



City of Surrey

Transportation Committee

Minutes

Executive Boardroom
City Hall
14245 - 56 Avenue
Surrey, B.C.
TUESDAY, SEPTEMBER 11, 2007
Time: 10:37 am – 12:00 pm

Present:

Chair - Councillor Bose
Councillor M. Hunt
Mayor Watts

Absent:

Staff Present:

P. Ham, GM, Engineering
J. Boan, Transportation Manager
V. Lalonde, Transportation Department
K. Zondervan, Transportation Planning Manager
H. Dmytriw, Legislative Services

A. ADOPTION OF MINUTES

1. The Transportation Committee minutes of July 10, 2007.

It was Moved by Councillor Hunt
Seconded by Councillor Bose
That the minutes of the Transportation
Committee meeting held on July 10, 2007, be adopted.
Carried

B. DELEGATIONS

C. BUSINESS ARISING FROM MINUTES

1. Port of Vancouver – Supply Chain Strategy

File: 5650-20

Mr. Chris Badger, Customer Development and Operation to appear before the TC to present the Port of Vancouver's Supply Chain Strategy.

Mr. Chris Badger confirmed to appear at the October 23, 2007 meeting of the Transportation Committee.

D. NEW BUSINESS

E. STAFF PRESENTATIONS

2. Update on City's Pavement Management Program

Paul Ham, GM, Engineering provided a power point presentation regarding the

City's Pavement Management Program. Following are the comments and concerns provided:

- A vehicle equipped with a computer meter that measures the deflection, ruts in pavement, reflection, etc. and drops weights and testing factors is used to test overall condition rating of road (i.e. cracks, ruts, substructure).
- Cracking in pavement is a result of traffic flowage and climate. Based on the pavement quality index scale of 1-10 (10 equals a brand new paved road), Surrey average PQI is 7.3 and average cracking of roadways in Surrey is now at 5.6%.
- Comparisons to other municipality's major roads were provided. It was questioned if those other areas were trending towards getting better or worse.
- The City has been concentrating on arterial roads, but will be changing tact in the pavement management system to pay more attention to local roads. The Engineering Department proposes keeping up with conditioning by doing short overlays and sealing surfaces rather than allowing more extensive deterioration to surfaces before repaving.
- Generally the engineering department will mill off 50 mm of the arterial road surface at 12 years of age and repave.
- The worst roads are the major roads in the farmlands due to soft soils, heavy farm vehicles, and further impacted trucks being brought in to raise the dykes. Trucks are charged a levy for gravel removal from sites. This money goes into road rehabilitation.
- Developers are charged for street cleaning in the development areas but are not charged for repairing the streets and repaving.
- It would be worthwhile reviewing what and where the levy money goes to in road reconditioning and incrementally increasing the levies on those heaviest use vehicles.
- The City currently receives \$2.3 Million per year in funding from TransLink, as well as the repaving of Fraser Hwy.
- Major Road Network (TransLink Funded) Funding (MRN):
 - The average annual total expenditure during 2003-2006 was \$5.8 Million. Funding levels dropped for 2007. Cost of asphalt has increased from \$63 per ton to \$93 per ton.
 - Analysis Results:
 - Arterial roads – on average should be spending \$6.5 Million per year
 - Local roads – on average should be spending \$6.0 Million per year
- Conclusions:
 - Road Utility will be looked at. The City is gaining more local roads, but receiving less funding to maintain them. The City has been keeping up on arterial and collector road pavements but not on local roads. Additional funding is needed.
 - The City will look at the potential of changing the drainage parcel tax to generate more funds.
 - Vivienne Wilke, GM, Finance and Technology will present funding options to Council at the shirtsleeve session Monday, September 17, 2007.
 - A plan is needed to identify where the City can catch up to the 5-year plan.

This issue is being presented to this Transportation Committee today as there would not be the time to make a full presentation at the Regular Council meeting ahead of the budget shirtsleeve session.

It was Moved by Councillor Hunt
Seconded by Councillor Bose
That the Transportation Committee
recommends that Council request that staff provide a Funding Strategy covering a five year period to establish the appropriate level of funding for the pavement management program.

Carried

F. CORRESPONDENCE

G. INFORMATION ITEMS

1. Update on South Fraser Transit Plan

Jaime Boan, Transportation Manager provided an update regarding the South Fraser Transit Plan. Following are the comments provided:

- Have provided the information of scenarios to TransLink and working together for shared funding and strategies being done on North Surrey for
- For the 30 Year Plan, the Ministry of Transportation appears to be shifting its emphasis from roads to transit.
- The Ministry of Transportation is unlikely to have funding for interchanges or highway widening in South Surrey in the short term. Based on City funding availability new interchange work such as 24 Avenue will be beyond the 5-year horizon in any event.
- A draft of Phase I of the South of Fraser Area (SoFA) Transit Plan was provided by TransLink at the end of July. Staff have reviewed this and provided a detailed response of issues and comments. The reply from TransLink was positive.
- Council to be provided with an updated comprehensive reporting of details at an October 2007 meeting.
- Summary:
 - Service level indicators will be established through a Memorandum of Understanding (MOU) with all municipalities in terms of density and employment requirements for specific levels of transit provision.
 - A tour with TransLink staff as part of this project made them realize the significant densification occurring in Surrey.
 - Level of investment to achieve goals: 36% of population growth south of the Fraser River.
 - Surrey is currently way below the region in transit provision and the service increases are only addressing growth not the significant catch-up needed.
 - TransLink staff subsequently told us that buses no longer needed, due to Canada Line, will come south of the Fraser River and that in future

- 40% of all new buses will go to South of Fraser.
- 40% of all new buses for 2007 are going to Surrey.
- Targeted frequency of service for all local buses will be 15 minutes during peak times and 30 minutes during off peak.
- Targeted headways for the frequent bus network are 5 to 10 minutes.
- The plan calls for \$1 Billion in funding to 2031 with \$100 Million targeted to facilities such as Park’N Ride and Bus Rapid Transit (BRT) stations.
- A South of Fraser Rapid Transit study will begin in 2008 along with conceptual designs for the 104 Avenue/King George Hwy BRT.
- Park’N Ride – TransLink is committing to addressing park and ride facilities through the SoFA Transit Plan but has yet to take an official position. Issues are:
 - Sky Train – Scott Road Park’N Ride is over subscribed.
 - Existing parking at King George station is informal and private, but fulfills a very vital role. This will disappear into redevelopment in the area unless we take action.
 - Park’N Ride facilities should be invested in as a long-term investment strategy such as a multi-use structure for parking for a variety of venues (eg: casino, stadiums, hospital, and transit).
 - TransLink are not prepared to scope out sites for Park’N Ride.
- 30 Year Plan:
 - TransLink and the Province are developing 30 Year Plans. This will address the funding needs for the plan and will be completed in December 2008.
 - Protocols to ensure the plan stays on target will include:
 - Annual reporting
 - Timing (currently only showing 2011, but a year by year strategy for full program available by fall)
 - Partnerships opportunities with municipalities will be developed as part of the plan.
 - A 30 Year Plan needs to be ensured it recognizes the land use changes over the 30-year span. This is not just an engineering function but also land use planning. In 30 years Surrey will be larger than Vancouver.
 - Mike Harcourt’s photo presentation of Vancouver’s 30-year process shows he is championing that for other municipalities.
 - Transportation Plan time lines were targeting Fall ’08 but could be advanced to ensure that Surrey’s plan comes out earlier than the 30-year plan
 - **Note: Subsequently staff learned that the 30 year plans will be completed by December 2007 and consequently Surrey’s plan will have to be released after senior governments’ 30 year plans.**
- Accord question – a new geo-political reality is emerging.

Councillor Bose thanked Jaime Boan for his presentation.

3. City / MOT /TransLink Coordination

Vincent Lalonde, Manager, Utilities and Transportation provided a status report regarding the Community Rail. Following are the comments provided:

- The Community Rail issue has been referred to Council’s shirtsleeve session.
- A detailed Corporate Report with full update on Heritage Rail, costs, strategies and tie-ins will go to Council in October 2007.
- Vince Lalonde, Transportation Department, noted that the Heritage component provides for the segment of rail from Newton to North Surrey; a heritage rail versus a commuter rail.
- The budget session is scheduled for September 17, 2007 in which the baggage car will be identified so this issue will have to be provided as a verbal report in the Council shirtsleeve session. The time crunch is the actual ordering of the baggage car.
- The genesis project of the Heritage Rail is from Cloverdale to Sullivan Station. There are no other identified funding partners in the picture except for the City of Surrey.
- Realistically in the capital budget there are a limited number of priorities that can be funded.
- There is the question of how do we deal with this project. It can be more formally dealt with in Council or can be presented in the shirtsleeve session with a shorter paper provided to Council ahead of the shirtsleeve session. Bridge this to fit the time and include it on the shirtsleeve session on the agenda. This project is either a “go” or a “no go”.

I. NEXT MEETING

The next Transportation Committee meeting will be held on Tuesday, October 23, 2007 at 11:00 am.

J. ADJOURNMENT

It was

Moved by Councillor Bose

Seconded by Mayor Watts

That the Transportation Committee meeting do

now adjourn.

Carried

The Transportation Committee adjourned at 12:02 p.m.

Margaret Jones, City Clerk

Councillor Bose, Chair
Transportation Committee