



Public Works & Transportation Committee

Date: Wednesday, July 23, 2008
Place: Anderson Room
Richmond City Hall
Present: Councillor Bill McNulty, Vice-Chair
Councillor Linda Barnes
Councillor Harold Steves
Mayor Malcolm Brodie (arrived 4:02 p.m.)
Absent: Councillor Derek Dang, Chair
Councillor Evelina Halsey-Brandt
Call to Order: The Chair called the meeting to order at 4:00 p.m.

It was moved and seconded
That the agenda be varied to add a report dated July 16, 2008, from the Director, Major Projects (see Item 8).

CARRIED

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, June 18, 2008, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

2. Wednesday, September 17, 2008 (tentative date) at 4:00 p.m. in the Anderson Room.

Public Works & Transportation Committee

Wednesday, July 23, 2008

PLANNING AND DEVELOPMENT DEPARTMENT

3. **TRANSLINK'S DRAFT TRANSPORT 2040 AND 2009 10-YEAR BASE PLAN: COMMENTS FROM THE CITY OF RICHMOND**

(Report: July 9, 2008, File No.: 01-0154-04) (REDMS No. 2472287)

In reply to queries, Victor Wei, Director, Transportation, advised that the draft report is a vision document and requires further analysis of walking and cycling as modes of transportation. Mr. Wei also confirmed that these concerns have been voiced to TransLink, and noted that other municipalities have echoed such concerns.

Mr. Wei added that provincial and regional goals are coordinated based on provincial targets.

It was moved and seconded

(1) *That TransLink be advised that while the six goals and four strategies proposed in the draft Transport 2040 dated June 12, 2008 can be supported, the City of Richmond's endorsement of the entire document is conditional to the following revisions being made prior to final approval by its Board:*

- (a) *inclusion of a clearly articulated guiding vision for transportation in the region;***
- (b) *clarification on what specific long-term provincial transportation plans were used as the basis for developing the draft Transport 2040 to ensure cohesiveness between the provincial and regional visions;***
- (c) *inclusion of specific strategies to ensure that regional transportation planning (TransLink's Transport 2040) and regional land use planning (Metro Vancouver's Regional Growth Strategy) are fully integrated;***
- (d) *any maps illustrating future rapid transit lines or frequent bus network concepts should indicate only a broad desire line linking the destinations rather than fixed routes along existing streets to ensure that sufficient municipal consultation occurs when developing the future preferred route alignments;***
- (e) *more in-depth strategies with respect to the goals and strategies regarding:***
 - (i) *cycling and walking; and***
 - (ii) *goods movement corridors that link regional gateway destinations including the Port Metro Vancouver lands in Richmond; and***

Public Works & Transportation Committee

Wednesday, July 23, 2008

- (f) inclusion of the installation of system-wide electronic gates on the entire rapid transit network along with the introduction of a Smart Card system;*
- (2) That TransLink be advised that the City supports the draft 2009 10-Year Base Plan on condition that the upcoming development of the 2009 10-Year Supplemental Plan incorporates the following commitments and measures:*
 - (a) a sustainable funding strategy that explicitly identifies any new revenue sources required and includes an aggressive approach of seeking stable, long-term funding from senior levels of government without having to rely on further increases of property taxes;*
 - (b) the following key Richmond transportation infrastructure and transit service improvements:*
 - (i) installation of electronic gates in all rapid transit stations;*
 - (ii) implementation of the Canada Line-bus integration plan and the updated Richmond Area Transit Plan service improvements;*
 - (iii) completion of Capstan Station on the Canada Line;*
 - (iv) construction of the Nelson Road interchange with Highway 91 and associated roadworks; and*
 - (v) planning of Blundell Road improvements and related Highway 99 corridor improvements to be co-ordinated with the Ministry of Transportation;*
 - (c) more comprehensive consultation, both in terms of the depth of material presented and sufficient opportunity to provide meaningful feedback, with the public and municipalities on the proposed projects and funding sources;*
 - (d) more flexibility in TransLink's cost-sharing programs with municipalities for improvements on walking, cycling, and other transit-oriented development related streetscape enhancements to encourage the increased use of sustainable transportation; and*
 - (e) stronger collaboration between TransLink and Metro Vancouver to ensure that a joint regional land use plan, transportation plan, and environmental monitoring plan is developed and presented, consistent with the proposed Transport 2040 strategies as noted in Recommendation 1©; and*

Public Works & Transportation Committee

Wednesday, July 23, 2008

- (3) *That the attached report be forwarded to TransLink for its consideration in the finalization of Transport 2040 and the 2009 10-Year Base Plan.*

CARRIED

ENGINEERING AND PUBLIC WORKS DEPARTMENT

4. **RICHMOND LONG RANGE DRINKING WATER MANAGEMENT PLAN: VOLUNTEER WATER METER PROGRAM UPDATE**

(Report: June 20, 2008, File No.: 10-6650-02) (REDMS No. 2445758)

It was moved and seconded

That the Richmond Long Range Drinking Water Management Plan: Richmond Water Meter Program Update report (dated June 20, 2008 from the General Manager of Engineering and Public Works) be received for information.

CARRIED

5. **INCREASE IN 2008 GVS&DD SEWER COSTS**

(Report: July 11, 2008, File No.: 03-0970-01) (REDMS No. 2477555)

In reply to a query, Dave Semple, Director of Parks and Public Works Operations, advised that staff would carefully review Metro Vancouver's five year capital program and investigate how the City can adapt to such program.

Discussion ensued regarding cost implications and sustainability, and Mr. Semple noted that this matter would be analysed for both short term and long term implications, and from an engineering, financial, and environmental perspective.

Councillor Barnes referenced a newspaper article regarding the cost of Metro Vancouver services, and it forms part of these minutes as Schedule 1.

It was moved and seconded

- (1) *That the additional funding requirement of \$1,105,776 for 2008 GVS&DD sewer operations and maintenance costs be financed from the sewer rate stabilization fund;*
- (2) *That a letter be sent to the GVS&DD confirming the City of Richmond's disappointment in the budget estimates provided in relation to these costs and that steps must be taken to prevent such inaccuracies in the future; and*
- (3) *That staff be directed to investigate future costs for utilities and related services and advise regarding the adequacy of the stabilization fund and other financial strategies.*

CARRIED

4.

Public Works & Transportation Committee

Wednesday, July 23, 2008

6. **NO. 2 ROAD BOX CULVERT – TRANSFER OF FUNDS**

(Report: July 14, 2008, File No.: 10-6340-20-P.08312) (REDMS No. 2478108)

It was moved and seconded

That the transfer of \$750,000 from the 2008 Gilbert North Drainage Area Capital Project into the 2008 Steveston Drainage Area capital project be approved to complete the replacement of a section of box culvert on No. 2 Road, south of Steveston Highway.

CARRIED

COUNCIL/SCHOOL BOARD LIAISON COMMITTEE

7. **SIDEWALKS ON GRANVILLE CORRIDOR**

(Extract of the Minutes of the June 17, 2008 Committee Meeting, File No.: 10-6360-12-01) (REDMS No. 2469160)

The Committee received information from Donna Chan, Manager, Transportation Planning, regarding the City's long term plan to have sidewalks along all arterial roads.

Mr. Wei offered that there would be a review of all roadways in the City as part of an upcoming Official Community Plan review.

It was moved and seconded

That the issue of sidewalks on Granville Avenue, between No. 4 Road and No. 5 Road be referred to the Public Works & Transportation Committee and to the Traffic Advisory Technical Committee for review.

CARRIED

8. **NO. 3 ROAD RESTORATION PROJECT – CONTRACT AWARD FOR SECTIONS 2 AND 3 FROM CAMBIE ROAD TO WESTMINSTER HIGHWAY**

(Report: July 16, 2008, File No.: 10-6525-08-01/2008-Vol 01) (REDMS No. 2472457)

It was moved and seconded

That

- (1) CLco's funding and terms of \$0.65M towards Sections 2, 3 and 4 be accepted and Council authorize staff to execute an agreement with CLco based on the terms outlined in the attachment of this report;*
- (2) the recommended scope reductions proposed by staff for Sections 2 and 3 be approved; and*
- (3) the City award Contract T.3249 to Imperial Paving Ltd. based on a revised contract value of \$11,511,292 (excluding GST) and Council authorize staff to execute a contract with Imperial Paving on this basis.*

CARRIED

5.

Public Works & Transportation Committee

Wednesday, July 23, 2008

9. MANAGER'S REPORT

- (a) Jim V. Young, Manager Engineering Design and Construction, advised that staff have applied for a grant through the 2008-2009 Flood Protection Program provided by the provincial and federal governments.

Mr. Young also highlighted that the City won the international project of the year award from the American Public Works Association for the Dyke project between No. 7 Road and No. 8 Road.

Discussion ensued and a suggestion was made that a memorandum advising Council of this award be provided.

The Committee thanked staff for all their hard work and congratulated staff for receiving such a noteworthy award.

- (b) Suzanne Bycraft, Manager, Fleet & Environmental Programs, introduced Lesley Douglas as the City's new Assistant Manager, Environmental Programs.
- (c) Siu Tse, Manager, Engineering Planning, introduced Eric Sparolin as the City's newest Project Engineer.
- (d) Mr. Wei advised that staff have received multiple concerns regarding the intersection at Gage Road and Bridgeport Road. Mr. Wei noted that staff have negotiated with the Ministry of Transportation to install a permanent traffic signal, with the City sharing a third of the costs.
- (e) Tom Stewart, Manager, Sewerage & Drainage, advised that staff have been made aware of a company that cleans box culverts in an alternative manner to that presently used by the City, which is more economical, environmentally friendly, and sustainable.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:44 p.m.).

CARRIED

Public Works & Transportation Committee

Wednesday, July 23, 2008

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, July 23, 2008.

Councillor Bill McNulty
Vice-Chair

Hanieh Floujeh
Committee Clerk

Cost of Metro Vancouver services to double by 2030

BY FRANK LUBA
LOWER MAINLAND REPORTER

The cost of services in Metro Vancouver will more than double by 2030, according to forecasts presented by staff yesterday to Metro Vancouver's finance committee.

The current cost of delivering regional services such as sewer, water, garbage and transportation by municipalities, Metro Vancouver and TransLink will reach \$4.7 billion in 2008. By 2030 that cost will more than double to \$12.4 billion, the report says.

The costs to taxpayers won't take quite the same jump.

The average household cost of regional services — currently \$5,349 — will increase to \$8,438, \$10,690 or \$13,968 under three projections based on varying estimates of population growth and inflation.

Finance committee chairman Malcolm Brodie said the infrastructure costs behind the increases are not "trills."

"This is a matter of basic

services," said Brodie, the mayor of Richmond.

"At this point, it provides a real wake-up call because we're alerting everyone to the costs of the improvements and upgrades that are really mandated for the region," he said.

Among those mandates, required by the province, are secondary sewage treatment upgrades for Iona Island at a cost of \$1 billion and the replacement of the Ison's Gate plant for \$400 million.

On top of that, \$1.13 billion is required for water projects while the waste-to-energy plants that will deal with solid waste range in estimates from \$275 to \$430 million.

An organics processing facility will cost another \$40 million.

TransLink, the regional transportation agency, is also trying to deal with huge costs, including a projected deficit of \$150 million annually beginning in 2012.

"Regional transportation is a major source [of the increased tax costs]," said Brodie.

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