



Public Works and Transportation Committee

Date: Wednesday, April 23, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Kash Heed (by teleconference)
Councillor Alexa Loo

Absent: Councillor Chak Au

Also Present: Councillor Andy Hobbs
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:14 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on March 19, 2025, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **2025 NATIONAL PUBLIC WORKS WEEK - MAY 18 TO 24, 2025:
PEOPLE, PURPOSE, PRESENCE**
(File Ref. No. 10-6000-01) (REDMS No. 8009637)

Staff introduced Nicholas Siu as the Temporary Full-Time Project Manager, Water.

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It was moved and seconded

That the 2025 in-person event and virtual campaign to recognize National Public Works Week, as outlined in the staff report titled “2025 National Public Works Week - May 18 to 24, 2025: People, Purpose, Presence”, dated March 24, 2025, from the Director, Public Works Operations, be received for information.

CARRIED

2. RICHMOND WATER QUALITY AND CONSERVATION REPORT 2024

(File Ref. No. 10-6175-03-03) (REDMS No. 8009692)

In response to queries from Committee, staff advised that (i) chlorine is added to Richmond’s drinking water by Metro Vancouver and residents can flush their taps if the chlorine smell or taste is bothersome and (ii) the water metering program, leak detection program, and the City’s annual water education program has contributed to the City’s reduction in total water usage.

It was moved and seconded

(1) That the annual report titled “Richmond Water Quality and Conservation Report 2024”, dated March 18, 2025, from the Director, Public Works Operations, be:

(a) endorsed as the City’s report to the public on water quality in Richmond; and

(b) provided to the Drinking Water Officer and Medical Health Officer as the City’s plan for reporting water quality results; and

(2) That the “Richmond Water Quality and Conservation Report 2024” be made available to the community on the City’s website and through various communication tools including social media channels.

CARRIED

3. RIVER ROAD – TRAFFIC ASSESSMENT

(File Ref. No. 10-6450-09-01) (REDMS No. 7968572)

Discussion ensued regarding (i) the public consultation with area residents held on December 5, 2024 at the Cambie Community Centre and the possibility of conducting further consultation in the Hamilton area and (ii) the mail out area for the resident survey sent in January 2025 and the possibility of a larger mail out to Hamilton residents.

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In response to queries from Committee, staff advised that (i) City policy allows for traffic calming improvements based on adjacent residents' feedback, (ii) a broader mail out to receive public feedback can be considered at Committee's direction, (iii) the majority of attendees at the December 5, 2024 community meeting supported no road changes, and (iv) in 2024, Richmond RCMP issued a total of 29 tickets on River Road, including a total of 15 tickets for speeding, and one for excessive speeding.

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

It was moved and seconded

That the staff report titled "River Road – Traffic Assessment" be referred back to staff for further public consultation in the Hamilton area and report back.

The question on the referral motion was not called as discussion ensued regarding (i) survey responses and comments received at an open house, which revealed a lack of support for any physical changes to the roadway, with 62% of survey participants opposing traffic calming measures on River Road, a view consistent with the 2017 consultation where residents opposed the installation of speed humps along the road, (ii) the preference for continued reliance on enforcement, and (iii) the dike design process which will include a road design that addresses collision and speeding issues along River Road.

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

4. **RECYCLING AND SOLID WASTE MANAGEMENT – REPORT 2024: EXPLORING NEW WAYS TO REDUCE WASTE**

(File Ref. No. 10-6370-01) (REDMS No. 7985755)

Discussion ensued regarding (i) Richmond's Green Cart program, with staff clarifying that the 12% figure related to apartment and condominium green cart recycling in the staff report represents the percentage of total yard trimmings and food scraps collected annually, and that the diversion rate is unknown as the City does not collect all types of waste from these properties, (ii) outreach initiatives that provide tips, information, and resources to help residents in multi-family complexes recycle correctly, (iii) in-sink garbage disposal units, (iv) collection services provided to townhomes and multi-family complexes, acknowledging the City's challenge in ensuring sufficient capacity for garbage collection at these properties, which has led to the use of private garbage collection services, and (v) the Bike Reuse Pilot Program contracted through the Pedal Foundation, which supported the repair of 10 donated bikes, with 445 spare parts and accessories recovered for reuse, and a forthcoming report to Committee with recommendations regarding the pilot program.

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Staff advised that a memorandum outlining (i) the process of having garbage from multi-family complexes collected by the City rather than private services, (ii) details on where private garbage collection services are taking waste, and (iii) the reason for discontinuing the use of container trucks for garbage collection, will be provided.

It was moved and seconded

- (1) *That the planned initiatives, as outlined in the report titled “Recycling and Solid Waste Management - Report 2024: Exploring New Ways to Reduce Waste”, dated March 19, 2025, from the Director, Public Works Operations, be endorsed; and*
- (2) *That the “Recycling and Solid Waste Management - Report 2024: Exploring New Ways to Reduce Waste”, be made available to the community on the City's website and through various communication tools including social media channels and as part of community outreach initiatives.*

CARRIED

5. PUBLIC EV CHARGING NETWORK - ENERGY BASED USER FEES
(File Ref. No. 10-6125-01) (REDMS No. 7920871)

John Roston spoke to the change from time-based rates to electrical consumption rates, referencing his submission (attached to and forming part of these minutes as Schedule 1).

In response to the delegation, staff noted that the City collaborated with multiple municipalities to conduct a financial study on electric vehicle (EV) charging rates necessary to achieve cost recovery and the recommended energy-based user fees use a cost recovery approach.

In response to queries from Committee, staff advised that (i) due to the significantly higher cost associated with Level 3 charging stations, including infrastructure, installation, hardware, subscription fees, and ongoing maintenance, the rates need to be higher than Level 2 to achieve cost recovery, (ii) the cost of a Level 2 charging station can range from \$50,000-\$80,000 whereas a Level 3 charging station can cost between \$150,000-\$200,000+, (iii) to promote efficient use of charging infrastructure, the implementation of an idle fee is recommended to discourage vehicles from occupying charging spots once charged, which will improve station turnover, and the idle fee for Level 2 stations will apply between 7:00 a.m. to 11:00 p.m., and (iv) the fees for the solar EV charger at Garry Point Park is based on per kilowatt-hour (kWh).

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Discussion ensued regarding (i) the comparison between time-based user fees and energy-based billing per kWh, (ii) the amount of time required to fully charge an EV dependent on the size of the vehicle's battery, and (iii) the expansion of the City's public EV charging network through an approved Capital submission for up to 30 Level 3 charging stations at the Richmond Curling Club, South Arm Community Centre, and the Minoru Precinct.

It was moved and seconded

- (1) *That, as described in the staff report titled "Public EV Charging Network – Energy Based User Fees", dated March 19, 2025, from the Director, Climate & Environment, and Director, Public Works Operations, energy-based user fees be implemented for all city-owned public EV chargers;*
- (2) *That the Chief Administrative Officer or General Manager, Engineering and Public Works be authorized to apply for Temporary Dispensation from Measurement Canada for the sale of electricity for EV charging; and*
- (3) *That each of the following bylaws be introduced and given first, second and third readings in order to implement energy-based user fees, including ticketing provisions:*
 - (a) *Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10657;*
 - (b) *Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 10658;*
 - (c) *Traffic Bylaw No. 5870, Amendment Bylaw No. 10659; and*
 - (d) *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10660.*

CARRIED

6. 2025 PROVINCIAL PESTICIDE USE PERMIT RENEWAL APPLICATION

(File Ref. No. 10-6160-07-01) (REDMS No. 7984078)

Staff introduced Nadia Chan as the new Manager, Environment.

In response to queries from Committee, staff advised that (i) the City takes an integrative management approach for invasive species management and apply a cautionary use of pesticides when it's the last report, for example with knotweed management, (ii) The Province regulates pesticide use in BC and the *Integrated Pest Management Act* is administered by the Ministry of Environment and Parks, and (iii) the Sturgeon Bank Wildlife Management Area will not be affected.

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It was moved and seconded

That the comments regarding a provincial Pesticide Use Permit application to manage invasive cordgrass and perennial pepperweed outlined in the report titled “2025 Provincial Pesticide Use Permit Renewal Application”, dated March 19, 2025, from the Director, Climate and Environment, be endorsed for submission to the provincial Ministry of Forests.

CARRIED

7. 2025 LIQUID WASTE MANAGEMENT PLAN BIENNIAL REPORT

(File Ref. No. 10-6000-01) (REDMS No. 7930673)

In response to queries from Committee, staff advised that (i) Richmond is currently implementing the universal multi-family water meter program, with a target completion date of 2039, (ii) Metro Vancouver has noted a target date of 2050 to implement plans to prevent combined sewer overflows for the Vancouver Sewerage Area and 2075 for the Fraser Sewerage Area, (iii) sewer laterals are the connection between private property’s plumbing system to the City’s sewer system, and (iv) Richmond does not have combined sewers.

It was moved and seconded

That the City’s 2025 Liquid Waste Management Plan Biennial Report, as presented in Attachment 1 of the staff report titled “2025 Liquid Waste Management Plan Biennial Report”, dated March 19, 2025, from the Director, Engineering, be submitted to Metro Vancouver.

CARRIED

8. METRO VANCOUVER LIQUID WASTE MANAGEMENT PLAN UPDATE

(File Ref. No. 10-6060-01) (REDMS No. 7962510)

It was moved and seconded

That the staff report titled “Metro Vancouver Liquid Waste Management Plan Update”, dated March 19, 2025, from the Director, Engineering, be received for information.

CARRIED

COUNCILLOR CAROL DAY

9. TRANSLINK PRESS RELEASE

(File Ref. No.)

Nathan Davidowicz spoke to the April 10 TransLink media release, referencing his submission (attached to and forming part of these minutes as Schedule 2).

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Discussion ensued regarding (i) options for the City to provide feedback to TransLink and the public consultation and comment period on TransLink's 2025 Investment Plan and (ii) the possibility of extending Canada Line platforms to allow for more users and development along the Canada Line.

Further discussion ensued and it was suggested that a letter be written to TransLink requesting the 2025 Investment Plan be reconsidered for a 1-year funding agreement rather than 3-year with an eventual goal of a 10-20 year agreement.

Staff advised that a memorandum summarizing potential future transit options can be provided in advance of the April 28, 2025 Council meeting.

It was moved and seconded

- (1) *That a letter be written to TransLink requesting that the 2025 Investment Plan be reconsidered for a 1-year funding agreement with the province, at which time a long-term agreement can be developed; and*
- (2) *That staff provide a memorandum with transit service options.*

CARRIED

10. MANAGER'S REPORT

2025 Capital Projects Highlights

Staff advised that the 2025 Capital Projects Highlights online event and self-guided open house is ongoing at Richmond City Hall Atrium and Galleria from April 23 to May 12, 2025, with the display board gallery hours being Monday 9:00 a.m. to 7:00 p.m. and Tuesday to Friday 9:00 a.m. to 5:00 p.m., and the Capital Projects Highlights will remain accessible on LetsTalkRichmond.ca until June 8, 2025.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:44 p.m.).

CARRIED

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Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, April 23, 2025.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: April 23, 2025 10:57 AM
To: CityClerk
Cc: Day,Carol
Subject: Public Works and Transportation Committee

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe..

Hi Claudia,
I hope that all is well with you.

I would like to delegate virtually at this afternoon's Public Works and Transportation Committee meeting on Agenda Item 5: PUBLIC EV CHARGING NETWORK - ENERGY BASED USER FEES.

If it's possible to distribute my remarks in advance, I can then just summarize and answer questions:

Thanks to City staff for bringing forward this matter. It is a good idea to change from time-based rates to electrical consumption rates. However, continuing to make a distinction between rates for level 2 and level 3 charging no longer make any sense. The distinction was made previously because the rates were time-based and it took longer at level 2 to use the same amount of electricity. With the new rates, it doesn't matter how long it takes.

The cost to the city of the same amount of electricity is the same whether it is delivered at level 2 or level 3. The cost to the user should be the same at \$0.3479 per kWh.

Tesla Superchargers have a lower rate per kWh from 10 pm to 8 am for overnight charging to encourage local residents to charge when demand on the electrical grid is low to maximize efficient use of the existing electrical grid. It would be good to have the lower \$0.2865 rate for overnight charging from 10 pm to 8 am.

Further, the purpose of the idle fee is to get the user to move the vehicle when it is finished charging whether it was charging at level 2 or level 3. It should be 40 cents per minute for both. A 5 cent per minute charge for level 2 does not encourage the user to move the vehicle. It is cheap parking.

Best.
John

From: Nathan Davidowicz <nathan.davidowicz2@gmail.com>
Sent: April 22, 2025 8:32 AM
To: CityClerk
Subject: Re: PWT April 23, 2025 4 pm

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank You.

I would like to pre-register for this item and speak to the PWT Committee on April 23, 2025.

Here is additional information from MVRD as well as my submission. on
The 2025 Transit Investment Plan

Yours Truly
Nathan Davidowicz

1. From MVRD Agenda April 25, 2025 pages 558 to 595

<https://metrovancover.org/boards/GVRD/RD-2025-04-25-AGE.pdf>

2. From WE-CAN Newsletter April 19, 2025

<https://westcoastclimateaction.ca/>

★ TransLink Wants Feedback on its 2025 Investment Plan (By April 24)

From Movement: The public consultation period is open. Say lots of positive things! Our thoughts are [here](#). Give your feedback [here](#).

Proposed Transit Deal Is a Bad Deal. Mayors' Council and TransLink Board Should Demand Better

From Nathan Davidowicz: Public transit is a vital service. But TransLink ridership has dropped. Since 2020, ridership per capita has gone way down. The new [Transit Deal](#) announced on April 10th is a good example of why Metro Vancouver is way behind other big metro areas in Canada. [Read more](#)

3. A short summary about transit in BC:

Most municipalities do not adequately grasp that they are partners with Metro Vancouver and can refuse to sign a bad transit deal. The proposed deal, announced on April 10, 2025, will not achieve

the climate targets set by the B.C. government, will not achieve TransLink's own targets (as well as many municipalities' targets) for mode share of transit and active transportation, and fails to address fundamental institutional and organizational flaws.

Please note that TransLink is not subject to "open meeting rules" of local governments ([link](#)). Most of their business is done in closed meetings. Directors fees of up to \$1200 per meeting are more than for any other transit commission/committees in Canada.

There are many problems with our transit systems in BC.

Most of the problems are in Metro Vancouver -Lower Mainland of BC . The BC population in 2024 was 5.5 M and about 3.5 M reside in the Lower Mainland. Most of the BC population, over 80% live in urban areas where there is a need for proper transit systems.

It is not just money. The first problem is proper governance.

In 1979 proper governance was offered to all municipalities and regional districts. In 2025 only 4 regional districts out of 27 have control of their transit systems.

The other regional districts do not want to bother as they do not understand that Transit is an essential service.

In Metro Vancouver GVRD was in charge for 4 short years (1979 to 1983) before the BC government took it away.

The present transit governance in Metro Vancouver is unacceptable. Most decisions are made behind closed doors.

While it is not that bad in the rest of BC, the centralized BC Transit governance should be opened up.

What is needed?

A governance model where all 27 regional districts (or big municipalities) are mandated to take over the transit function.

The governance is already established for all the regional districts, transit would be just an added function.

There is no reason why regional districts can not copy from RDN (Nanaimo) that had the transit function since 1969.

Once proper governance is in place , we need proper funding.

We need the support of both the provincial and federal government for both operational and capital funding. Local regional district and or municipal share would be negotiated for a minimum of 5 years but preferably a 10 or even 20 years agreement (like the RCMP) should be signed.

Once that is agreed upon, the various current arrangements and acts have to be changed, so there is one uniform governance and funding for all transit systems in BC.

There would be a transition period to implement the changes.

<https://cityhallwatch.wordpress.com/2025/04/17/transit-deal-a-bad-deal-reject-demand-better-davidowicz/>

4. Transportation Justice

Many countries provide free or very very low transit fares for seniors:
Here are examples from the UK and Israel :

<https://www.ageuk.org.uk/information-advice/money-legal/benefits-entitlements/free-bus-pass-and-transport-concessions/>

Israel's new 'Equal Commute' reform: Lower prices, elderly ride for free
<https://www.jpost.com/breaking-news/article-703078>