



Public Works and Transportation Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, October 23, 2019
4:00 p.m.

Pg. # ITEM

MINUTES

PWT-4

*Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on September 18, 2019.*



NEXT COMMITTEE MEETING DATE

November 20, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **TRANSLINK 2020 COST-SHARE APPLICATIONS**

(File Ref. No. 01-0154-04) (REDMS No. 6248060 v. 6)

PWT-12

See Page PWT-12 for full report

Designated Speaker: Fred Lin

STAFF RECOMMENDATION

That as described in the report titled “TransLink 2020 Cost-Share Applications” dated August 26, 2019 from the Director, Transportation:

(a) the Cambie Road Overpass project be endorsed;

- (b) *the submission of road, pedestrian, bicycle and transit facility improvement projects as part of the TransLink 2020 cost-share programs be endorsed;*
- (c) *the information will be considered in the 2020 Capital Budget process; and*
- (d) *the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.*



ENGINEERING AND PUBLIC WORKS DIVISION

2. **AWARD OF CONTRACT 6509P – MATTRESS AND UPHOLSTERED FURNITURE RECYCLING SERVICES**

(File Ref. No. 10-6370-01) (REDMS No. 6285538 v. 7)

PWT-22

See Page PWT-22 for full report

Designated Speaker: Suzanne Bycraft

STAFF RECOMMENDATION

That Contract 6509P – Mattress and Upholstered Furniture Recycling Services be awarded to Canadian Mattress Recycling Inc. at an estimated total contract value of \$1,029,185 over a maximum five-year term and the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Canadian Mattress Recycling Inc. incorporating the key terms outlined in the staff report dated September 24, 2019.



3. **AWARD OF CONTRACT 6503P – EV CHARGING INFRASTRUCTURE AND MANAGEMENT PROVIDER**

(File Ref. No. 02-0780-01) (REDMS No. 6282527 v. 10)

PWT-27

See Page PWT-27 for full report

Designated Speaker: Suzanne Bycraft

STAFF RECOMMENDATION

That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider be awarded to Forseeson Technology for a five-year term for an estimated total value of \$1,506,322, and the Chief Administrative Officer and Acting General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Forseeson Technology incorporating the key terms outlined in the staff report dated October 9, 2019.

☐

4. **PROPOSED 2020 PAVING PROGRAM**

(File Ref. No.) (REDMS No. 6261681 v. 2)

PWT-34

See Page PWT-34 for full report

Designated Speaker: Milton Chan

STAFF RECOMMENDATION

That the staff report titled, “Proposed 2020 Paving Program,” dated September 16, 2019, from the Acting Director, Engineering be received for information.

☐

5. **MANAGER’S REPORT**

ADJOURNMENT

☐



Public Works and Transportation Committee

Date: Wednesday, September 18, 2019

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Linda McPhail
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Michael Wolfe

Also Present: Councillor Carol Day (entered the meeting at 4:02 p.m.)
Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on July 17, 2019, be adopted as circulated.

CARRIED

AGENDA ADDITION

It was moved and seconded

That Diabetes Canada and York University National Textile Diversion Research and Pilot Program for the City of Richmond be added to the agenda as Item No. 3A, Parking at Bayview Street and 1st Avenue be added to the agenda as Item No. 3B and Nelson Road and Blundell Road traffic light be added to the agenda as Item No. 3C.

CARRIED

Public Works & Transportation Committee
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NEXT COMMITTEE MEETING DATE

October 23, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. TRANSPORT 2050 - PHASE 1 CONSULTATION

(File Ref. No. 01-0154-04) (REDMS No. 6236611 v. 10)

In response to queries from Committee, staff advised that all options noted in the staff report are ideas being presented to TransLink for consideration as part of its phase 1 consultation for the development of Transport 2050.

Councillor Day entered the meeting (4:02 p.m.)

Materials were distributed (Copy on File, City Clerk's Office) and discussion ensued with regard to outstanding referrals related to transit exchange at Steveston Community Park, rapid transit link to Steveston, rapid transit to Steveston and Ladner/White Rock via an LRT Tunnel at Massey tunnel, and urban centre and FTDA policy review background paper, and it was suggested that Committee consider the staff recommendation once staff report back on the referrals. It was also suggested that the option for a rail-based transit along No. 1 Road be removed from the report.

In response to the discussion staff noted that the recommendation for a rail-based transit along No. 1 Road can be excluded from the report. Staff stated that the intent was to have rapid transit all the way to Steveston Village; however it's a matter of designating a rail station.

Staff further noted that (i) should Committee refer this report back to staff, the opportunity for input will be missed, (ii) the outstanding referrals will take time before staff can report back as they are complex, and (iii) Council approved a certain type of density along Railway Avenue.

Discussion further took place on (i) changing the Brighthouse Station name to Richmond City Centre Station, (ii) the potential for express buses at peak times, (iii) electrifying the bus fleet, and (iv) more washroom facilities at transit stops.

In reply to the discussion staff noted that many of those concerns are already in TransLinks plan and those that are not can be forwarded to them for their consideration.

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Discussion then took place on the timing of the staff report and it was suggested for future consultations that Council be provided more time to consider the options and be more involved.

In response to queries from Committee, staff advised that (i) should Council wish to be more involved in consultations it can be arranged, (ii) an extension can be requested; however there is no guarantee it will be granted, (iii) the rest of the consultation will allow for opportunities for discussion and workshops, (iv) TransLink will review all suggestions and integrate them into one cohesive plan, (v) recommendations will be forwarded to the Mayors Council, and (vi) this is a high level exercise that will eventually form the 2050 plan.

Discussion ensued regarding removing reference to No. 1 Road from the staff report and as result of the discussion the following **motion** was introduced:

It was moved and seconded

- (1) *That the attached report titled "Transport 2050 – Phase 1 Consultation" dated August 22, 2019 from the Director, Transportation be forwarded to TransLink for consideration as part of its Phase 1 consultation for the development of Transport 2050; and*
- (2) *That No. 1 Road be removed as an option for rapid transit as outlined in the staff report titled "Transport 2050 – Phase 1 Consultation" dated August 22, 2019 from the Director, Transportation.*

CARRIED

2. **AMENDMENT TO TRAFFIC BYLAW NO. 5870 TO ESTABLISH A FEE FOR ISSUANCE OF PERMITS RELATED TO USE OF CITY STREETS**

(File Ref. No. 10-6450-19-01) (REDMS No. 6247261)

It was moved and seconded

- (1) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10076, to establish a fee for the issuance of permits to external agencies for the processing of traffic management plans and lane closure requests, be introduced and given first, second and third reading.*
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10079, which quantifies the fee for the issuance of various permits established in Traffic Bylaw No. 5870, be introduced and given first, second and third reading.*

CARRIED

3.

ENGINEERING AND PUBLIC WORKS DIVISION

3. AGEING UTILITY AND ROAD INFRASTRUCTURE PLANNING – 2019 UPDATE

(File Ref. No. 10-6060-01) (REDMS No. 6203674)

In reply to queries from Committee, staff noted that (i) as part of the flood protection management strategy staff are exploring higher density along the waterfront to help fund dike management with no additional cost to the taxpayers, (ii) the long-term requirements looks at a 100-year horizon depending on the asset and their various life expectancies, (iii) annual funding is looking at replacement values and the expected life of the assets, (iv) currently the City's drainage system allows for farmers to draw water from the ditches to irrigate their land; however to due high costs of infrastructure it is not currently available to all properties, and (v) this funding will be reviewed through the Utilities Rates process.

It was moved and seconded

That the staff report titled, "Ageing Utility and Road Infrastructure Planning – 2019 Update", dated August 16, 2019, from the Manager, Engineering Planning be utilized as input in the annual utility rate review and budget process.

CARRIED

3A. DIABETES CANADA AND YORK UNIVERSITY NATIONAL TEXTILE DIVERSION RESEARCH AND PILOT PROGRAM FOR THE CITY OF RICHMOND

(File Ref. No.)

Materials were distributed (attached to and forming part of these Minutes as Schedule 1) and discussion took place on ways to divert items from going into waste.

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

It was moved and seconded

That staff examine the Diabetes Canada and York University National Textile Diversion Research and Pilot Program and report back.

CARRIED

3B. PARKING AT BAYVIEW STREET AND 1ST AVENUE

(File Ref. No.)

Discussion took place on the parking lot at Bayview Street and 1st Avenue noting that signage is not clear to inform individuals where the pay parking begins and ends.

4.

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

It was moved and seconded

That staff examine clarifying signage for the City parking lot on Bayview Street and 1st Avenue and report back.

The question on the referral motion was not called as discussion took place on moving the parking meter to the other side of the driveway and staff noted that the private property owner advised that the meter was moved due to the solar panel for the meter and additional signage was installed to inform individuals about the pay parking. It was suggested that the City install additional markings on the parking lot to avoid confusion.

The question on the referral motion was then called and it was **CARRIED**.

3C. NELSON ROAD AND BLUNDELL ROAD TRAFFIC LIGHT

(File Ref. No.)

In reply to queries from Committee, staff noted that CN Rail has installed some of their infrastructure; however it is in a location that is different from the approved drawings and now conflict with the City's signals. Staff then advised that they are in the process of a re-design which requires the approval of CN Rail and are looking to expedite the process.

4. MANAGER'S REPORT

(i) Manager of Facility Services

Jim V. Young, Acting Director, Facilities, introduced Jeff Lee as the new Manager of Facility Services.

(ii) Update on Speed Camera at Garden City Road and Cambie Road

Lloyd Bie, Director, Transportation, advised that the speed camera was estimated to be operational this summer; however, due to an overload of ICBC's servers it has been delayed. He noted that it should be operational within the next 6 months.

(iii) Granville Avenue Construction

In reply to queries from Committee, staff noted that Metro Vancouver has scheduled the completion of construction for 2020; however, no definitive date has been set.

(iv) Bike Lane on Westminster Highway

In reply to queries from Committee, staff noted that to widen the road at the Railway line requires various approvals and that staff are working with CN Rail.

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(v) Bowen Island Smartphone App Pilot Program

In reply to queries from Committee, staff noted that the program involves an app that helps people book a seat on the on-demand shuttles servicing the island and that staff will report back to Committee once the results have been compiled.

(vi) Street Cleaning on Iona Drive

In reply to queries from Committee, staff noted that they will speak with YVR to determine who is responsible for that area on Iona Drive with regard to maintenance and resolve the issue.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:58 p.m.).

CARRIED

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, September 18, 2019.

Councillor Chak Au
Chair

Sarah Goddard
Legislative Services Coordinator

From: McPhail, Linda
Sent: Thursday, 19 September 2019 08:53
To:
Subject: Fwd: Diabetes Canada and York University National Textile Diversion Study and Pilot Program for the City of Richmond

From: Simon Langer <Simon.Langer@diabetes.ca>
Date: September 18, 2019 at 12:49:48 PM PDT
To: "Linda.McPhail@richmond.ca" <Linda.McPhail@richmond.ca>
Cc: Beata Tymoszejko <beata.tymoszejko@diabetes.ca>, Ryan Michaels <Ryan.Michaels@diabetes.ca>
Subject: **Diabetes Canada and York University National Textile Diversion Study and Pilot Program for the City of Richmond**

Dear Councillor McPhail,

Re: Diabetes Canada and York University National Textile Diversion Research and Pilot Program for the City of Richmond

Following our conversation, please see the below link where you will find the following documents for your review:

- Diabetes Canada and York University National Textile Diversion Study and Pilot Program Proposal for the City of Richmond
- Sample Municipal Textile Diversion agreement between Diabetes Canada and the City of Richmond (and we can add other charities to this agreement as well, as discussed - this research and program offering is also supported by the **Developmental Disabilities Association and Big Brothers/Big Sisters**)
- <https://1drv.ms/f/s!AIOX0TXFACq81Vnae9SRCy2aLKuU>

We are confident that this model is a proven solution to deal with all of the issues/concerns that have been brought up regarding clothing donation bins including service issues, insurance/liability, safety, and textile waste diversion. This model is currently being utilized by the Region of Peel, City of Markham, King Township, Town of Aurora, Town of Newmarket, City of Oshawa, City of Brandon, City of Winnipeg, Niagara Region, Durham Region, **City of Kamloops** and our newest municipal partner in BC - the **City of Vancouver** to name a few. This program and national research study also has the support of the **Recycling Council of British Columbia** and the **Coast Waste Management Association** (please see the proposal for testimonials/references from these organizations).

By implementing a municipal program in the City of Richmond, the city would be joining our municipal partners across the country in supporting Canada's first national textile diversion research study and pilot program, as well as support the 11 million Canadians (1 in 3

individuals, or approximately **73,000 residents** in the City of Richmond) that are affected by Diabetes or pre-diabetes.

After you have had the opportunity to review these documents, please let us know when would be a convenient time for us to reconnect. Dr. Lakhan from York University and I would greatly appreciate the opportunity to discuss our research and program offering with you in greater detail.

Thank you again for your time and consideration.

Warm regards,

Simon.

Simon Langer
National Manager, Government and Strategic Partnerships
National Diabetes Trust

Diabetes Canada
1400-522 University Avenue
Toronto, ON M5G 2R5
M: 905-751-6889

diabetes.ca | 1-800-banting | Leading the fight to end diabetes



City of Richmond

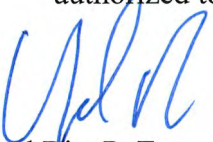
Report to Committee

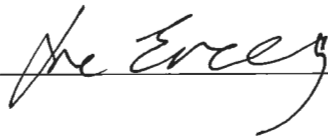


To: Public Works and Transportation Committee **Date:** August 26, 2019
From: Lloyd Bie, P. Eng.
Director, Transportation **File:** 01-0154-04/2019-Vol 01
Re: TransLink 2020 Cost-Share Applications

Staff Recommendation

That as described in the report titled "TransLink 2020 Cost-Share Applications" dated August 26, 2019 from the Director, Transportation:

- (a) the Cambie Road Overpass project be endorsed;
- (b) the submission of road, pedestrian, bicycle and transit facility improvement projects as part of the TransLink 2020 cost-share programs be endorsed;
- (c) the information will be considered in the 2020 Capital Budget process; and
- (d) the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.


Lloyd Bie, P. Eng.
Director, Transportation
604-276-4131
Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Roads & Construction	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for funding consideration from TransLink's cost-share funding programs. This staff report presents the proposed applications from the City to TransLink's 2020 cost-share programs.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

6.3 Build on transportation and active mobility networks.

Analysis

TransLink Cost-Share Programs

TransLink provides cost-share funding to municipalities via the following programs:

- Major Road Network and Bike (MRNB) Upgrade Program: allocated funding for capital improvements to roads that comprise the MRN and the construction of bicycle facilities both on and off the MRN.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program: allocated and competitive funding for the construction of bicycle facilities.
- Walking Infrastructure to Transit (WITT) Program: allocated and competitive funding for pedestrian facility upgrades within walking distance of frequent transit stops, stations and exchanges to promote the seamless integration of walking and cycling with transit.
- Transit-Related Road Infrastructure Program (TRRIP): competitive funding for roadway infrastructure facilities required for the delivery of transit services in the region.
- Bus Speed and Reliability (BSR) Program: competitive funding for feasibility studies and capital projects that support improved bus speed and reliability.
- MRN Structures Program: competitive funding for studies and capital projects for the upgrade, rehabilitation and/or replacement of bridges, culverts and retaining walls.

Projects to Receive Funding from 2019 TransLink Cost-Share Programs

Twelve pedestrian, cycling and road improvement projects in Richmond will collectively receive up to \$4.6 million from TransLink as part of its 2019 cost-share programs, which will support projects with a total estimated cost of \$8.2 million (Attachment 1).

- *Cambie Road Overpass at Knight Street*: In response to a late call for submission by TransLink under the 2019 MRN Structures Program, the City submitted an application for structural upgrades to the Cambie Road overpass at Knight Street. As the submission was successful, staff are now seeking Council's endorsement of the project. The estimated project cost is \$1,355,000 with the City responsible for one-half of the funding. The Cambie Road overpass project will be submitted for Council's consideration as part of City's 2020 capital program. Should the project be funded through the capital program, staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement.

Projects Proposed for Submission to 2020 TransLink Cost-Share Programs

TransLink has requested that 2020 cost-share projects be submitted by end of October 2019. The following projects are proposed for submission to the 2020 TransLink cost-share programs. These projects are proposed as part of upcoming City capital program which will be considered by Council during the 2020 Capital Budget process.

Major Road Network and Bike (MRNB) Upgrade Program

For 2020, TransLink's allocation for Richmond is \$1,781,000 (increase from \$1,598,000 in 2019). The City proposes to submit the following projects for consideration (see Attachment 2):

- *Collision Prone Intersections on MRN – Short-Term Improvements*: based on the recommendations of the City's network screening study presented to Council in June 2019, implementation of infrastructure improvements, including new pavement markings, signage and traffic signal modifications (i.e., larger lenses to improve visibility) at nine intersections in the top 20 collision prone locations that are on the MRN.
- *Cambie Road-No. 5 Road Intersection Upgrade*: provision of left-turn lanes on all four legs, boulevard/lighting strip, upgraded traffic signals, and overhead street name signs.
- *Steveston Highway Multi-Use Pathway – Phase 2*: westward extension of a two-way off-street paved 2.5-3.0 m wide pathway for pedestrians and cyclists on the south side of Steveston Highway between Mortfield Gate and No. 2 Road where currently there are discontinuous pedestrian facilities. This application is Year 1 of a 2-year accrual (i.e., the City will also apply to TransLink in 2021 for the same project in order to achieve a minimum of 50% external funding). A future phase will extend the pathway westward to Railway Avenue to link to the Railway Greenway.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

For 2020, TransLink's allocation for Richmond is \$868,000 (increase from \$782,000 in 2019) and the City can apply for up to \$600,000 per project from the competitive-based component. The City proposes to submit the following project for consideration for the allocated component (see Attachment 2):

- *Steveston Highway Multi-Use Pathway*: as described above for the MRNB Program.

The City also proposes to submit the following projects for consideration for the competitive component (see Attachment 2 for locations):

- Steveston Highway Multi-Use Pathway: as described above for the MRNB Program.
- Shell Road Multi-Use Pathway: reconstruction of the existing pathway on the east side between Alderbridge Way and the Highway 99 overpass is required due to extensive asphalt failing (e.g., root damage). The new pathway will include pedestrian lighting.

Walking Infrastructure to Transit (WITT) Program

For 2020, TransLink's allocation for Richmond is \$305,000 (increase from \$272,000 in 2019). The City proposes to submit the following projects for consideration for the allocated component (see Attachment 2 for locations):

- Westminster Highway Walkway: construction of a 1.5m wide pedestrian walkway on the north side from Muir Drive to the existing sidewalk approximately 90 metres to the east to improve access to the bus stops at Westminster Highway-Highway 91.
- Cambie Road-No. 5 Road Intersection Upgrade: widened sidewalks to create multi-use pathways (two-way pedestrian and one-way cyclist) on all four legs and improve access to the bus stops on Cambie Road.

Transit-Related Road Infrastructure Program (TRRIP)

For 2020, TRRIP has a total of \$1.0 million available for the entire program (same as 2019); the City's submission is for \$100,000. Projects proposed to be submitted by the City for cost-sharing under the 2020 TRRIP are:

- Bus Stop Upgrades: continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users) and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability.

As of July 2019, Richmond has 721 active bus stops, of which 579 (80.3%) are accessible. Staff anticipate that approximately 10-15 locations will be upgraded with the proposed project in 2020.

Additional TRRIP projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of traffic signal advance left-turn arrows at selected intersections to facilitate turning movements for buses in order to increase service reliability).

Bus Speed and Reliability (BSR) Program

For 2020, the BSR Program has approximately \$4.2 million (slightly higher than 2019) with all funding available on a competitive basis. Projects proposed to be submitted by the City for cost-sharing under the 2020 BSR Program will be presented in a future report in Q4 2019 following

the receipt of detailed data from TransLink regarding “hot spot” locations in Richmond where buses are experiencing travel delays.

Requested Funding and Estimated Project Costs

The total requested funding for the above 2020 submissions to TransLink’s capital cost-sharing programs is \$4,172,250 (Table 1), which will support projects with a total estimated cost of \$10,049,000 (Table 2).

Table 1: Projects to be Submitted to 2020 TransLink Cost-Share Programs

Project	TransLink Funding Sources					Total TransLink Funding ⁽¹⁾
	MRNB-Alloc.	BICCS-Alloc.	BICCS-Comp.	WITT-Alloc.	TRRIP	
Collision Prone Intersections on MRN – Short-Term Improvements	\$104,000	-	-	-	-	\$104,000
Cambie Road-No. 5 Road Intersection Upgrades	\$1,170,000	-	-	\$210,000	-	\$1,380,000
Steveston Hwy (No. 2 Road-Mortfield Gate): Phase 2 of multi-use path	\$507,000	\$868,000	\$600,000	-	-	\$1,975,000
Shell Road (Alderbridge Way-Hwy 99 Overpass): reconstruct multi-use path	-	-	\$518,250	-	-	\$518,250
Westminster Hwy (Muir Dr-90 m east): walkway	-	-	-	\$95,000	-	\$95,000
Accessibility upgrades to various existing bus stops	-	-	-	-	\$100,000	\$100,000
Total	\$1,781,000	\$868,000	\$1,118,250	\$305,000	\$100,000	\$4,172,250

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

Table 2: City Funding for Projects to be Submitted to 2020 TransLink Cost-Share Programs

Project	Total Requested TransLink Funding	Proposed City Portion & Funding Source ⁽²⁾	Est. Total Project Cost
Collision Prone Intersections on MRN – Short-Term Improvements	\$104,000	\$104,000 2020 Capital Program	\$208,000
Cambie Road-No. 5 Road Intersection Upgrades	\$1,380,000	\$1,380,000 2020 Capital Program	\$2,760,000
Steveston Hwy (No. 2 Road-Mortfield Gate): Phase 2 of multi-use path	\$1,975,000 (Year 1 Accrual) Note: \$1,025,000 to be future submission	\$3,000,000 2020 Capital Program	\$6,000,000
Shell Road (Alderbridge Way-Hwy 99 Overpass): reconstruct multi-use path	\$518,250	\$172,750 2020 Public Works Minor Capital-Roads	\$691,000
Westminster Hwy (Muir Dr-90 m east): walkway	\$95,000	\$95,000 2020 Neighbourhood Walkway Program	\$190,000
Accessibility upgrades to various existing bus stops	\$100,000	\$100,000 2020 Transit-Related Road Infrastructure Program	\$200,000
Total	\$4,172,250	\$4,851,750	\$10,049,000

(2) The City's portions of the costs of the projects will be considered during the 2020 Capital Budget process.

Should the submissions be successful, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an

indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements and the information will be considered in the 2020 Capital Budget process.

Financial Impact

The City's portions of the costs of the proposed project applications will be considered during the 2020 Capital Budget process. All projects have operating budget impacts that will be incorporated as part of the upcoming annual budget process.

Conclusion

A number of road, pedestrian and bicycle route improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2020 that will support Council's Strategic Plan for 2018-2022 with respect to "Strategic and Well-Planned Growth" as well as the goals of a number of City plans and strategies including the Official Community Plan, the Community Energy Emissions Plan and the Community Wellness Strategy.

The proposed projects capitalize on the expanded external cost-share funding available from TransLink as part of the implementation of Phases One and Two of its 10-Year Investment Plan. In addition to maximizing external funding in implementing local transportation improvements, significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements will also be achieved should these projects be approved by TransLink and Council.



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



Fred Lin, P.Eng., PTOE
Senior Transportation Engineer
(604-24-4627)

Att. 1: Projects to Receive Funding from 2019 TransLink Cost-Share Programs

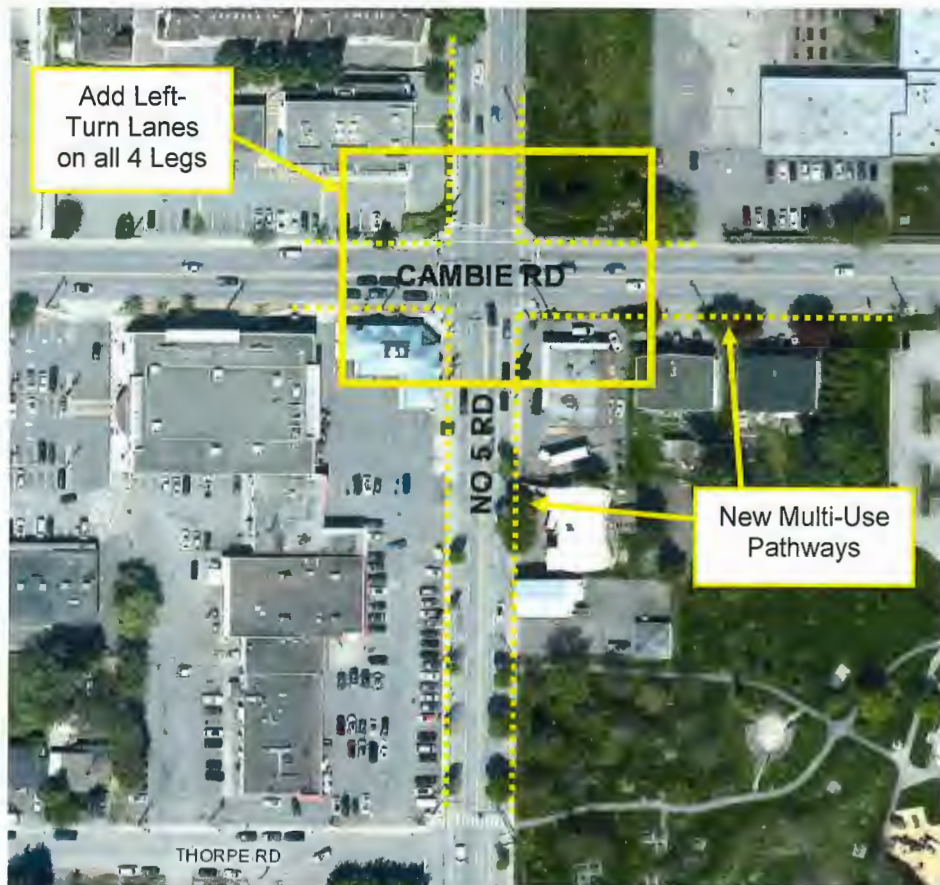
Att. 2: Locations of Proposed 2020 Cost-Share Projects

Projects to Receive Funding from 2019 TransLink Cost-Share Programs

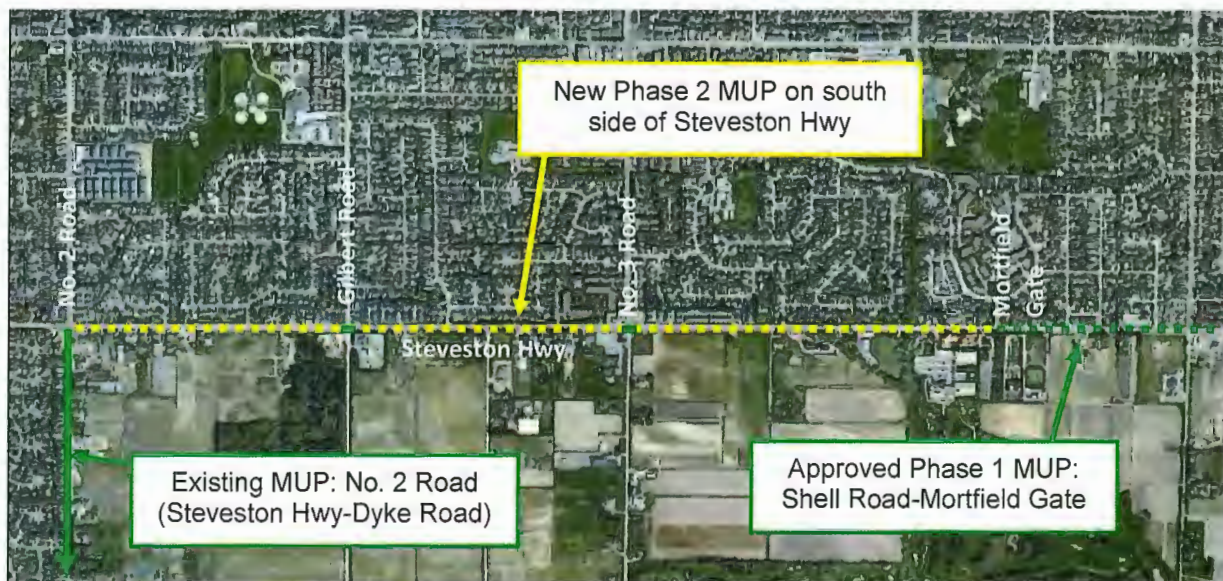
Project	TransLink Funding				Estimated City Funding	Estimated Total Project Cost
	MRNB-Allocated	BICCS-Allocated	BICCS-Competitive	WITT Allocated		
Alderbridge Way (Shell Rd-No. 4 Rd): MUP	\$600,000	-	-	-	\$600,000	\$1,200,000
Railway Greenway Intersection Upgrades	-	\$168,750	-	\$112,500	\$168,750	\$450,000
Steveston Hwy (Shell Rd-Mortfield Gate): MUP	\$489,000	\$321,000	\$600,000	-	\$590,000	\$2,000,000
Garden City Rd (Lansdowne Rd-Westminster Hwy): MUP	\$500,000	-	-	-	\$500,000	\$1,000,000
Westminster Hwy (Smith Cr-Fraser side Gate): MUP	-	\$42,250	\$287,750	\$159,500	\$610,500	\$1,100,000
No. 6 Road (Cambie Rd-Bridgeport Rd): MUP	-	\$250,000	-	-	\$250,000	\$500,000
Subtotal	\$1,589,000	\$782,000	\$887,750	\$272,000	\$2,719,250	\$6,250,000
Project	TransLink Funding				Estimated City Funding	Estimated Total Project Cost
	WITT Competitive	TRRIP	Bus Speed & Reliability	MRN Structures		
Charles St (Sexsmith Rd-Bridgeport Station entrance): MUP	\$193,340	-	-	-	\$156,660	\$350,000
Various Bus Stops: Upgrade to Accessible	-	\$100,000	-	-	\$100,000	\$200,000
Bridgeport Station: Transit Operations	-	-	\$30,000	-	\$-	\$30,000
Steveston Hwy at Highway 99: Transit Operations	-	-	\$30,000	-	\$-	\$30,000
Westminster Hwy at Garden City Rd: Transit Operations	-	-	\$15,000	-	\$-	\$15,000
Cambie Rd Overpass at Knight Street	-	-	-	\$677,500	\$677,500	\$1,355,000
Subtotal	\$193,340	\$100,000	\$75,000	\$677,500	\$934,160	\$1,980,000
Total				\$4,576,590 (55.6%)	\$3,653,410 (44.4%)	\$8,230,000

Note: The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

Proposed 2020 MRNB, BICCS and WITT Program Projects

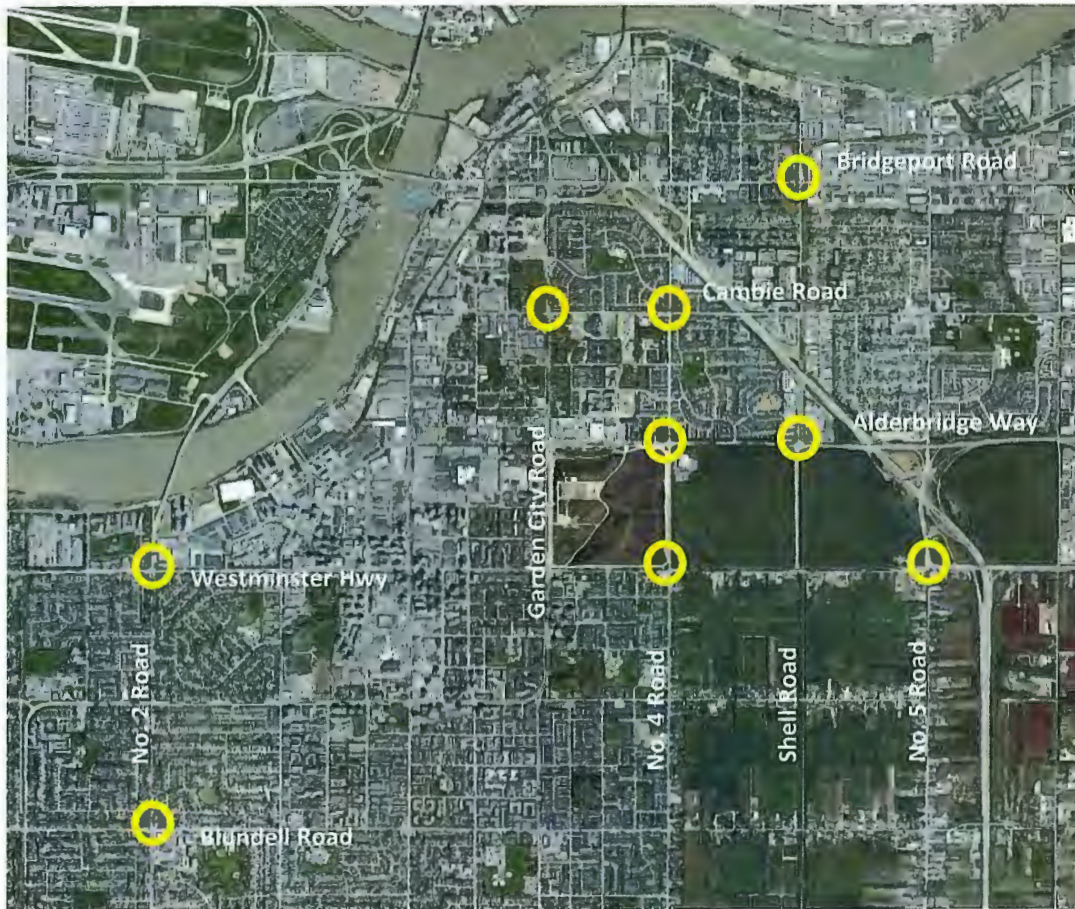


Cambie Road-No. 5 Road: Intersection Upgrade



Steveston Highway (No. 2 Road-Mortfield Gate): Phase 2 - Multi-Use Pathway (MUP)

Proposed 2020 MRNB, BICCS and WITT Program Projects



Collision Prone Intersections on the MRN: Short-Term Improvements



Shell Road Multi-Use Pathway: Alderbridge Way-Highway 99 Overpass

Proposed 2020 MRNB, BICCS and WITT Program Projects



Westminister Highway (Muir Drive-90 m east): Walkway



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** September 24, 2019
From: Suzanne Bycraft
Manager, Fleet and Environmental Programs **File:** 10-6370-01/2019-Vol 01
Re: **Award of Contract 6509P – Mattress and Upholstered Furniture Recycling Services**

Staff Recommendation

That Contract 6509P – Mattress and Upholstered Furniture Recycling Services be awarded to Canadian Mattress Recycling Inc. at an estimated total contract value of \$1,029,185 over a maximum five-year term and the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Canadian Mattress Recycling Inc. incorporating the key terms outlined in the staff report dated September 24, 2019.

Suzanne Bycraft
Manager, Fleet and Environmental Programs
(604-233-3338)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Purchasing Law	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

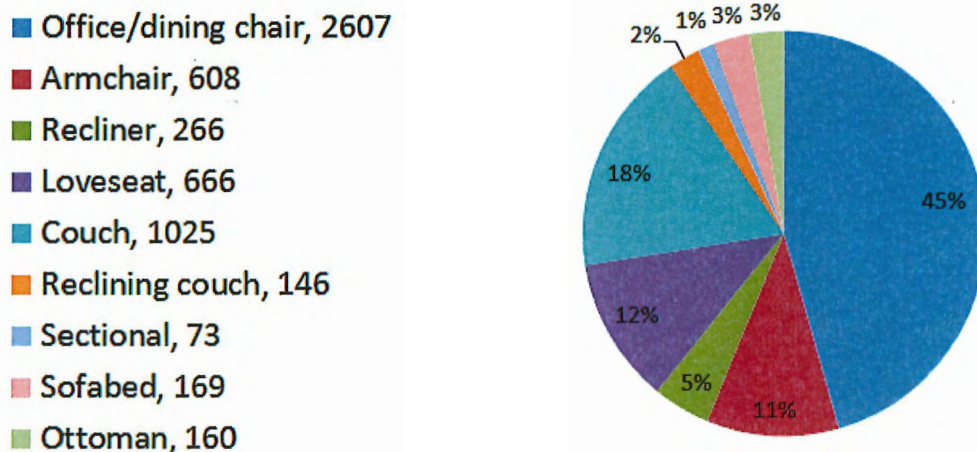
Origin

As a component of its comprehensive recycling program, the City provides services to collect mattresses and furniture items through its Large Item Pick Up program. Effective January 1, 2019, upholstered furniture items are also accepted for drop off at the City's Recycling Depot. To ensure these materials are handled appropriately for recycling and residual materials management, processing services are required. To engage a qualified service provider, a procurement process was undertaken via request for proposals 6509P – Mattress and Upholstered Furniture Recycling Services.

The scope of materials for this proposal include mattresses, box springs, and upholstered furniture items such as office or dining chairs, armchairs, recliners, loveseats, couches, reclining couches, sectionals, sofas and ottomans. Materials are currently transported by City contracted waste collection service providers to Canadian Mattress Recycling's facility on Annacis Island.

Over 3,000 mattresses are collected annually through these service programs. Upholstered furniture items were added for recycling in January, 2019 and to date, over 5,700 items have been collected, comprised primarily of office/dining chairs, followed by couches and loveseats, as shown in Figure 1.

Figure 1: Quantities of Upholstered Furniture Recycled by Type (January to August 2019)



This report presents the results of this request for proposals and recommends award of the contract to Canadian Mattress Recycling Inc.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.2 Policies and practices support Richmond's sustainability goals.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

Analysis

Request for Proposals 6509P – Mattress and Upholstered Furniture Recycling Services

The above referenced request for proposals was posted to BC Bid on June 21, 2019 and closed on July 18, 2019. There were three respondents, as follows:

Respondents' Pricing Based on Maximum 5 Year Available Term		
Bidder	Total Tendered Amount (material processing only)	Including Additional City Costs (estimated temporary storage and/or transportation costs)
1. Canadian Mattress Recycling Inc. 140 – 715 Eaton Way, Delta, B.C.	\$1,029,185	\$1,138,737
2. JW Recycle IT Inc. 13662 104A Avenue, Surrey, B.C	\$1,515,450	\$3,268,410
3. Pacific Mattress Recycling Inc. 1046 4 th Avenue, Hope, B.C.	\$610,584	\$2,248,584

The "Additional City Costs" includes those estimated additional costs the City would incur to store and/or transport the mattress/furniture items to the bidder's processing site location.

The proposal submitted by Canadian Mattress Recycling Inc. represents best value and is therefore recommended for award. Canadian Mattress Recycling Inc. holds a valid Solid Waste and Recyclable Material Facility regulatory license issued by Metro Vancouver. Canadian Mattress Recycling Inc.'s proposal also detailed the recycling and reuse approaches they will undertake as part of the contract. These are discussed in Attachment 1.

The proposal by Pacific Mattress is the lowest for the material processing/recycling component only, but is more costly due to the required temporary storage and transportation costs to their facility in Hope, B.C. In addition, the submission by Pacific Mattress was limited in scope (i.e. office/dining style chairs, ottomans, sofa beds, recliners, sectionals, etc. not accepted) and is therefore not suitable for the range of furniture items currently collected through the City's programs.

The key terms of the service contract will include:

1. Services: Processing and recycling of in-scope mattresses, box springs and upholstered furniture which includes evaluation of materials for the purpose of donation or reuse.
2. Term: The term of the contract is three years, renewable up to two additional one-year terms, for a total of five years.
3. Unit price contract: Costs are based on a per unit amount as tendered for recycling of mattresses, box springs and upholstered furniture. Total value will vary based on the total number of items collected and received through the City's recycling service programs.
4. Escalation: Provisions to be negotiated at amounts not to exceed the annual consumer price index for Vancouver for the prior year.
5. Transportation: The City will deliver materials direct to the Contractor and unload materials at the recycling facility. Transportation costs to be borne by the City.
6. Reporting: Contractor to provide monthly diversion report which includes quantities and tonnage for items recycled or donated.

Financial Impact

The total value of this contract over the maximum available five-year term is estimated at \$1,029,185. This is a unit price contract that is dependent on the total number of items collected and received through the City's recycling service programs, therefore amounts will vary.

Required funding amounts for the recycling processing services under this contract are included in the annual Sanitation and Recycling Utility budget and rates.

Conclusion

This report presents the results of a competitive procurement under 6509P – Mattress and Upholstered Furniture Recycling Services. It is recommended that the contract be awarded to Canadian Mattress Recycling Inc. at the unit rates quoted for a maximum five-year term commencing November 2, 2019 and the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Canadian Mattress Recycling Inc. based on the key terms as outlined.



Suzanne Bycraft
Manager, Fleet and Environmental Programs
(604-233-3338)

Attachment 1**Canadian Mattress Recycling Inc. - Proposed Recycling/Reuse Approaches**

To promote circular economy principles, the request for proposals included a component for donation or reuse of mattresses, box springs or furniture and reporting that includes the quantities and weights for items donated to charities. The recommended respondent, Canadian Mattress Recycling Inc., proposes to donate furniture in excellent condition to charities such as Habitat for Humanity, Lookout Society or Mennonite Central Committee (MCC) Thrift Store.

For those items that cannot be donated, Canadian Mattress Recycling Inc. has a process to dismantle the items and make the salvaged materials available to the general public at no charge or by charitable donation. Canadian Mattress Recycling Inc. identified that they raise \$5,000-\$8,000 each year for charity through this approach.

Reuse Approaches:

The materials which are shared with the public for up-cycling and reuse include:

- Coir/coconut fibre mats – used for erosion/weed control, pathways, etc.
- PE plastic foam sheets – used for insulating sheds, coops, basements, etc.
- Wood from box springs – used for fences, sheds, benches, firewood, etc.
- Leather/fake leather – used for arts and crafts projects, seat repairs, etc.
- Polyester filling – used for stuffing
- Furniture cushion covers – laundered and re-stuffed with polyester filling for floor cushions, pet beds, etc.
- Furniture legs

Recycling Approaches:

Detailed information was also provided by Canadian Mattress Recycling Inc. regarding the recycling process and the commercial end-use for the recyclable components:

- Metal – shipped to ABC Recycling (Burnaby)
- Foam and quilting – shipped to carpet underlay manufacturers
- Plastic and cardboard bales – shipped to Merlin Plastics (New Westminster)
- Wood – taken by local wood processors who shred it for hog-fuel
- Pocketcoil inners – melted at Covanta waste-to-energy facility (Burnaby) where the thin fabric is incinerated, leaving behind metal springs for recycling
- Cotton – shipped overseas
- Residual waste – compacted and disposed at Covanta (Burnaby)



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 9, 2019
From: Suzanne Bycraft
Manager – Fleet & Environmental Programs **File:** 02-0780-01/CL Vol. 02
Re: **Award of Contract 6503P - EV Charging Infrastructure and Management Provider**

Staff Recommendation

That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider be awarded to Forseeon Technology for a five-year term for an estimated total value of \$1,506,322, and the Chief Administrative Officer and Acting General Manager, Engineering & Public Works be authorized to negotiate and execute a service contract with Forseeon Technology incorporating the key terms outlined in the staff report dated October 9, 2019.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Purchasing	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The City has installed eighteen level two electric vehicle charging stations for designated public and corporate vehicle fleet use. These stations provide a total of thirty two charging points. A detailed list of current City-provided charging station locations is provided in Attachment 1.

The City also continues to add charging infrastructure capacity to promote expanded community adoption as well as replace its corporate fleet with electric vehicles where feasible to align with mandated vehicle emission reduction targets under the Community Energy and Emissions and Green Fleet Action plans. A list of approved and future planned stations for installation is detailed in Attachment 2.

To maintain and replace existing stations at the end of their useful life and to install approved and future planned installations as the electric vehicle market transition expands, Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider was issued to the marketplace. This report presents a summary of the bids received and recommends award of the contract to Foreseeson Technology.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.2 Policies and practices support Richmond's sustainability goals.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.2 "Green" and circular economic growth and practices are emphasized.

Analysis

Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider was issued to the marketplace on May 2, 2019 and closed on May 30, 2019. The scope of this contract includes:

- *Hardware Costs:* includes physical components such as the provision of stations and cable management;
- *Installation Costs:* includes installation and activation;
- *Operating Costs:* includes subscription data management services which allows for use to be measured and reported. This service also allows for fees to be charged to users,

should Council wish to exercise this option. This component of the work includes design and construction management support on an hourly basis, if required.

The proposal is structured for a five year term, with the option to renew for a further five years, at the mutual agreement of the parties. As this is a unit price contract, the number of total projected charging station installations in the initial five-year term was estimated at 112 stations to provide an order of magnitude for the service demand.

There were four respondents; however, not all were able to provide the full scope of services requested as noted in Table 1.

Table 1: Contract 6503P - EV Charging Infrastructure and Management Provider Summary of Responses

Description	Respondents Quoted Pricing Based on Approximately 112 Stations (Over Initial 5 Year Term)			
	Foreseeson Technology	RAM	Flo	Charge Lab
Hardware Costs	\$1,028,962	\$1,174,142	\$909,811	\$2,124,140
Installation/Activation Costs	\$71,500	Did not bid	Did not bid	\$822,400
Existing Software Subscription Fees	\$35,420	\$22,490	Did not bid	Did not bid
Planned and Future Software Subscription Fees	\$295,440	\$296,955	\$186,750	\$188,955
Engineering, Design, Consultation, & Construction Fees	\$75,000	\$72,000	Did not bid	\$55,000
Total Estimated Over 5 Years	\$1,506,322	Incomplete	Incomplete	Incomplete

Foreseeson Technology is the only responsive and responsible bidder that met all the requirements identified in 6503P and provided competitive rates in each cost category, and therefore is recommended for this contract award. Foreseeson Technology provides Chargepoint stations, which is consistent with that currently used at various locations. The consistent station type offered under this proposal supports more efficient administration due to consistency in parts and station management subscription services. Staff note that the City has past experience with Foreseeson Technology, and their services and performance have provided good value to the City.

Key terms of the service contract will include:

1. Services: hardware including provision of charging stations, including installation, activation and maintenance. Engineering design, consultation and construction fees are also included. Ongoing operating costs including software services such as data and network operational management services, warranty integration, monitoring and system support.
2. Subscription/Monitoring: Service provider to provide ongoing station monitoring and data reporting to the City, including usage, transactions information, etc.

3. Term: Five year term, plus a five-year renewal term at the mutual agreement of the parties. Should the five-year renewal term be desired, staff will report back to seek Council approval for the extension.
4. Unit price contract: Costs are based on a per unit amount as tendered for hardware, software and engineering costs, therefore total value will vary based on the actual number of stations installed/replaced, etc.
5. Cost Escalation: Provisions and structure to be included.

Financial Impact

The estimated total value of work to be awarded under this contract over the 5 year term is \$1,506,322. This is a unit price contract and is based on installing and operating a maximum of 112 stations over the five-year contract term. Costs will vary depending on the actual number of units installed.

Funding for the hardware and operating costs associated with this service contract would be accommodated through previously approved capital projects and future capital and operating budgets. The award of this contract will allow staff to immediately implement installations of approved projects including: Level 2 corporate fleet charging stations at the Annex, Level 2 and Level 3 installations at City Hall and the Richmond Olympic Oval, King George Park and the Richmond Ice Centre.

Future charging stations and the associated capital and operating costs will only advance with subsequent Council approval.

The costs presented with this report are reflective of total potential costs for the purposes of transparency in administering the proposal award to allow for additional stations, as they are approved for installation and activation. To manage operating, capital and staffing costs for publicly-accessible chargers, staff are under direction to bring forward a bylaw for collecting parking fees for dedicated parking stalls offering EV charging. Bylaw changes are forthcoming to the December Public Works and Transportation Committee meeting for consideration. Costs for fleet-specific chargers are anticipated to be recovered through adjustments to the fleet operating budget described in a forthcoming capital request.

As the infrastructure for the electric vehicle charging stations expands, additional resources will be required to manage various aspects including installation coordination, maintenance, repairs, data analytics, electrical capacity needs assessments, station damage investigation/replacement issues, etc. Resource needs will be identified and included through the annual budget process.

Conclusion

This report presents the proposal bid summary results for Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider. It is recommended this contract be awarded to Foreseeson Technology, at the unit rates quoted, for a five-year term, with the option to renew for an additional five-year term with Council approval, and the Chief Administrative Officer and

October 9, 2019

- 5 -

General Manager – Engineering and Public Works be authorized to negotiate and execute a service contract with Foreseeson Technology based on the key terms as outlined.

A handwritten signature in black ink, appearing to read 'S. Bycraft', with a stylized flourish at the end.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

Existing Level 2 EV Charging Stations for Public and Fleet Vehicles

Station Name	Address	No. of Stations	No. of Ports	Public Use	Fleet Use	Activation Date/s
Public Use – Charging Stations						
City Hall	6911 No. 3 Rd	1	2	✓		03/2013
Firehall 1	6960 Gilbert Rd	1	2	✓		09/2018
Thompson CC	5151 Granville Ave	1	2	✓		03/2013
Steveston CC	4111 Moncton St	1	2	✓		03/2013
Cambie CC	12800 Cambie Rd	1	2	✓		03/2013
Minoru Centre for Active Living	7191 Granville Ave	2	4	✓		10/2019
TOTAL		7	14			
Corporate Fleet – Charging Stations						
City Hall Underground	6911 No 3 Rd	2	2		✓	11/2017
City Hall Annex	6900 Minoru Blvd	4	8		✓	03/2015 01/2019
Works Yard	5599 Lynas Ln	3	6		✓	03/2013 03/2015 01/2019
RCMP Charger	11411 No. 5 Rd	2	2		✓	07/2017 07/2018
TOTAL		11	18			
GRAND TOTAL		18	32			

Current industry average expected lifecycle of these electric vehicle charging stations is 10 years.

To date, the City has approximately 14 battery electric (BEV) and 9 plug in hybrid electric (PHEV) vehicles in its corporate fleet and is continually evaluating additional opportunities for replacing existing fuel-powered vehicles with electric vehicles as the industry evolves. During the first quarter of 2019, 2,718 EVs were bought in BC. Zero-emission vehicles (mostly EVs), accounted for 6% of all passenger car sales in BC. Sales of EVs increased significantly with the introduction of new federal incentives in the second quarter of 2019, jumping to 6,582. EVs are now estimated to make up over 1% of the total passenger car fleet within Metro Vancouver. It is estimated that there are approximately 1,039 electric vehicles used in Richmond (as of the end of 2018).

Approved & Planned Future Stations for Public Use

Approved & Planned Future Stations for Public Use

Station Location	Address	No. of Stations	No. of Ports	Type of Station	
				Level 2	Level 3
Approved Stations (2017 Capital Budget - CE000025)					
City Hall	6911 No. 3 Rd	1	1		✓
City Hall	6911 No. 3 Rd	1	2	✓	
Richmond Oval	6111 River Rd	1	1		✓
Richmond Oval	6111 River Rd	1	2	✓	
Future Planned Stations					
King George Park ⁴	4100 No 5 Rd	1	1		✓
King George Park ⁴	4100 No 5 Rd	1	2	✓	
Richmond Ice Centre ⁴	14140 Triangle Rd	1	1		✓
Richmond Ice Centre ⁴	14140 Triangle Rd	1	2	✓	
Steveston Tennis Courts ⁵	4151 Chatham St	1	2	✓	
West Richmond Community Centre ⁵	9180 No 1 Rd	2	4	✓	
Britannia Heritage Ship Yards ⁵	5180 Westwater Dr	2	4	✓	
Garden City Park	6620 Garden City Rd	1	2	✓	
Minoru Park (Arenas) ⁵	7551 Minoru Gate		2	✓	
South Arm Community Centre ⁵	8880 Williams Rd	1	2	✓	
Blundell Park ⁵	6468 Blundell Rd	1	2	✓	
Hamilton Community Centre ⁵	5140 Smith Dr	1	2	✓	
TOTAL		17	32		

⁴Matching funding (\$300,000) approved from Natural Resources Canada Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (July 11, 2019).

⁵September 09, 2019 Council approved \$700,000 funding toward these stations. \$100,000 funding application to Natural Resources Canada Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative to be submitted.

Approved Future Stations for Fleet Use

Approved Future Stations for Fleet Use					
Station Location	Address	No. of Stations	No. of Ports	Type of Station	
				Level 2	Level 3
Approved Stations (2019 Capital Budget - CV00012)					
City Hall Annex	6900 Minoru Blvd	13	26	✓	

Note: Power Supply for Planned/Future Stations

A key challenge with selecting potential sites relates to power supply capacity concerns. For example, the City Works Yard site has reached maximum power capacity and additional charging stations cannot be added without appropriate expenditures to expand the electrical supply (to be included for consideration in the 2020 capital budget submission). The stations listed above have been selected, in part, based on sufficient power supply currently being available for the noted station infrastructure. Approved stations are those which have approved funding sources currently in place; whereas future planned stations include those where funding from federal grant programs has either been received or is in the application process.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Milton Chan, P.Eng
Acting Director, Engineering
Re: **Proposed 2020 Paving Program**

Date: September 16, 2019
File:

Staff Recommendation

That the staff report titled, "Proposed 2020 Paving Program," dated September 16, 2019, from the Acting Director, Engineering be received for information.

Milton Chan, P.Eng
Acting Director, Engineering
(604-276-4377)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Roads & Construction	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

As in previous years, staff are presenting the annual paving program report for information purposes. Staff propose to tender this program early to realize favourable asphalt pricing.

Background

The paving program is required to maintain the City's road network to current operating levels as well as reduce the need for costly repairs. Staff have developed a prioritized list of locations that will be included in the 2020 Paving Program.

Analysis

The scope of work includes the milling and paving of roads and asphalt surfaces in priority order as identified by the City's Pavement Management System and staff. This also includes preparatory work such as curb and gutter repairs. The Pavement Management System software takes into account items such as the age, structure and current condition of the road. Updated pavement deflection data has been gathered on an assortment of road types (arterial roads, the TransLink Major Road Network, recently resurfaced segments, and sections with substantial surface cracking) to ensure that the Pavement Management System model results are accurate. The deflection data has been analyzed and included in the updated model.

Included in Attachment 1 is a list of the primary paving sites included in the 2020 Paving Program. As with past years, it is possible that identified paving locations cannot be completed due to conflict with development projects that are not known at this time. Should the seasonal paving restrictions permit, any deferred primary paving locations would be replaced with the secondary paving locations. These secondary locations are listed in Attachment 2. Two maps of the proposed paving sites (Richmond West and Richmond East) are included in Attachment 3.

In most years, some paving work is required to address unforeseen road condition issues that arise during the year, such as settling utility trenches. These are added to the paving program throughout the course of the year. Since the specific locations are not known at this time, they are not shown on the attached location maps.

Prior to 2018 achieving contractor completion of the paving program within the dates specified in the contract had been an ongoing issue. Since 2018, the Paving Program included a provision for schedule based liquidated damages, resulting in improved responsiveness from the paving contractor. This clause will be included in the 2020 paving tender to help ensure timely completion of the paving program.

The tender for the 2020 Paving Program is scheduled to be issued to the market in November 2019.

The 2020 Paving Program also includes an amendment to the City's standard tendering practices that reflects upon the City's environmental initiatives and allows for the use of recycled asphalt. The successful bidder will be encouraged to employ sustainable methodologies, practices and materials that would assist in reducing harmful emissions, in direct alignment with the City's sustainability goals. The tender will also note that the contract award is subject to approval of the 2020 Capital Budget by Council.

Financial Impact

Capital submissions for the 2020 Paving Program are being prepared as part of the 2020 Capital Budget as follows:

Proposed Funding	Amount (\$)
2020 Annual Asphalt Re-Paving Program – MRN	\$ 1,558,050
2020 Annual Asphalt Re-Paving Program – Non-MRN	\$ 3,287,660
Total Proposed Funding	\$ 4,845,710

Should Council approve the 2020 Capital Budget, award of the 2020 Paving Program will follow.

Conclusion

The procurement process for the 2020 Paving Program is underway. Contract award and commencement of paving will occur once the 2020 Capital Budget is approved by Council.



ps Eric Sparolin, P. Eng.
Acting Manager,
Engineering Design & Construction
(604-247-4915)



ps Wasim Memon, C.E.T.
Supervisor – Inspections
(604-247-4189)

ES:vm

- Att. 1: 2020 Paving Program – Primary Locations
2: 2020 Paving Program – Secondary Locations
3: 2020 Paving Program Proposed Locations – Richmond West and Richmond East

2020 PAVING PROGRAM – PRIMARY LOCATIONS

Location	Road Type
Blundell Road (17000 Block)	Non-MRN
Blundell Road (18000 Block)	Non-MRN
Bridgeport Road (No. 5 Road to Sweden Way)	MRN
Cambie Road (13000 Block)	MRN
Cooney Road (Westminster Highway to Park Road)	Non-MRN
Fraserwood Place (Westminster Highway to Gordon Way)	Non-MRN
Fraserwood Way (Fraserwood Place to Dyke Road)	Non-MRN
Garden City Road and Alderbridge Way Intersection	MRN
Horseshoe Way (No. 5 Road to Coppersmith Way)	Non-MRN
Lansdowne Road (8000 Block)	Non-MRN
No. 3 Road (4000 Block)	MRN
No. 4 Road (10000 Block)	Non-MRN
No. 5 Road (9000 Block)	Non-MRN
No. 6 Road (Bridgeport Road to River Road)	Non-MRN
Railway Avenue (11000 Block)	Non-MRN
Westminster Highway (8000 Block)	MRN
Westminster Highway (Smith Crescent to Boundary Road)	MRN

2020 PAVING PROGRAM – SECONDARY LOCATIONS

Location	Road Type
Anahim Lane (Aragon Lane to Shell Road)	Non-MRN
Buswell Street (Westminster Highway to Granville Avenue)	Non-MRN
Gilbert Road (Westminster Highway to Lansdowne Road)	MRN
Great Canadian Way (Beckwith Road to Sea Island Way)	Non-MRN
Hazelbridge Way (Alderbridge Way to Leslie Road)	Non-MRN
Knight-Bridgeport S to E Loop	MRN
Minoru Boulevard (5000 Block)	Non-MRN
No. 1 Road (9000 Block)	Non-MRN
No. 3 Road (3000 Block)	MRN
No. 3 Road (7000 Block)	Non-MRN
No. 6 Road (Westminster Highway to Francis Road Corridor)	Non-MRN
Westminster Highway (Highway 91 to McLean Avenue)	MRN



2020 Paving Program Proposed Locations Richmond West

