Make Transit a Real Option

More access for students and commuters

- Expand U-Pass
 - from 60,000 to 100,000
- Expand employer programs in major transit corridors
- Launch “Travel Smart” - intensive marketing program



Ridership + 35% - 40%

- Significant growth in Richmond student market
- Expand service to UBC

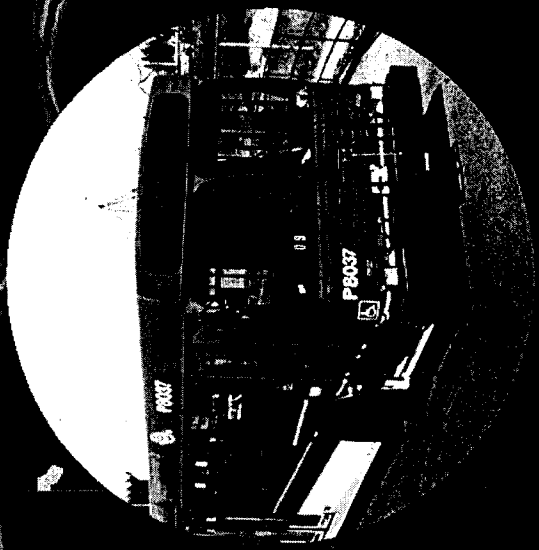
1. Make Transit a Real Option

Expand capacity

- Increase bus fleet by 400 buses
- Increase frequency on major urban / suburban routes
- More B-Line and Express
- Expand Community Shuttle
 - 13% of hours
- Add more SkyTrain cars
 - Expo / Millennium Lines



2003 - 10 Minute Rush Hour Service
1,200 Bus Fleet



1. Make Transit a Real Option

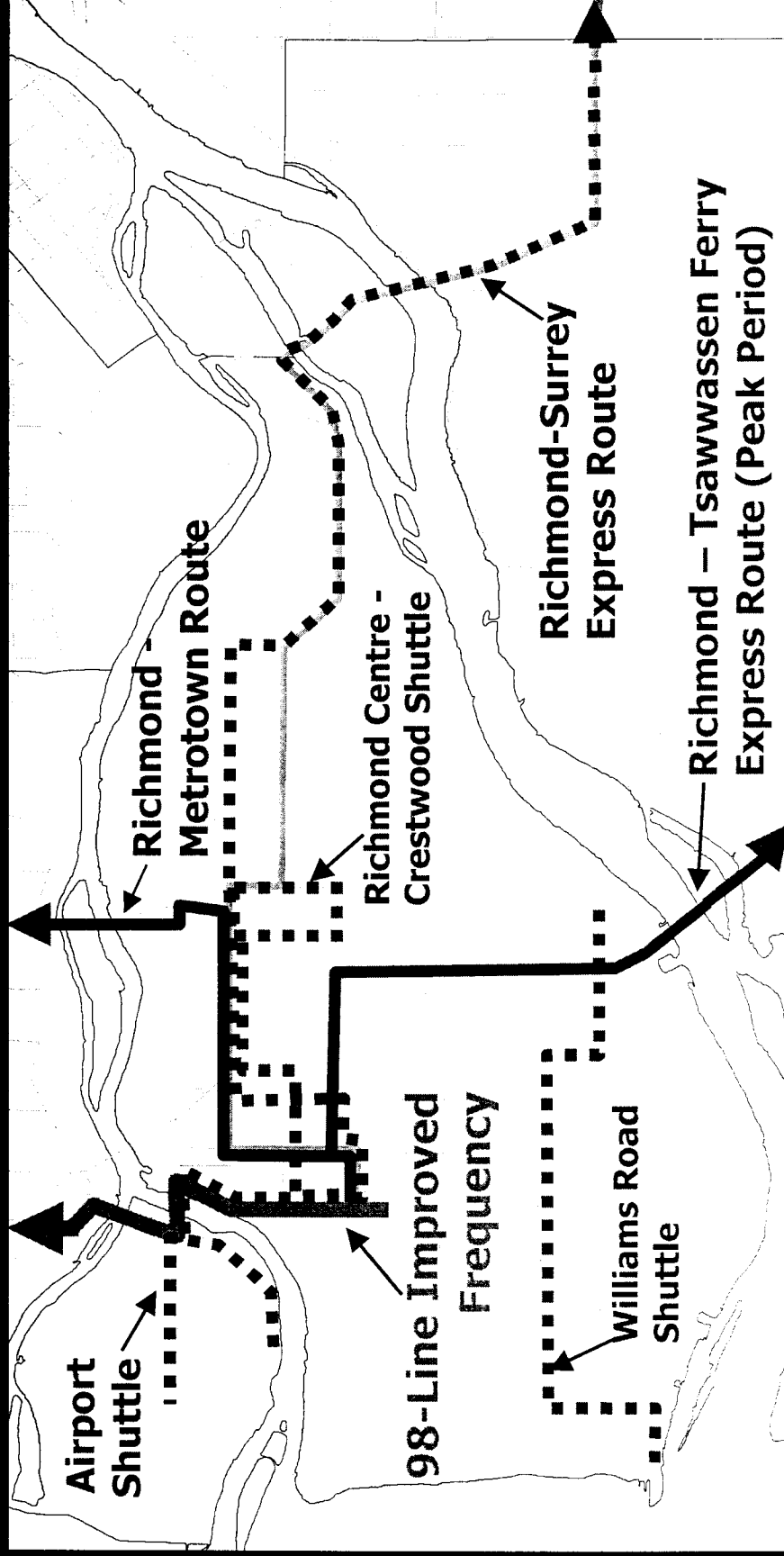
2003 - 10 Minute Rush Hour Service
1,200 Bus Fleet

2013 - 10 Minute Rush Hour Service
1,600 Bus Fleet

Expand fleet 33%

1. Make Transit a Real Option

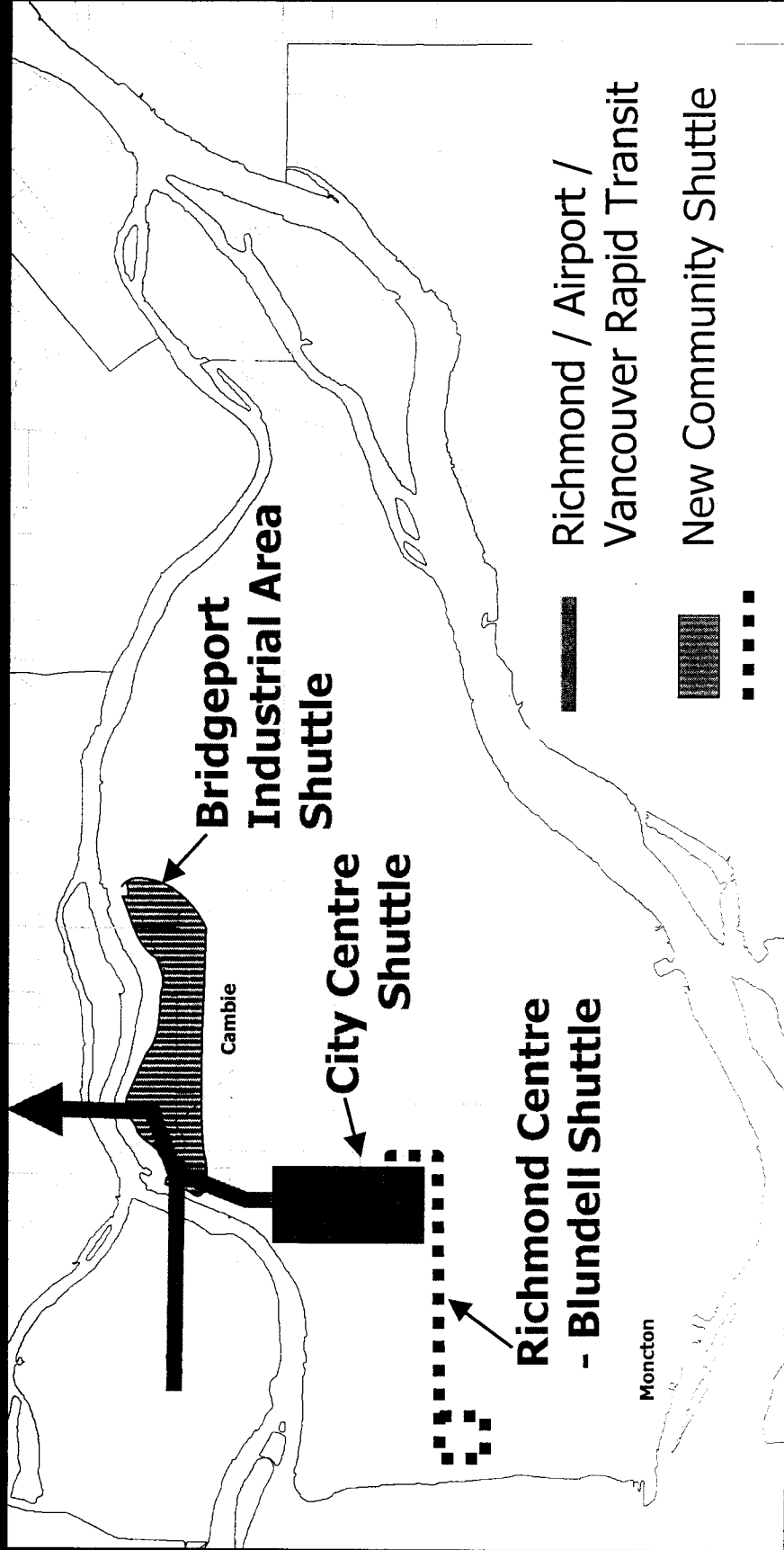
2004 - 2007 Proposed Richmond Transit Improvements



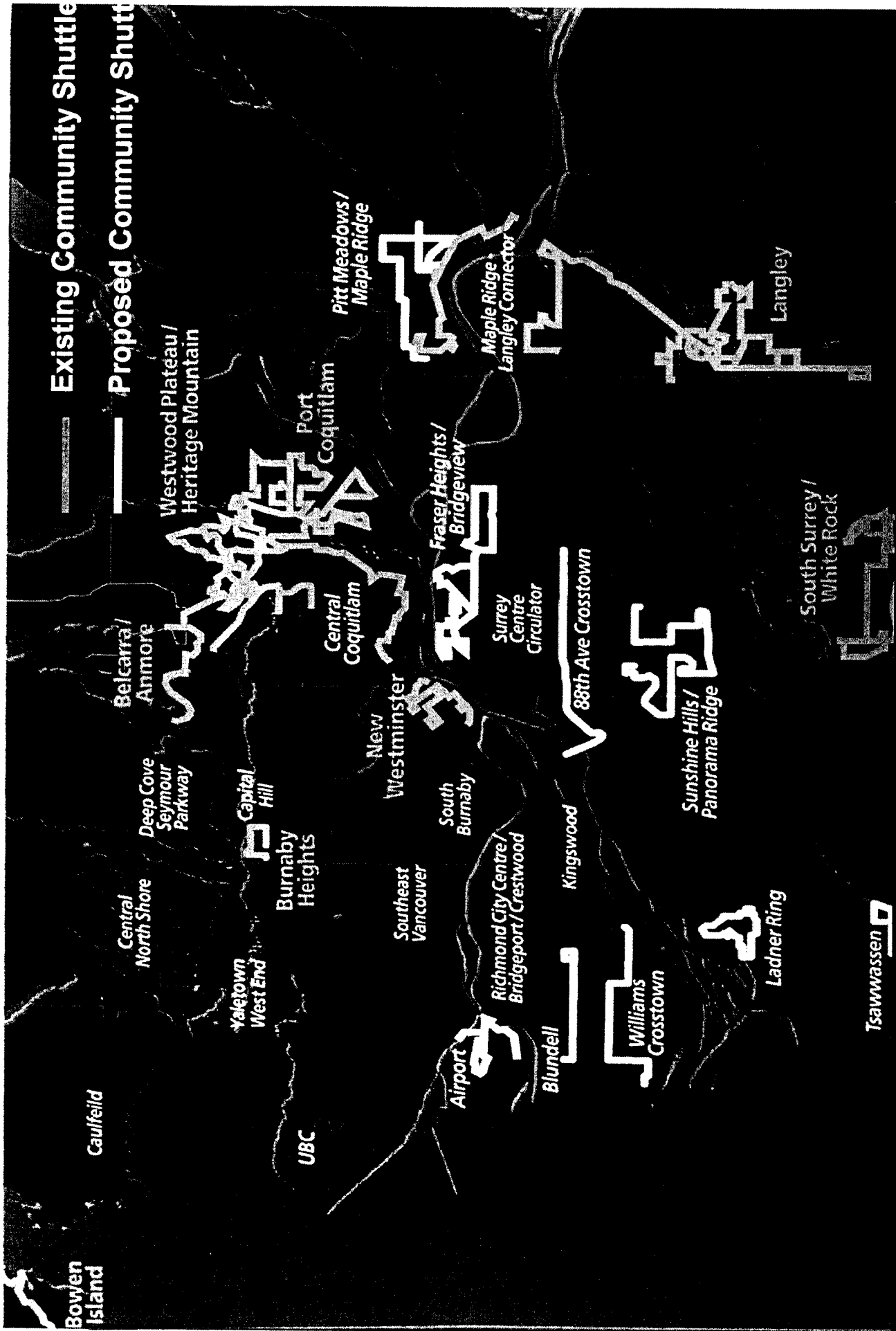
Regional Improvements Richmond - Surrey Express Route Richmond - Tsawwassen Ferry Express Route (Peak Period)

Local Improvements

2008 - 2013 Proposed Richmond Transit Improvements



Improved frequencies on all routes connecting with RAV



1. Make Transit a Real Option

1. Make Transit a Real Option

**Future
Northeast Sector
Rapid Transit**

**Potential
Western
Exstention**

Millennium Line

Expo Line

**Future
Richmond, Airport
Vancouver
Rapid Transit**

**Expand rapid transit by
60%**

- Plan Broadway to UBC link

**Saving
s**

16
30
15

Average Transit Times - Minutes

Richmond Centre – D'town

Vancouver

Coq. Centre – Surrey City Centre

YVR – Lonsdale Quay

2003

44

60

60

2013

28

30

44



1. Make Transit a Real Option

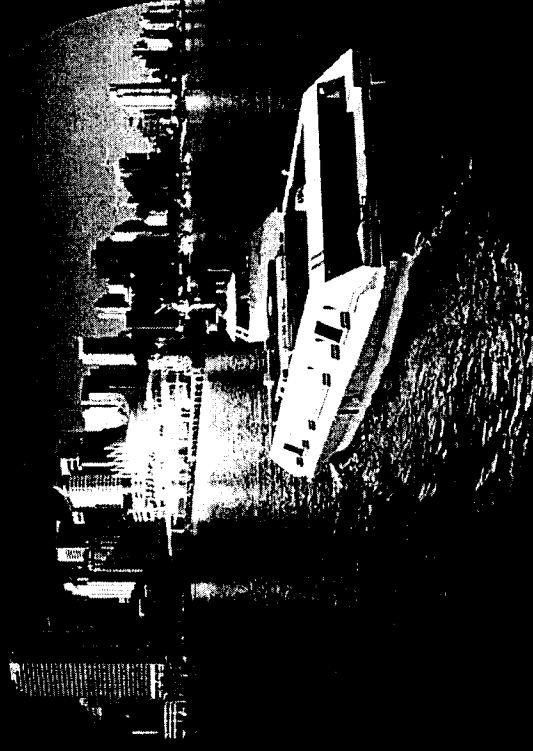
RAV project

- RFP issued August 26
- Submissions due end of 2003
- Evaluation will lead to selected proponents producing “best and final offer”
- Construction could begin 2005
 - Operational by late 2009
 - In time for 2010 Olympics

1. Make Transit a Real Option

Expand use of waterways

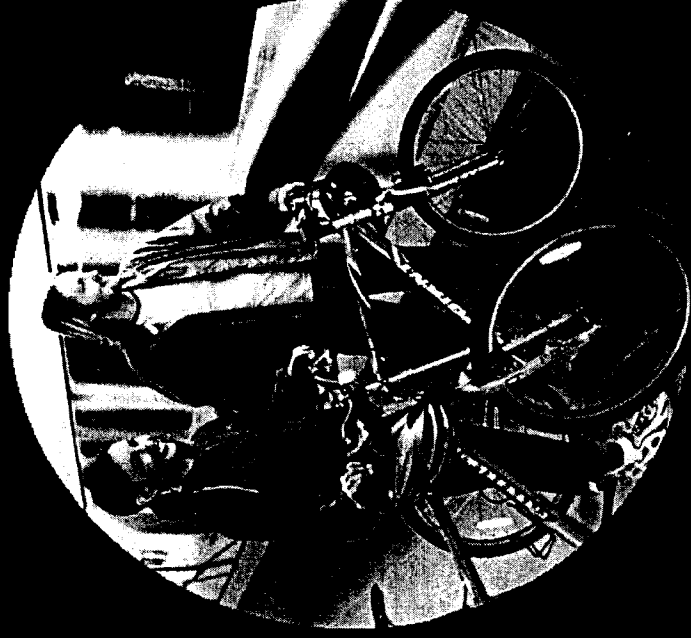
- 3rd SeaBus
- New marine passenger routes in Burrard Inlet / English Bay
- Promote inter-regional connections (Nanaimo, Sunshine Coast)



1. Make Transit a Real Option

Expand cycling programs

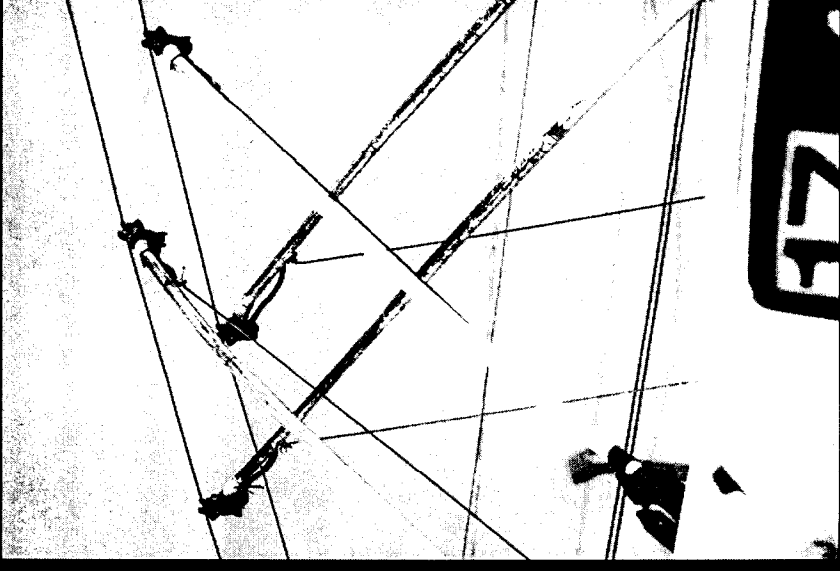
- Double funds for cycling
 - \$3M to \$6M by 2007
- Leverage bridge expansion (FRC / RAV) for bike access
- Leverage new transit linkages
- Central Valley Greenway



1. Make Transit a Real Option

Renew aging infrastructure

- \$1B to replace aging assets
 - Buses and custom vehicles
 - Electric trolleys with new accessible trolleys
 - Oldest SkyTrain cars
 - Depots (Vancouver and North Vancouver)



2. Reduce Road Gridlock Especially for Goods Movement

Priority Road Projects

	Tolls
Fraser River Crossing	\$600M
North Fraser Perimeter Road	\$60M
Coast Meridian with Overpass	\$60M
Fraser Highway Widening	\$45M
Murray – Clarke Connector	\$25M
204 St. Overpass	\$18M
Dollarton Bridge Twinning	\$8M
Low Level Road / Main Street	\$5M

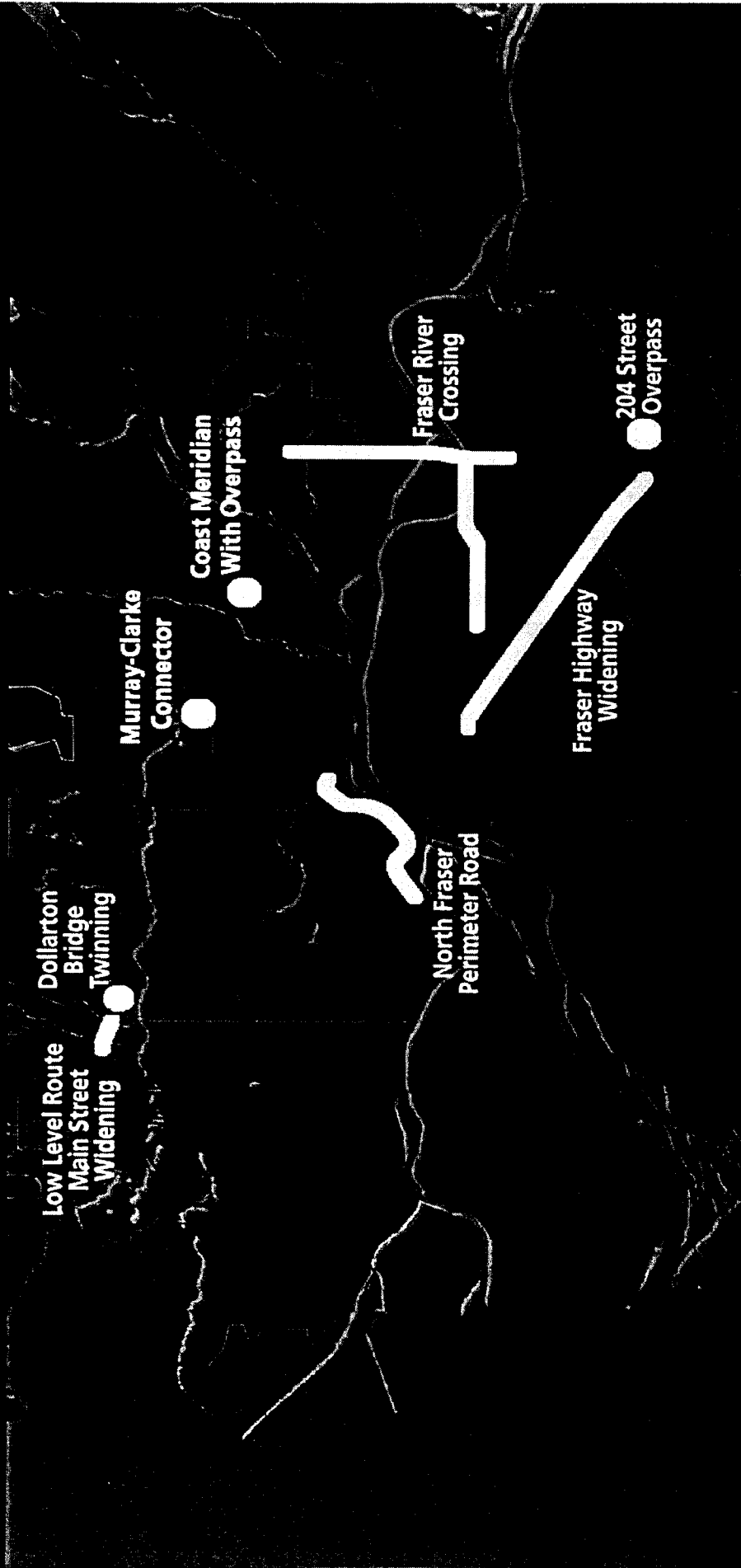
Start
In 2004/5

Total

\$821M

(\$600M Tolls)

2. Reduce Road Gridlock Especially for Goods Movement



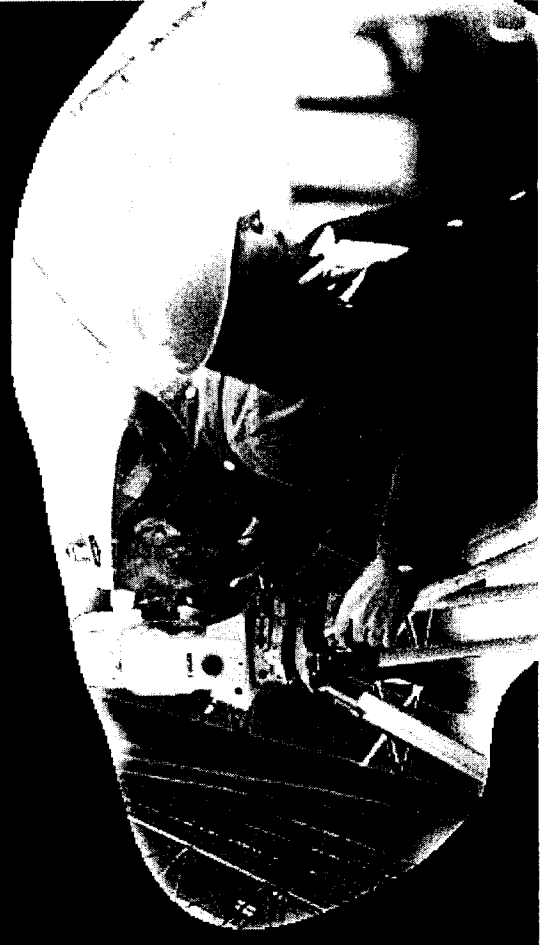
Average Auto Times - Minutes	2003	2013	Savings
Maple Ridge - Surrey Guildford	65	30	35
Pitt Meadows - Richmond Centre	95	69	26
City of Langley - YVR	80	66	14



3. Maximize Economic Potential

Proposed investment \$5.2B (\$1.7B by partners)

- Economic impacts of construction projects: \$5B
- Further \$740M in ongoing operation / maintenance
- Attracts new business and jobs
- Supports \$6B tourism industry
 - Dependant on ground transportation
 - e.g. Olympics, Police / Fire Games



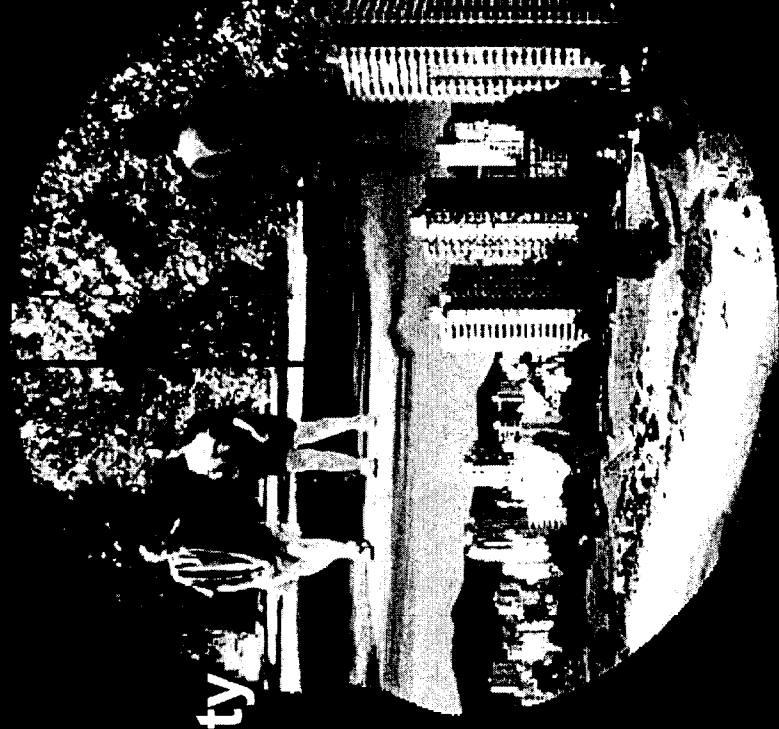
4. Maintain and Enhance the Environment

2013 shift to transit: expansion of bus / rail

- Bus fleet expansion 33%
- Annual ridership: today 135M to 181M
- Transit share: 13% (more in key corridors)

Support regional / national air quality objectives

- Reduction up to 125M Kg of Green House Gases compared to trend
- New trolleys, test Hybrid buses / alternative fuels



5. Share Costs and Benefits Equitably

Transportation is like education and health care

- everyone benefits

What is the right mix of strategies?

- Road and transit
- Goods and passenger
- Urban and suburban

How will the regional network be financed?

- User pay
- Broad taxation

What are the considerations and issues?

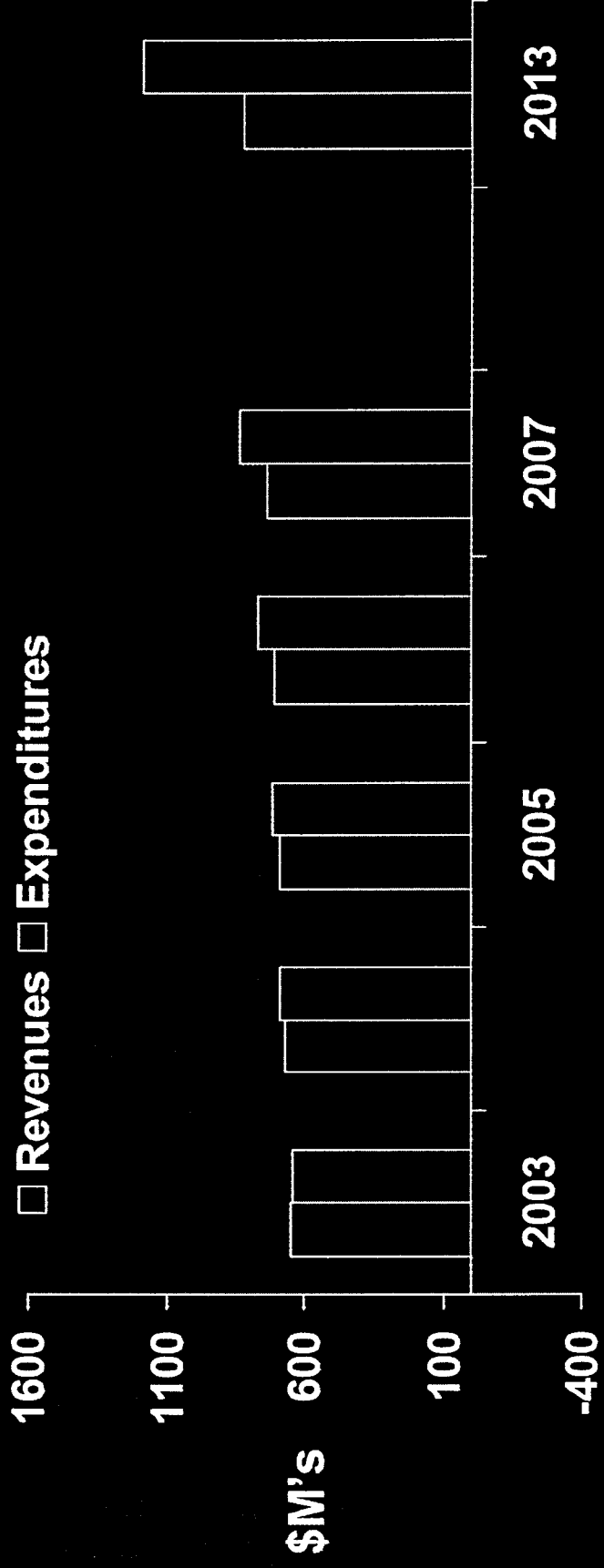
- Social
- Economic
- Environmental
- Land use

Summary: 2004 – 2013 Potential Capital Program

Replace Transit Vehicles	\$890
Expand Transit Vehicles	385
Maintain and Expand Transit Infrastructure	455
Bicycle Program / ITS (Intelligent Transportation Systems)	74
Rapid Transit	810
Roads Major	440
Roads and Bridges Minor	285
Sub Total	3,339
Fraser River Crossing	600
Total (\$ millions)	\$3,939

10-Year Outlook: Scale of Funding Needed

\$369M gap by 2013 with no new sources or rate changes



Summary: Funding Sources Proposed

10-year investment \$3.3B - leveraging \$1.3B secured senior government funding

- Assumes senior government contribution after 2007
- 2005 and 2007 region to raise up to \$99M per year for new investments
- Regional funding sources
 - Balance of broad taxation and user fees

"...we are going to provide Canadian municipalities with a portion of the federal gas tax."
Paul Martin, Sept. 25, 2003 at UBCM



Summary: Funding Sources Proposed

- Increased property taxes: average \$61 per household
- Increased parking charges: process to determine
- Increased transit fares: inflation 6%
 - Between 2002-04 average fare has dropped:
 - From \$1.76 to \$1.68 result of U-Pass, more FareCard / Employer Pass
- Dedicated capital reserve and operating reserve for future expansion

Summary: Funding Sources Proposed

Proposed Revenue Sources April 2005

	2005	2006	2007
Fare Revenue	11	15	15
Parking Revenue	25	25	26
Property Tax	56	57	58

Total Revenue Increase

92M	97M	99M
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Summary: Capital and Operating Reserves

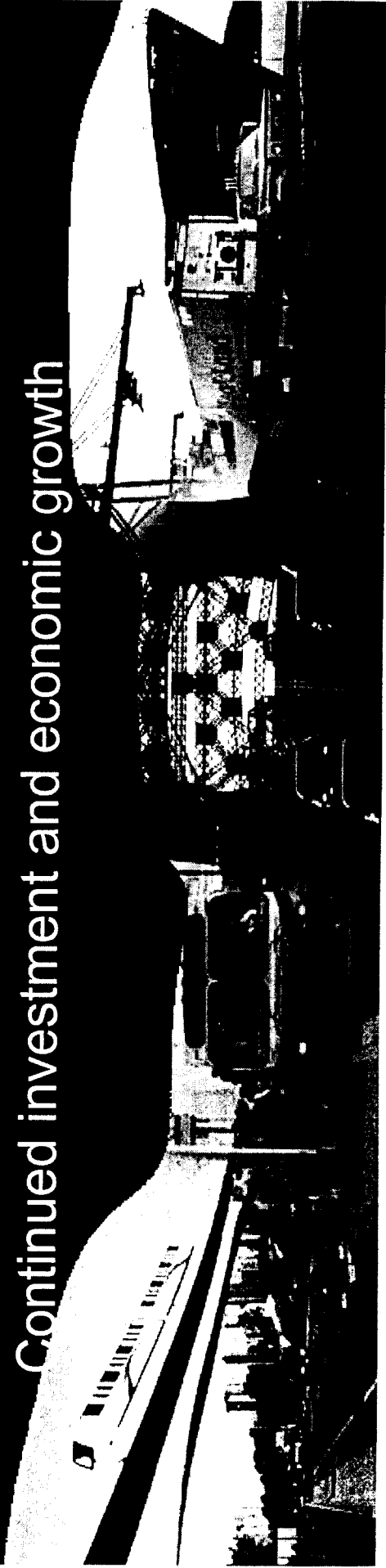
Commitment to dedicated capital reserve and operating reserve for future investment

Reserves	2005	2006	2007
Capital Component	34	68	68
Operating Component	79	83	83
Total	113M	151M	151M

Benefits of Investments

- Maintain / improve travel speeds
- 46M more transit riders - market share to 13%
- 100% accessible transit
- Better use of waterways
- Increase use of bikes
- Progress in air quality objectives
- Jobs created in transportation sector

Continued investment and economic growth



How You Can Get Involved

