City of Richmond

Agenda

Public Works and Transportation Committee
Electronic Meeting

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, November 18, 2026
4:00 p.m.

Pg. # ITEM

MINUTES

PWT-5 ***Motion to adopt the minutes of the meeting of the Public Works and Transportation Committee held on September 23, 2026.***

NEXT COMMITTEE MEETING DATE

December 9, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

1. **CONTRACT EXTENSION - CONTRACT 6503P - EV CHARGING INFRASTRUCTURE AND MANAGEMENT PROVIDER**
(File Ref. No. 03-1000-20-6503) (REDMS No. 8100412)

PWT-11 See Page **PWT-11** for full report

Designated Speaker: Owen Sinclair

STAFF RECOMMENDATION

(1) That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider with Foreseeson Technology be extended through January 17, 2030, and increase the total contract value by $5,952,655, bringing the new maximum contract value to $9,749,640; and

(2) The Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute the contract extension with Foreseeson Technology Inc. as outlined in the staff report dated October 20, 2026 entitled, Contract Extension – Contract 6503P – EV Charging Infrastructure and Management Provider.

2. **AWARD OF CONTRACT - 8582Q - SUPPLY AND DELIVERY OF BULK ROAD SALT**
(File Ref. No. 10-6000-01) (REDMS No. 8556921)

PWT-16

See Page **PWT-16** for full report

Designated Speaker: Brandon Olson

STAFF RECOMMENDATION

(1) That Contract 8582Q – Supply and Delivery of Bulk Road Salt be awarded to Mainroad Maintenance Products LP for an initial two-year term commencing December 1, 2026, at an estimated contract value of $854,550, excluding taxes;

(2) The Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the contract and all related documents with Mainroad Maintenance Products LP; and

(3) The Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial two-year contract for up to one additional year, to a maximum total term of three years, for a maximum contract value of $1,281,825, excluding taxes.

3. **AWARD OF CONTRACT 8599P - TRAFFIC SIGNAL SYSTEM MAINTENANCE, UPGRADING AND INSTALLATION**
(File Ref. No. 02-0775-50-8599) (REDMS No. 8521983)

PWT-20

See Page **PWT-20** for full report

Designated Speaker: Lloyd Bie

STAFF RECOMMENDATION

(1) That Contract 8599P – "Traffic Signal System Maintenance, Upgrading and Installation" be awarded to Cobra Electric Services Limited for an initial three-year term for an estimated contract value of $9,643,260.30 excluding taxes, as described in the report titled "Award of Contract 8599P – Traffic Signal System Maintenance, Upgrading and Installation", dated October 19, 2026, from the General Manager, Engineering and Public Works.

(2) That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to extend the initial three-year term, up to a maximum total term of five years; and

(3) That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the above contract.

4. **PROPOSED EXPANSION OF 30 KM/H ROADS**
(File Ref. No. 10-6500-01) (REDMS No. 8498587)

PWT-24

See Page **PWT-24** for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

(1) That the proposed expansion of 30 km/h speed limit on roads as described in the report titled "Proposed Expansion of 30 km/h Roads", dated October 21, 2026, from the Director, Transportation, be approved; and

(2) That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in the report titled "Proposed Expansion of 30km/h Roads", dated October 21, 2026, from the Director, Transportation.

Pg. # ITEM

5. **MANAGER'S REPORT**

ADJOURNMENT

City of Richmond

Minutes

Public Works and Transportation Committee

Date:	Wednesday, September 23, 2026
Place:	Anderson Room Richmond City Hall
Present:	Councillor Carol Day, Chair Councillor Michael Wolfe Councillor Kash Heed (by teleconference) Councillor Alexa Loo
Also Present:	Councillor Andy Hobbs Councillor Bill McNulty
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 22, 2026, be adopted as circulated.

CARRIED

AGENDA ADDITIONS

It was moved and seconded

(1) That Bayview Street Speeding Concerns be added as Item No. 4A;

(2) That E-Bikes and E-Scooters Speeding Concerns - Railway Corridor and Steveston Multi-Use Pathway be added as Item No. 4B;

(3) That 6100 Block Francis Road Speeding Concerns and Pedestrian Sidewalk be added as Item No. 4C;

(4) That Speeding and Pedestrian Safety Concerns - Chatham Street and Fourth Avenue be added as Item No. 4D;

(5) That Britannia Drive Petition be added as Item No. 4E; and

(6) That Finn Road Traffic Reader Data be added as Item No. 4F.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **LOCAL GOVERNMENT CLIMATE ACTION PROGRAM (LGCAP) YEAR 5 SURVEY REPORT AND 2025 CORPORATE EMISSION INVENTORY**
(File Ref. No. 10-6125-07-01) (REDMS No. 8478643)

In response to a query from Committee, staff advised there was no attendance at the national conference on climate adaptation; however, staff had recently attended an urban sustainability network event, Canada's premier national conference on climate adaptation.

It was moved and seconded
That the LGCAP Year 5 Survey and Attestation Form as described in the report titled "Local Government Climate Action Program (LGCAP) Year 5 Survey Report and 2025 Corporate Emission Inventory", dated August 20, 2026, from the General Manager, Engineering and Public Works be endorsed and posted on the City's website for public information, in accordance with Provincial requirements.

CARRIED

2. **REVIEW OF ROADS AROUND ERRINGTON ELEMENTARY SCHOOL**
(File Ref. No. 10-6500-01) (REDMS No. 8456529)

In response to queries from Committee, staff advised of (i) extensive consultation with school principals, (ii) a survey of those residing on roads adjacent to the Errington Elementary School, and (iii) the new residential speed limit of 30 km/h would be tracked.

It was moved and seconded
That the report titled "Review of Roads Around Errington Elementary School", dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.

CARRIED

3. **GLENALLAN GATE AND GLENALLAN DRIVE - STREET PARKING ADJUSTMENTS**
(File Ref. No. 10-6500-01) (REDMS No. 8456537)

Discussion ensued with respect to (i) the unsafe access to Glenallan Gate, (ii) that a new build (townhouses) may have impacted street parking, and (iii) parking availability for the residence located on the southeast corner at Glenallan Drive.

It was moved and seconded
That the report titled "Glenallan Gate and Glenallen Drive – Street Parking Adjustments", dated August 24, 2026, from the General Manager, Engineering and Public Works, be received for information.

CARRIED

4. **GRANVILLE AVENUE AND SHELL ROAD WALKWAY UPDATE**
(File Ref. No. 10-6000-01) (REDMS No. 8487993)

Nat Mataru, Richmond resident, requested an update on negotiations with Canadian National Railway (CNR) related to pedestrian safety improvements along the Shell Road walkway and Granville Avenue, citing (i) ongoing difficulties for pedestrians as evidenced in photos and video clip submitted of a person maneuvering another in a wheelchair, (ii) sandbags and gravel recently installed in the area that did nothing to improve access, (iii) CNR having authority but not responding to the City's concerns in a timely manner, and (iv) ongoing safety concerns regarding 35 ft. of no road shoulder for pedestrians.

In response to queries from Committee, staff reported that (i) a design for an interim gravel shoulder was complete, (ii) a request to CNR for expedited review of the plan had been submitted, (iii) a capital submission for funds and application for a cost sharing grant were complete, (iv) some shoulder work that does not encroach on CNR right of way has been completed, (v) staff will review the requirements for a similar crossing upgrade at Blundell, (vi) staff will give consideration to moving crossing signals, and (vii) staff will review clearances required as per Transport Canada regulations.

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

It was moved and seconded
That a letter from the Mayor be written to the Member of Parliament, Richmond East-Steveston, Parm Bains, to help expedite the review of an interim gravel shoulder for pedestrian safety near the Granville Avenue Canadian National Railway crossing and Shell Road trail.

CARRIED

It was moved and seconded
That the report titled "Granville Avenue and Shell Road Walkway Update", dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.

CARRIED

4A. BAYVIEW STREET SPEEDING CONCERNS

Staff advised that due to public concern regarding traffic speeding, Bayview Street had been monitored for speeding issues, and the majority of traffic was travelling at or below 30 km/h. A further traffic study would be made within the next month.

In response to queries from Committee, staff advised (i) there are no traffic circles or other traffic calming measures planned, (ii) the traffic speed has been consistent at 30 km/h and there was no anticipation of fluctuation, and (iii) residents have the ability to have speed humps installed adjacent to their properties.

4B. E-BIKES AND E-SCOOTERS SPEEDING CONCERNS - RAILWAY CORRIDOR AND STEVESTON MULTI-USE PATHWAY

In response to queries from Committee noting a recent accident at Railway Green, Steveston multi-use causeway, staff advised (i) that data from Coastal Health was not available and a meeting with the Medical Health Officer was scheduled, (ii) that improved signage and pavement stencils indicating maximum speed of 15 km/h were being provided, and (iii) instances of e-bike and e-scooter speeding need to be reported to traffic.

Discussion ensued with respect to (i) maximum 15 km/h speed in multi-use areas as opposed to 20 km/h in designated bike lanes, (ii) school board programs for safe riding, (iii) rental scooters locations, and (iv) the enforcement of the mandatory use of helmets.

4C. 6100 BLOCK FRANCIS ROAD SPEEDING CONCERNS AND PEDESTRIAN SIDEWALK

Staff has advised Richmond Royal Canadian Mounted Police of the requests for enforcement of speed limits from residents of the 6100 block of Francis Road.

4D. SPEEDING AND PEDESTRIAN SAFETY CONCERNS - CHATHAM STREET AND FOURTH AVENUE

In response to queries from Committee, staff advised that (i) the corner of Chatham at Fourth Avenue has been studied in regard to delineating angle parking, and (ii) reports of speeding have been noted.

Discussion ensued with respect to (i) upgrades to the crosswalk to Chatham Street angled parking, (ii) the artificial traffic bulge, (iii) how the line of road was changed to bring traffic into the laneway, and (iv) that visibility needs to be improved.

4E. BRITANNIA DRIVE PETITION

In response to a query from Committee, staff responded to the petition from residents regarding a road assessment and limiting speeding traffic with a study of the road and a meeting with neighbours.

4F. FINN ROAD TRAFFIC READER DATA

Staff advised the speed on Finn Road had been reduced from 50 km/h to 30 km/h and the collection of data from a traffic reader in response to some residents reporting racing on the road.

In response to queries from Committee, staff responded that (i) they were unaware of any formal request for traffic calming, and (ii) that the study of data was continuing.

5. MANAGER'S REPORT

(i) Tilbury Phase 2 Liquefied Natural Gas Expansion

Staff reported that despite the City's opposition the Tilbury Phase 2 Liquefied Natural Gas Expansion project received approval from the provincial and federal governments on September 21, 2026.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:47 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 23, 2026.

Councillor Carol Day
Chair

Vivian Guthrie
Recording Secretary

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 20, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	03-1000-20-6503/Vol 01
Re:	**Contract Extension - Contract 6503P - EV Charging Infrastructure and Management Provider**		

Staff Recommendations

1. That Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider with Foreseeson Technology be extended through January 17, 2030, and increase the total contract value by $5,952,655, bringing the new maximum contract value to $9,749,640; and

2. The Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute the contract extension with Foreseeson Technology Inc. as outlined in the staff report dated October 20, 2026 entitled, Contract Extension – Contract 6503P – EV Charging Infrastructure and Management Provider.

Executive Summary

This report seeks Council approval to execute a contract extension for Contract 6503P for EV Charging Infrastructure and Management Provider through January 17, 2030. Staff recommend an increase in the amount of $5,952,655, bringing the new maximum contract value to $9,749,640. The extension will maintain continuity of EV charging services, software management and associated support while the City continues to expand and manage its electric vehicle charging infrastructure. The recommended extension supports ongoing fleet and corporate operational requirements, helps avoid service disruption and enables the City to continue progressing its electrification and sustainability objectives to meet grant funding deadlines.

Staff Report

Origin

Contract 6503P – Electric Vehicle Charging Infrastructure and Management Provider - between the City and Foreseeson Technology commenced January 17, 2020 under an initial five-year term as approved by Council. The estimated contract value for the initial term was $1,506,322 which was subsequently increased to $3,796,985 via change order approval by Council at the May 24, 2022 meeting. The contract terms included an option to renew for one additional five-year term, or through January 17, 2030.

The high community adoption rate of electric vehicle (EV) ownership in Richmond has driven demand for City-provided charging stations well beyond that originally contemplated in Contract 6503P. Further, the City's progressive approach to expanding its corporate EV fleet in alignment with Community Energy and Emission Plan targets has added demand for EV charging infrastructure needs at City facilities. In 2025, Council approved funding in the amount of $7,000,000 to further accelerate EV charging infrastructure to create three public Level 3 Direct Current Fast Charging (DCFC) Hubs.

To meet this growth, this report provides further details and seeks approval to extend the contract with Foreseeson Technology until January 17, 2030 and increase the total contract value to $9,749,640.

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

> *Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.*
>
> *5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.*

Analysis

Quantity of Electric Vehicle Chargers – Current and Planned

Since 2013, the City has installed 151 Level 2 and 7 Level 3 Direct Current Fast Chargers (DCFC) at various City-owned locations for public and corporate fleet use, supported by grant funding from Natural Resources Canada and the Clean BC Go Electrics EV Charger programs.

Approved capital projects will add 16 Level 2 and 22 Level 3 chargers over the next several years, bringing the total EV charging infrastructure to 167 Level 2 and 29 Level 3 DCFCs. Table 1 outlines the Council-approved capital projects currently in progress.

Table 1: Approved Active EV Charging Installations in Progress

Location	Level 2 Chargers	Level 3 Chargers
Capstan Park	2	
City Centre Precinct		6
Richmond Curling Club		8
South Arm Community Centre		8
Steveston Community Centre	12	
West Richmond Pavilion	2	
Total	**16**	**22**

Key factors influencing growth in the City's charging infrastructure requirements include:

- Success in securing senior government grant funding enabled additional public and corporate charger installations. The City has been successful in obtaining funding in the amount of $1.16 m with an additional $1.76 m approved for the projects listed in Table 1. Since 2013, in total, $2.92 m in grant funding has been secured for EV charging expansions. Having this vendor contract in place allows the City to capitalize on these opportunities and meet funding deadlines and project deliverables.

- Senior government legislation establishing zero-emission targets for new passenger vehicles and light-duty trucks.

- Expanding of charging infrastructure in conjunction with new construction or major upgrades to City facilities and parks.

Service Provider – Contract 6503P

Foreseeson Technology, a distributor for the ChargePoint hardware and software services was selected through competitive tendering process (6503P – EV Charging Infrastructure and Management Provider). The Request for Proposal document advised bidders that City intended to award a contract for an initial five-year term, with an option to extend for a further five-year term. Foreseeson Technology offered the best overall value to the City following staff's evaluation of the four bid responses received. In addition, Foreseeson offered product consistency with City chargers already in use. Product consistency supports more efficient administration and management, given the alignment in parts and management subscription services.

As the initial five-year term was nearing completion (January, 2025), staff evaluated market conditions to establish next steps. At that time, the market was difficult to assess due to tariff uncertainties. Vendors were unwilling to provide price certainty at that time which precluded staff from being able to assess best value options at the end of the initial five-year contract term.

Due to market cost and pricing uncertainty, contract provisions allowing month-to-month engagement were continued to avoid delays in delivering approved EV charging infrastructure projects, and for the continued maintenance and operation of the current EV charging network.

A further review of the marketplace indicated that Foreseeson remains the preferred vendor for the City per the following key considerations:

- Foreseeson also provides engineering and electrical design services which supports efficient site selection and provides cost-effectiveness for the installation process.
- The chargers provided by Foreseeson are consistent with those currently in use, enabling economies of scale for parts and management subscription services.
- Foreseeson is located in Richmond, enabling timely delivery of parts, responsive service, and efficient deployment of new installations.
- Consistency in data tracking and usage analysis information due to alignment with current charging infrastructure. Data tracking not only supports City purposes but is a mandatory requirement for reporting under the BC Low Carbon Fuel Standards Act.
- Product offerings are leading advancements in Level 3 charging, with 600volt supply feed architecture, not available from other suppliers. This advancement lowers capital and operating costs by eliminating the requirement for step down transformers, which increases the overall equipment lifespan.
- A review of the market indicates that other providers offer only a portion of services vs. the turnkey services capability of Foreseeson including design, engineering, hardware and software services. As this offers efficiencies and economies of scale, staff are confident the renewal with Foreseeson offers best overall value.

Foreseeson Technology has performed well under the contract and has maintained consistency in pricing increases as outlined in the contract terms.

Current and projected costs through the five-year extension term are outlined in Table 2 below.

Table 2: Cost Comparison – Initial Term vs. Extension Term

Contract Term	Contract Value
Initial Term (Jan 17, 2020 – Jan 17, 2025)	$3,796,985
Extension Term (Jan 17, 2025 – Jan 17, 2030)	$5,952,655
Total	$9,749,640

The increased value is a result of additional chargers being required to implement Council-approved projects.

Based on the approved contract value of $3,796,985, an additional amount of $5,952,655 is required, bringing the total contract value to $9,749,640 through January 17, 2030.

Budgetary Implications

Costs are reflected in approved capital and operating budgets, offset by approved grant funding. Charging revenue is collected as per the bylaw to recover costs.

Conclusion

The City is promoting community electric vehicle adoption through continued expansion of public EV charging infrastructure in alignment with the City's Community Energy and Emissions Plan 2050. The corporate EV fleet is similarly expanding to meet targets. Demand for EV charging infrastructure and related works continues to accelerate.

Staff recommend approval to increase the value of the contract with Foreseeson Technology by $5,952,655 to a maximum of $9,749,640 and extend the contract through January 17, 2030. Foreseeson Technology, utilizing the ChargePoint product, has demonstrated strong performance to date and is a market leader in EV technology.

The recommended approach allows the City to implement Council approved projects, while preserving its ability to capitalize on grant funding opportunities and meet associated deadline requirements.

Respectfully submitted,

Suzanne Bycraft, Director, Public Works

Report Contributors

This report was prepared by Owen Sinclair, Manager, Fleet Operations and reviewed by Purchasing, and Law departments.

Endorsed by Serena Lusk, CAO

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 20, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	10-6000-01/2025-Vol 01
Re:	**Award of Contract - 8582Q - Supply and Delivery of Bulk Road Salt**		

Staff Recommendations

1. That Contract 8582Q – Supply and Delivery of Bulk Road Salt be awarded to Mainroad Maintenance Products LP for an initial two-year term commencing December 1, 2026, at an estimated contract value of $854,550, excluding taxes;

2. The Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the contract and all related documents with Mainroad Maintenance Products LP; and

3. The Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial two-year contract for up to one additional year, to a maximum total term of three years, for a maximum contract value of $1,281,825, excluding taxes.

Executive Summary

On August 7, 2026, the City issued a Request for Quotation (RFQ) 8582Q – Supply and Delivery of Bulk Road Salt to establish a contract for the supply and delivery of materials required to support the City's snow and ice response activities. Four quotations were received by the closing date of September 4, 2026.

Based on the best value compliant bid received through the competitive procurement process, staff recommend awarding the contract to Mainroad Maintenance Products LP. The contract would commence on December 1, 2026, for a period of two years at an initial contract value of $854,550, excluding taxes. Subject to the contract continuing to provide favourable pricing, service and overall value, the City may exercise one optional additional year, for a maximum term of three years and a maximum contract value of $1,281,825, excluding taxes.

Staff Report

Origin

To support the City's winter weather response readiness planning, bulk road salt is required to ensure sufficient supplies are stored at the City Works Yard. Salt is used for direct application to roadways, typically to a greater extent during snow events. Salt is also used in the production and maintenance of brine reserves stored at the City Works Yard. Brine is typically applied as a pre-treatment in advance of frost or ice events and may also be used during snow events.

To ensure a ready and accessible supply when warranted by weather conditions, the City requires a supplier who can supply and deliver salt under contract. The total on-site road salt capacity at the Works Yard is 1,450 tonnes. A service and supply agreement allows the City to assure supply and replenishment in response to both planned and unplanned demand throughout the season.

This report recommends the City enter into a supply agreement for the provision of road salt.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

> *Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*

Analysis

To engage qualified suppliers for these materials, on August 7, 2026, the City issued a Request for Quotation (RFQ) 8582Q – Supply and Delivery of Bulk Road Salt on BC Bid and the City's bids & tenders portal.

The RFQ invited qualified bidders to provide quotations for the supply and delivery of bulk road salt to support the City's snow and ice response activities. All products are required to meet the City's technical specifications and applicable industry standards.

Four (4) quotations were received by the closing date from the following bidders:

- Mainroad Maintenance Products LP
- Amrize Canada Inc.
- G Rai Trucking LTD
- NSC Minerals Ltd.

The RFQ bid document advised bidders that the City would place the greatest emphasis on price. The RFQ required bidders to submit quotations for bulk road salt based on historical data and anticipated annual demand which is estimated to be up to 2,700 tonnes per year.

The contract is intended to provide sufficient purchasing capacity to respond to a significant snow and ice event, should one occur. As this is a supply agreement, expenditures for salt supply beyond minimal on-site storage quantities are only required commensurate with demand/supply needs.

As shown in Table 1, four quotations were received by the closing date of September 4, 2026. All four bidders are known and reputable suppliers of these products. Prices are based on the price per tonne delivered to the City Works Yard.

Table 1: RFQ Submission Result Summary

Description	Unit of Measure	Mainroad Maintenance Products LP	Amrize Canada Inc	G Rai Trucking LTD	NSC Minerals Ltd.
Year 1 - Bulk Road Salt	Metric Tonnes	$158.25	$182.84	$275.00	$342.95
Year 2 - Bulk Road Salt -	Metric Tonnes	$158.25	$189.89	$275.00	$353.77

Mainroad Maintenance Products LP has supplied salt to the City under previous contracts and has also provided supply to other municipalities in the Lower Mainland. Their primary depot is in Surrey, however, the contractor is guaranteeing salt supplies for the City under this contract from their Richmond location.

The quotation submitted by Mainroad Maintenance Products LP is the lowest responsive and responsible bid received and therefore offers best value for this supply and delivery agreement.

Contract Term

The scope of work described in the RFQ bid document advertised an initial two-year term, extendable for up to one additional one-year term, for a total overall three-year term upon mutual agreement. It is recommended the contract be engaged on this basis. Note that the annual quantities are estimates only and do not represent a minimum purchase commitment by the City.

Budgetary Implications

The annual value of the contract is $427,275, making the initial two-year term valued at $854,550 and the maximum value over the total available three-year term at $1,281,825, exclusive of taxes. This will be funded from existing Council approved operating budgets.

Conclusion

The City completed a competitive procurement process for the supply and delivery of bulk road salt required to support the City's winter response readiness activities during the 2026/2027 winter season.

Staff recommend awarding Contract 8582Q to Mainroad Maintenance Products LP for an initial two-year term, extendable for an additional one-year term, for a maximum total three-year term.

Respectfully submitted,

Suzanne Bycraft, Director, Public Works

Report Contributors

This report was prepared by Brandon Olson, Manager, Roads and Construction Services and reviewed by Finance.

Endorsed by Serena Lusk, CAO

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 19, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	02-0775-50-8599/Vol 01
Re:	**Award of Contract 8599P - Traffic Signal System Maintenance, Upgrading and Installation**		

Staff Recommendations

1. That Contract 8599P – "Traffic Signal System Maintenance, Upgrading and Installation" be awarded to Cobra Electric Services Limited for an initial three-year term for an estimated contract value of $9,643,260.30 excluding taxes, as described in the report titled "Award of Contract 8599P – Traffic Signal System Maintenance, Upgrading and Installation", dated October 19, 2026, from the General Manager, Engineering and Public Works;

2. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to extend the initial three-year term, up to a maximum total term of five years; and

3. That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the above contract.

Executive Summary

The City operates and maintains a traffic signal network consisting of approximately 460 traffic control devices. These assets play an essential role in supporting the safe, efficient, and reliable movement of residents, visitors, emergency services, and goods throughout the City.

To ensure continuity of service and the ongoing reliability of the transportation network, a new contract is required.

A competitive Request for Proposals (RFP) process was undertaken to secure a qualified contractor to deliver these services. Following a detailed evaluation of the sole submission received, staff determined that Cobra Electric Services Limited possesses the necessary technical expertise, specialized resources, equipment, and proven operational experience to meet the City's requirements.

The proposed contract is for an initial three-year term with the option to extend for an additional two years, for a maximum term of five years. The estimated cost for the initial three-year term is $9.64 million, and will be funded through Council approved operating, capital, and receivable budgets on an as-needed basis. Contract rates will remain fixed during the initial three-year term.

Awarding the contract will ensure the continued safe and reliable operation of the City's traffic signal network, maintain emergency response capabilities, and reduce risks associated with infrastructure failures and service disruptions. The contract directly supports Council's Strategic Plan priorities related to community safety and preparedness.

Based on Cobra Electric Services Limited's demonstrated experience, strong performance history, and ability to meet the City's operational requirements, staff recommend awarding Contract 8599P to Cobra Electric Services Limited.

Staff Report

Origin

The City operates and maintains a comprehensive traffic signal network that supports the safe and efficient movement of all road users throughout the municipality.

The network includes traffic signals, pedestrian signals, special crosswalks, fire signals, warning signals, and Intelligent Transportation Systems (ITS) infrastructure.

Contract 8599P, "*Traffic Signal System Maintenance, Upgrading and Installation"*, enables the City to retain a qualified contractor to provide preventive and corrective maintenance, system upgrades, new installations, and 24-hour emergency response services for approximately 460 signalized traffic devices across the City.

To ensure the continued reliability, safety, and operational effectiveness of the City's traffic signal infrastructure, a new contract is required to provide ongoing maintenance and support services following the expiry of the existing agreement.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

> *Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*

Analysis

Procurement Process

A competitive procurement process was undertaken to identify the most qualified and experienced contractor to provide maintenance, upgrades, and installation services for the City's traffic signal system. The proposed contract term is three years, with the option to renew for an additional two years, for a maximum total term of five years.

A Request for Proposals (RFP) was posted on the City's Bids & Tenders platform on June 25, 2026. The RFP closed on July 27, 2026, and one proposal was received from Cobra Electric.

Transportation staff conducted a detailed evaluation of the submission and determined that Cobra Electric possesses the experience, specialized technical expertise, resources, and equipment necessary to meet the City's operational and service requirements. The proposal was found to be complete and responsive to the requirements outlined in the RFP.

Contract Pricing, Value and Cost Control Measures

The proposed contract rates reflect significant market and economic changes since the current agreement was awarded in 2021, including higher labour costs, wage increases for skilled electrical and traffic signal technicians, increased material and equipment costs, inflationary pressures, and rising vehicle, fuel, insurance, and overhead expenses. In addition, the complexity and technology requirements associated with maintaining modern traffic signal and Intelligent

Transportation Systems (ITS) infrastructure have increased, requiring specialized expertise, training, equipment, and 24-hour emergency response capabilities. Despite the increase, staff have determined that the proposed rates represent fair market value for the level of service, technical expertise, and operational support required to maintain the City's traffic signal network.

Rates for the initial three-year term will remain fixed throughout that period. Any rate adjustments proposed for the optional fourth and fifth years will be subject to review and approval by the City. Any pricing adjustments beyond the initial term must be supported by appropriate justification and will be limited to changes in the British Columbia Consumer Price Index (CPI), as published by Statistics Canada, or as otherwise approved by the City.

Budgetary Implications

The estimated value of the contract for the initial three-year term is $9,643,260.30 excluding taxes as summarized by Table 1.

The contract will be funded through applicable operating, capital and development projects on an "as, if, and when needed" basis. Funding is available within the City's Operating and Capital Budget and Consolidated Five-Year Financial Plan.

Table 1: Estimated Cost (excluding taxes)

Contract Year	Estimated Total Cost
Year 1 (2026 – 2027)	$3,214.420.10
Year 2 (2027 – 2028)	$3,214,420.10
Year 3 (2028 – 2029)	$3,214,420.10
Total: Initial Three-Year Term	**$9,643,260.30**

Conclusion

Cobra Electric Services Limited has served as the City's traffic signal contractor since 1985 and has consistently provided a high standard of service in support of the City's traffic signal operations and infrastructure. Based on the contractor's demonstrated performance, experience, and ability to meet the City's operational requirements, staff recommend that Contract 8599P be awarded to Cobra Electric Services Limited.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Bill Johal, Supervisor, Traffic Signal Systems and reviewed by Finance and Engineering.

Endorsed by Serena Lusk, CAO

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 21, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	**File:**	10-6500-01/2025-Vol 01
Re:	**Proposed Expansion of 30 km/h Roads**		

Staff Recommendations

1. That the proposed expansion of 30 km/h speed limit on roads as described in the report titled "Proposed Expansion of 30 km/h Roads", dated October 21, 2026, from the Director, Transportation be approved; and

2. That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in the report titled "Proposed Expansion of 30km/h Roads", dated October 21, 2026, from the Director, Transportation.

Executive Summary

In June 2026, Council approved bylaw amendments to lower the speed limit from 50 km/h to 30 km/h on local streets in approximately 50 residential neighbourhoods.

Staff were also directed to assess Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road in the City Centre to determine their suitability for a 30 km/h speed limit. This report recommends expanding the 30 km/h speed limit initiative to include these roads, as well as certain collector roads requested by the public west of No. 1 Road and determined suitable for a 30 km/h speed limit.

The proposed speed limit reduction improves road safety and fosters more active and livable neighbourhoods.

Staff Report

Origin

At the June 8, 2026 Council meeting, Council approved lowering the posted speed limit to 30 km/h as described in the report titled "Proposed Approach to Lowering Speed Limits", dated May 20, 2026, from the Director, Transportation and the following motions were endorsed by Council.

(1) That staff bring forward bylaw amendments to facilitate the speed limit reduction, as described in Option 3 in the report titled "Proposed Approach to Lowering Speed Limits", dated February 17, 2026, from the Director, Transportation;

(2) That staff bring forward amendments to the Traffic Calming Related Measures - Policy 7018, as described in the report titled "Proposed Approach to Lowering Speed Limits", dated February 17, 2026, from the Director, Transportation;

(3) That Council approve Option B for the public education plan as described in the report titled "Proposed Approach to Lowering Speed Limits", dated February 17, 2026, from the Director, Transportation;

(4) That the Proposed 30 km/h Residential Neighbourhood Speed Zones map be adjusted to include the West Cambie block; and

(5) That staff conduct analysis for Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road in the City Centre area to determine suitability for a 30 km/h speed limit.

Items 1 to 4 are complete. This report responds to Item 5.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

> *Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*

Analysis

Background

The default speed limit on municipal roads is 50km/h as set by the BC Motor Vehicle Act (MVA). The MVA does permit 30 km/h speed zones on roads fronting schools and parks with signage. Municipalities have the authority to set lower speed limits on municipal roads through local bylaws.

Benefits of Reducing Speed Limits

Research shows that lowering vehicle speeds from 50 km/h to 30 km/h can reduce pedestrian fatality rates from 85 per cent to 10 per cent in the event of a collision and reduce the number of collisions in the first place.

Vision Zero and the policy direction for the region as outlined in TransLink's Transport 2050 plan advocate for 30 km/h on local roads. Slower speeds in residential areas support quieter, more livable neighbourhoods and enhance the environment for cyclists and pedestrians.

Vision Zero recognizes that a 50km/h speed limit on arterial roads is necessary due to the high volume of traffic these roads need to transport.

30 km/h Speed Zone Initiative

<u>New 30 km/h Speed Limit Initiative Update</u>

In June 2026, Council adopted bylaw amendments to implement 30 km/h speed limit on approximately 500 kilometres of roadway in 50 residential neighbourhoods (Figure 1). The installation of new signage for the 30 km/h speed zones was completed in August 2026.

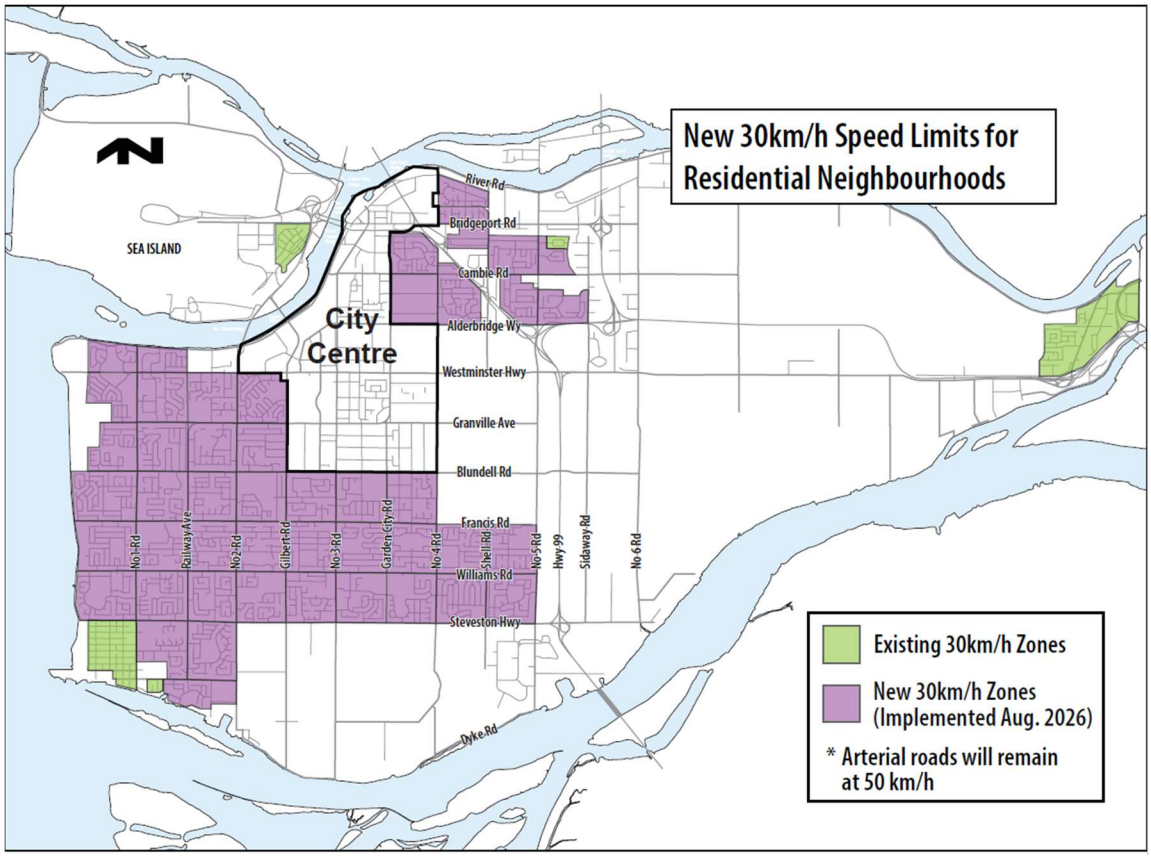

Figure 1: Neighbourhoods within 30km/h Speed Limit Zones

The City's ongoing "Slow Your Roll" public awareness campaign continues to support the rollout of the new speed zones through news releases, a dedicated webpage, social media posts and bus shelter advertisements (Figure 2).

To date, the social media campaign has generated more than two million impressions.



Figure 2: Images from "Slow Your Roll" Campaign

Overall, resident feedback has been positive. The primary comment received is that residents feel safer walking and cycling in in their neighbourhood. Residents have also expressed support to maintaining arterial roads at 50km/h to ensure the efficient movement of vehicles and goods throughout Richmond. Additional speed limit signs have been implemented in response to requests.

Staff have observed some general comments on social media with respect to needing increased enforcement for this initiative. However, we have not yet received any specific requests for increased RCMP enforcement.

Review of Additional 30 km/h Speed Limit Roads

Roads Suited to 30 km/h

The following criteria, established to determine the existing 30 km/h roads, was also applied in reviewing additional roads in the City. Roads are considered suitable for a 30 km/h speed limit because they are:

- Contained within a neighbourhood residential zone bounded by arterial roads;
- Carry low volumes of traffic travelling short distances;
- Have narrow pavement widths with typically no centreline;
- Provide access to predominantly single-family or mostly residential land uses;
- Generally, permit on-street parking; and
- Have a 30 km/hr speed limit in place on roads fronting schools and neighbourhood parks.

Arterial roads that carry higher through traffic, transit and goods movement are not proposed for reduced speed limits.

Additional Roads Proposed for 30km/h

Staff conducted analysis for the specified roads in the referral (Arcadia Road, Eckersley Road, Spires Road, Bennett Road, and Jones Road) and determined suitability for a 30 km/h speed limit.

Requests have also been received to consider a 30 km/h speed limit on roads west of No. 1 Road. While the internal local roads in this area have already been reduced to 30 km/h, the requests include extending the 30 km/h speed limit to sections of Blundell Road, Francis Road, Williams Road, and other collector roads west of No. 1 Road. Westminster Highway and the majority of Granville Avenue, west of No. 1 Road, are already 30 km/h.

Although these roads are classified as collector roads, they exhibit characteristics more typical of local roads. They primarily serve residential land uses, accommodate street parking and serve short-distance trips terminating at the West Dyke.

Figure 3 illustrates the additional roads proposed for inclusion in the City's 30 km/h speed limit initiative. Attachment 1 provides a list of the proposed roadways for 30 km/h.

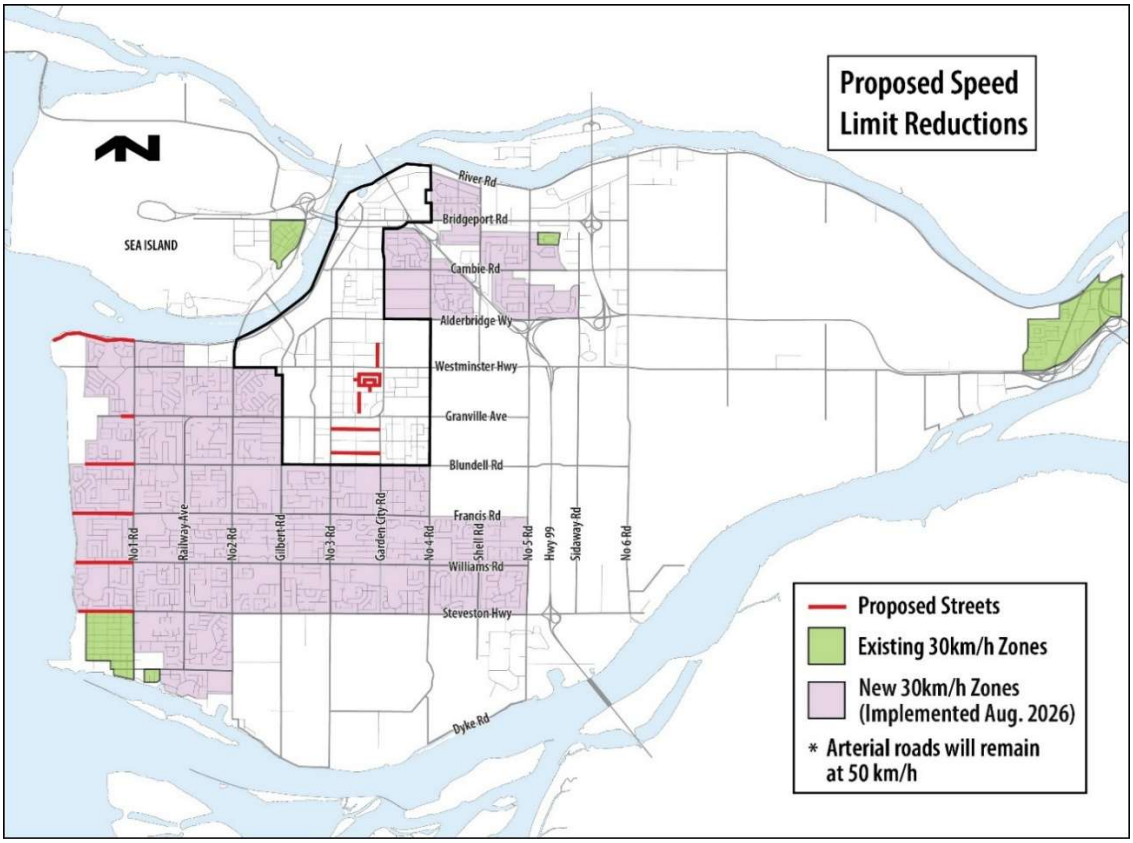

Figure 3: Proposed Speed Limit Reduction

Public Awareness Campaign

The existing "Slow Your Roll" public awareness campaign would be extended to support the implementation of the additional roads. This includes the targeted paid digital advertising campaign to reach Richmond residents, most likely to be impacted by the changes. The campaign will use geographically targeted ads on platforms such as Facebook, Instagram and Google to promote key messages and direct residents to the project's webpage. This approach has helped ensure information is broadly accessible, improve reach beyond organic communications and support transparency by providing residents with timely and consistent updates.

Budgetary Implications

The estimated cost for signage is $15,000. Funding can be accommodated through the Council-approved 2026 Traffic Calming Program.

Conclusion

Implementation of the 30 km/h speed limit in 50 residential neighbourhoods, as approved by Council was completed in August 2026.

Staff have assessed Arcadia Road, Eckersley Road, Spires Road, Bennett Road, Jones Road as well as certain collector roads west of No. 1 Road and determined suitability for a 30 km/h speed limit.

Should Council approve lowering the speed limit on these roads, staff will bring forward the associated bylaw amendments.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by the RCMP and Corporate Communications.

Endorsed by Serena Lusk, CAO

Att. 1: Roads Proposed for 30km/h

Roads Proposed for 30 km/h

	Road
City Centre Roads	Arcadia Road
	Eckersley Road
	Spires Road
	Spires Gate
	Cook Gate
	Cook Crescent
	Bennett Road
	Jones Road
Collector Roads West of No. 1 Road	River Road
	Granville Avenue (No. 1 Road to Barnard Drive)
	Blundell Road
	Francis Road
	Williams Road
	Steveston Highway