



# City of Surrey

## *Council-in-Committee*

### *Minutes*

Council Chamber  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**MONDAY, JANUARY 20, 2003**  
Time: 5:00 p.m.

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#### **Present:**

Acting Chair - Councillor Watts  
Mayor McCallum  
Councillor Villeneuve  
Councillor Tymoschuk  
Councillor Steele  
Councillor Priddy  
Councillor Bose  
Councillor Hunt  
Councillor Higginbotham

#### **Absent:**

#### **Staff Present:**

City Manager  
Acting City Clerk  
General Manager, Planning & Development  
City Solicitor  
General Manager, Engineering  
General Manager, Finance Technology & HR

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## **A. DELEGATIONS**

- 1. Fred Cummings, Project Director  
John Forsdick, Communications Manager  
The New Fraser River Crossing  
Greater Vancouver Transportation Authority (GVTA)  
File: 5650-20; 0550-20-10**

Fred Cummings, Project Director, John Forsdick, Communications Manager, Robin Johnson, Technical Manager, and Norm Diandra, Technical Consultant, the New Fraser River Crossing, Greater Vancouver Transportation Authority (GVTA) were in attendance to make a presentation on the status of the New Fraser River Crossing and plans for community involvement.

Mr. Cummings introduced Mr Forsdick who proceeded to report the following:

- That the purpose of this presentation is to provide an update of the planning process and information regarding the consultation program.
- That the new Fraser River crossing would provide a vital link north-south to meet traffic demands.
- That there is a strong orientation of highways and roads in an east-west configuration but what is missing is the north-south connection between those routes.
- That the Fraser River crossing would provide that additional link for people to travel to Vancouver.
- That traffic congestion is a major problem resulting in commercial goods movement losing upwards of \$500 million a day due to congestion.
- That three different corridors are being considered in the area: Barnston Island tunnel, 200<sup>th</sup> Street corridor, and the Albion corridor.
- That in September 2000 the GVTA endorsed a toll crossing for the 200<sup>th</sup> street crossing, which best serves the north-south alternative access for four municipalities adding capacity for commuters, commercial traffic and

transit connection to regional town centers, regional pipeworks and pedestrian pathways. It was added that this option would avoid green space and agricultural land.

- That preliminary feasibility work has been done to determine financial requirements based on the bridge to 200<sup>th</sup> Street corridor option.
- That in December 2001, the board received an information report and directed the project to develop further.
- That due diligence has been carried out for the costing and revenue side of work provided the bridge would be self-financing in 40 years if tolls were applied.
- That there has been strong public support (90%) for this initiative.
- That upwards of 70% of people polled at public information meetings indicated support for the 200<sup>th</sup> Street corridor.
- That the public wanted more information on how they would be affected by the crossing, more specific details as to the crossing, environmental aspects, and navigation channels.
- That meetings have been held with First Nations groups regarding the implications of the crossing on their community.
- That moving the base configuration forward and adding the Barnston Island tunnel option would mitigate a lot of neighbourhood concerns.
- That in May 2002, direction was given to develop and implement a financial strategy for two configurations: the base bridge of 200<sup>th</sup> Street and the Barnston Island tunnel with a low-level bridge configuration.
- That since May, the work program has concentrated on the technical study and getting more information on environmental assessments as to which option would be better.
- That financial and business models for development of the project are underway and consultations are ongoing with the various stakeholders and regulating agencies.
- That the technical studies have been a tremendous amount of work and that drilling is underway in the river for geotechnical information.
- That the environmental assessment is almost complete and will be released to the public.
- That all disciplines will be assessed on a comparative basis to weigh the options to determine which option is preferred from an environmental perspective.
- That the tolling strategy has to be consistent for the region.
- That a rigorous financial analysis has been undertaken to understand the implications of extra costs.
- That the business and financial models will help develop the requirement for Expression of Interest, scheduled to take place at the end of this quarter.
- That the Request for Qualifications would trigger the competitive process in September of this year.
- That the bridge option would link two major highways; Lougheed Highway to the north to Highway one in the south.
- That the new traffic modeling has shown that the intersection at 200<sup>th</sup> Street could handle the traffic forecast in the area to 2021.

- That the second option of the Barnston Island tunnel would change the alignment touching onto Barnston Island to the east end, the tunnel on the north, and low level bridge connecting to 192<sup>nd</sup> Street.
- That there is a strong desire for traffic to move onto 192<sup>nd</sup> with the main crossing moving traffic southward.
- That Option 3 is an amalgam of the other two options using 192<sup>nd</sup> as opposed to 200<sup>th</sup> in the event that 200<sup>th</sup> Street couldn't handle the traffic and this option will continue to be evaluated.
- That the majority of traffic flow is from Maple Ridge to Surrey.
- That information is provided to the media on a regular basis and there is a website regularly updated through the GVTA website.
- That the team is making a tour of immediately affected municipalities and providing briefings and presentations to their councils.
- That four open houses would be held with the Surrey meeting being scheduled for February 13<sup>th</sup>, 2003 – time and location to be announced.
- That information gathered from these open houses would be used to help make the decision on corridor options to take to the GVTA board meeting in March.
- That the opening date for the crossing has been projected to late 2006, early 2007.
- That the Request for Proposal would take place the first quarter of 2004 and the contract awarded soon after.
- That the Fraser Gateway program is a joint GVTA/Provincial initiative to help develop and implement road integration.
- That there is a Management Advisory Committee comprised of CAOs from all affected municipalities, members of Transport Canada and the Ministry of Transportation as part of the Fraser Gateway Transportation Committee.
- That the Project Manager will be announced soon.

## **B. ITEMS REFERRED BY COUNCIL**

### **1. Committees, Boards & Commissions - Alternate Members**

File: 0540-10

At the December 9, 2002 Regular Council - Public Hearing meeting, Council referred this matter to Council-in-Committee for discussion.

Discussion ensued with respect to the request for alternate members serving on committees, boards and commissions and attendance issues.

It was  
not have alternate members.

Moved by Mayor McCallum  
Seconded by Councillor Tymoschuk  
That Committees, Commissions and Boards

Defeated with Councillors Villeneuve,  
Higginbotham, Priddy, Watts, and Bose  
against.

It was  
Commissions review their Terms of Reference with respect to a provision for  
alternate members, allowing for a clause to deal with member absences from the  
committee, board/Commission, and make appropriate recommendations to  
Council.

Moved by Councillor Villeneuve  
Seconded by Councillor Steele  
That all Committees, Boards, and

Carried with Mayor McCallum, Councillors  
Hunt, Tymoschuk, and Steele against.

**C. CORPORATE REPORTS**

**D. DELEGATION REQUESTS**

**E. COUNCILLORS' REPORTS**

**F. OTHER COMPETENT BUSINESS**

**G. ADJOURNMENT**

It was  
now adjourn.

Moved by Councillor Hunt  
Seconded by Councillor Higginbotham  
That the Council-in-Committee meeting do

Carried

The Council-in-Committee adjourned at 6:08 p.m.

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Chairperson