



PUBLIC MEETING AGENDA

REVISED Version: July 26, 2017

July 27, 2017, 10:00AM to 11:00AM

TransLink, Room 427/428, 400 – 287 Nelson’s Court, New Westminster, BC

Chair: Mayor Gregor Robertson **Vice-Chair:** Mayor Linda Hepner

10:00AM	1. PRELIMINARY MATTERS	
	1.1. Call to order	
	1.2. Adoption of agenda	Page 1
	1.3. Approval of Minutes (June 29, 2017)	2
10:05AM	2. REPORT OF TRANSLINK MANAGEMENT	
Report added:	2.1. Transit Service Performance Review	8
10:15PM	3. REPORT OF THE JOINT COMMITTEE ON TRANSPORTATION PLANNING AND FUNDING	
	3.1. Update to the 2017 Phase One Investment Plan	15
	• <i>Appendix A, B & C (Investment Plan and Bylaws)</i>	ATTACHED
	3.2. Looking beyond the 10-Year Vision: Updating the Regional Transportation Strategy	21
10:45AM	4. NOTICE OF MOTION	22
10:50AM	5. PUBLIC DELEGATIONS	ORAL
10:55AM	6. OTHER BUSINESS	
	6.1. Upcoming Mayors’ Council meetings: Sept. 21, 2017 at 9AM	
11:00AM	7. ADJOURN to closed session	

MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION PUBLIC MEETING MINUTES

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held on **Thursday, June 29, 2017 at 9:00 a.m.** in Rooms 427/428, TransLink Offices, 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Gregor Robertson, Vancouver, Chair
Mayor Linda Hepner, Surrey, Vice-Chair
Mayor Wayne Baldwin, White Rock
Mayor John Becker, Pitt Meadows
Mayor Malcolm Brodie, Richmond
Mayor Karl Buhr, Lions Bay
Mayor Mike Clay, Port Moody
Mayor Derek Corrigan, Burnaby
Mayor Jonathan Coté, New Westminster
Mayor Ralph Drew, Belcarra
Mayor Jack Froese, Langley Township
Maria Harris, Electoral Area A

Mayor Lois Jackson, Delta
Councillor Craig Keating, North Vancouver City
(alternate)
Mayor John McEwen, Anmore
Mayor Greg Moore, Port Coquitlam
Mayor Ted Schaffer, Langley City
Mayor Nicole Read, Maple Ridge
Mayor Murray Skeels, Bowen Island
Mayor Michael Smith, West Vancouver
Mayor Richard Walton, North Vancouver
District

REGRETS:

Mayor Richard Stewart, Coquitlam
Chief Bryce Williams, Tsawwassen First Nation

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Raincoast Ventures Ltd.

1. Preliminary Matters

1.1 Call to Order

The Chair called the meeting to order at 9:00 a.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

1.2 Adoption of Agenda

Draft Agenda for the June 29, 2017 Public Meeting of the Mayors' Council on Regional Transportation, version dated June 27, 2017, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled June 29, 2017, as presented.

CARRIED

1.3 Approval of Minutes – May 25, 2017

Draft Minutes of the May 25, 2017 Joint Public Meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of the Joint Public Meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors held May 25, 2017, as circulated.

CARRIED

2. Report of the Joint Committee on Transportation Planning and Funding

Presentation titled "90-Day Action Plan to #CureCongestion" was provided with the agenda material.

The Chair noted the recommendation to merge the Mayors' Council Funding Strategy Committee and the TransLink Board of Directors Investment Plan Committee into the Joint Committee on Transportation Planning and Funding, which would be considered during the In-Camera Meeting.

Mayor Jonathan Coté, Chair, Funding Strategy Committee, noted the uncertainties arising from the current provincial political situation. All provincial political parties have indicated support for requests included in the Cure Congestion 90-day action plan.

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, noted that continued instability in the provincial political environment would delay the receipt of the Metro Vancouver allocation of funding from the federal Public Transit Infrastructure Fund (PTIF).

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, led the review of a presentation provided with the agenda material and highlighted:

- Progress of completion of the 10-Year Vision of Metro Vancouver Transit and Transportation (10-Year Vision)
- Timelines for development to the investment plan for Phase Two of the 10-Year Vision (Phase Two)
- Risks and impacts of a potential closure of the Pattullo Bridge
- Service expansion included in the Phase Two:
 - The Funding Strategy Committee has requested that TransLink consider increasing the planned bus service expansion
 - HandyDART service expansion
 - Rail service expansion
- Upcoming technical work to develop the investment plan.

Discussion ensued on:

- Whether planning has occurred for the scenario of constructing the Pattullo Bridge without toll revenues
- Clarification that the \$2.2 billion of PTIF funding will be allocated in two phases over 11 years
- Request to identify the unfunded portions of Phase One of the 10-Year Vision (Phase One):
 - Whether the Phase One investment plan adopted by the TransLink Board of Directors included an unfunded portion
 - Need to ensure that Phase One is fully funded and the operating costs are available to operate the additional buses purchased under Phase One
 - Confirmation that revenue generated from regional development cost charges (DCCs) must be utilized for capital investments related to population growth
 - TransLink's challenge has been the generation of operating, not capital, funds
 - Concern that DCCs will not address the need to raise operating funds for TransLink and will increase the price of housing around transit.

***Action Item:** TransLink staff was requested to prepare a report quantifying the additional bus capacity created through bus priority measures and service expansion.*

***Action Item:** TransLink staff was requested to prepare a report regarding the unfunded portion of Phase One of the 10-Year Vision and plans to address the deficit in operating costs.*

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receives the report.

CARRIED

3. Report of TransLink Management

Kevin Desmond, CEO, TransLink, reported that the public engagement on the Phase Two rapid transit projects is approaching conclusion.

3.1 Goods Movement Strategy and Urban Freight Council

Provided with the agenda material:

- *Memorandum dated June 22, 2017 from Kevin Desmond, CEO, TransLink regarding "Item 3.1 – Regional Goods Movement Strategy & Greater Vancouver Urban Freight Council"*
- *Presentation titled "Moving the Economy – A Regional Goods Movement Strategy for Metro Vancouver".*

Mr. Cross and Andrew McCurran, Director, Strategic Planning and Policy, TransLink, jointly led the review of the presentation provided with the agenda material and highlighted:

- TransLink's legislative mandate to provide a regional transportation system that moves both people and goods
- TransLink's four key functions with respect to goods movement
- Lack of a coherent, agreed-upon multi-partner regional strategy for urban freight
- Collaboration with partners over the last three years to develop and reach agreement on the Regional Goods Movement Strategy (RGMS)
- Key challenges:

- Barriers preventing the private sector from achieving its full potential
- Community livability impact of freight movements
- RGMS vision, goals, strategies and actions
- Creation of the Greater Vancouver Urban Freight Council
- Agreement on the implementation priorities achieved at the May 2, 2017 inaugural meeting of the Greater Vancouver Urban Freight Council:
 - Develop a Regional Road Network Strategy (RRNS)
 - Streamline processes to improve freight efficiency.

Discussion ensued on:

- Request for the identification of specific actions to address the issue of goods movement to the North Shore
- Responsibility for determining the membership of the Greater Vancouver Urban Freight Council:
 - Concern that municipal administrators have been selected as members without the knowledge of the Mayors' Council
- Concern that the Greater Vancouver Urban Freight Council will impact the autonomy of the municipalities and TransLink with respect to control of the regional road network
- Whether consideration is being given to designating and controlling dangerous goods routes
- Suggestion to explicitly state that the RGMS strategy only addresses the movement of goods and to create a separate services movement strategy
- Suggestion to address intra-regional goods movement in the RGMS
- Suggestion that Metro Vancouver, in collaboration with TransLink, assume responsibility for planning regional goods movement, including research on regional truck movements and empty truck movements
- Suggestion to include a representative from the Canada Border Services Agency on the membership of the Greater Vancouver Urban Freight Council due to the amount of trans-border freight handled in Metro Vancouver
- Concern regarding the fractured policy environment governing goods movement and the relative lack of municipal influence with respect to the control of goods movement.

3.2 Vanpool Pilot

Mr. Cross commented on the need to find more flexible options to provide service to employees in large industrial parks. TransLink is working on a pilot project with two large employers.

Mayors from the eastern portion of the northeast sector requested that a shuttle system to large industrial areas and regional goods movement be included as considerations in the next iteration of the Northeast Sector Area Transit Plan.

3.3 Greater Vancouver Regional Fund Application Update

Presentation titled "3.3 – Reapplication to Greater Vancouver Regional Fund (GVRF) in July for Conventional Buses" provided with the agenda material.

Mr. Cross led the review of a presentation with the provided agenda material and highlighted:

- New proposal to replace 109 diesel buses with combination of compressed natural gas (CNG) and hybrid-electric buses
- Greater upfront capital costs offset by lower fuel costs.

3.4 2017 Ridership and Revenue

Presentation titled "Item 3.4 2017 Ridership & Revenue" provided with the agenda material.

Mr. Desmond led the review of a presentation with the provided agenda material and highlighted:

- Ridership increases are reflective of the strong economy
- 2017 actual revenue is up 3.9% over the 2017 budget
- The 9.9% increase in actual revenue is the result of the installation of faregates
- Notable changes:
 - Increase in SeaBus ridership since the service expansion in May 2017
 - Increased ridership in the northeast sector due to the addition of new service hours.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receives the reports.

CARRIED

4. Public Delegations

4.1 Pastor Norman Oldham

Pastor Oldham thanked the Mayors' Council for their support and kindnesses that it has shown to the HandyDART Riders Alliance. He invited the entire Mayors' Council to meet with the HandyDART Riders Alliance.

4.2 Elizabeth McKellar

Ms. McKellar reported that the HandyDART Riders Alliance has filed a class-action complaint with the BC Human Rights Tribunal against Premier Christy Clark, former TransLink Minister Peter Fassbender, Minister of Transportation and Infrastructure Todd Stone, TransLink and the US-based corporation contracted to operate HandyDART service, alleging discrimination in the form of inadequate HandyDART service.

5. Other Business

5.1 Notice of Motion from Mayor Lois Jackson

Be it resolved that in Year Five of the 10-Year Vision for Metro Vancouver Transit and Transportation, a preliminary study be undertaken formulating a comprehensive plan which would see the construction of a light rapid transit (LRT) rail line from Brighthouse Station, in Richmond, and subsequently run southward over the new bridge crossing of the Fraser River. The new LRT rail line would then travel through Delta, South Surrey/White Rock, and on through the Township of Langley, culminating at Chilliwack.

5.2 Upcoming Meetings

The proposed schedule for upcoming meetings was noted in the agenda material:

- July 27, 2017 at 9:00 a.m.
- September 21, 2017 at 9:00 a.m.

Mayor Walton requested that the September 21, 2017 meeting be rescheduled to avoid scheduling conflicts.

***Action Item:** Mike Buda to canvass Mayors' Council members for an alternate date for the September 21, 2017 meeting.*

6. Termination

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation on Regional Transportation Public Meeting held June 29, 2017, be now terminated.

CARRIED

(Time: 10:26 a.m.)

Certified Correct:

Mayor Gregor Robertson, Chair

Carol Lee, Recording Secretary
Raincoast Ventures Ltd.



TransLink

2016 Transit Service Performance Review



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SeaBus, SkyTrain and West Coast Express

Appendix D – SeaBus Route Summary

Appendix E – SkyTrain and West Coast Express Line Summaries

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Technical Appendices

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Executive Summary

TransLink manages Metro Vancouver's integrated regional transit network and regularly reviews and modifies transit service to promote system efficiency, effectiveness and productivity. Our focus is on improving the customer experience and increasing ridership by maximizing the use of resources.

The 2016 Transit System Performance Review (TSPR) is a comprehensive review of ridership and service productivity for bus, SeaBus, SkyTrain and West Coast Express measured from January to December 2016. It informs the management of our integrated regional transit network and guides decision-making regarding the allocation of transit service resources.

We gather data from multiple sources

Ridership data in the TSPR was collected from a number of sources including:

- Automated passenger counter (APC) units on buses
- Turnstiles at SeaBus terminals
- Fare gates at SkyTrain stations
- Compass Card validators and selective manual counts at West Coast Express stations

TransLink completed the phased roll-out of Compass in 2016, and fare gates closed completely in July. Compass taps are a new source of system-wide ridership data. Compass data is also used to analyze detailed bus journeys or trips, and to understand travel patterns.

On a sub-regional and route level, the TSPR will continue to use bus APC and SeaBus turnstile data because they include all boarding and alighting (exiting) passengers. On bus, Compass only requires a tap-on, not a tap-off. APC data provides an accurate understanding of passenger loads and crowding.

Compass data is now used for SkyTrain and West Coast Express because tapping Compass Cards or Compass Tickets are required to pass through fare gates.

Service changes made to both bus and SkyTrain in 2016

In 2015 we consulted the public on 85 bus service changes as part of the Transit Network Review. Most of the changes implemented between December 2015 and September 2016 were the result of this review. The following bus routes, grouped by sub-region, changed significantly in 2016.

Burnaby/New Westminster: C3, C4, C8, C9

Ladner/South Delta/Tsawwassen: 601, 609, 620

North Shore: 242

South of Fraser: 320, 341, 342, 394, 501, 502, 531, 590, 595, C63

Vancouver/UBC: 5, 26, 43, 49, 480, C19, C20, N6, N8, N16, N20, N22

Further details on these changes are included for each route in Appendix C.

The impacts of bus route changes implemented on December 19, 2016, including the Evergreen-related bus changes, are not recorded in this report, but will be in the 2017 TSPR.

In October 2016, the service pattern for the Expo and Millennium lines changed in preparation for the Millennium Line Evergreen Extension. The 2016 TSPR includes limited data for the six new stations, which opened on December 2. These changes are described further in Appendix E.

The TSPR helps inform service improvements for the 10-Year Vision

The 2015 TSPR identified that almost half of bus revenue hours with chronic overcrowding occurred outside weekday peak periods. Further analysis determined which routes and time periods experienced the most crowding and required frequency increases as soon as possible.

That TSPR ridership data led to the list of bus service improvements included in Phase One of the 10-Year Vision, which began rolling out April 2017. This TSPR covers 2016 performance, before any Phase One improvements were implemented.

REGIONAL HIGHLIGHTS

Ridership growth in 2016 was the largest since 2010

Annual system-wide boardings increased by 4.5 per cent to a record 384.8 million in 2016. Annual journeys also increased by 4.5 per cent to 233 million.

Ridership growth in 2016 was the largest since 2010, when the region hosted the Olympic Winter Games. This growth was likely due to strong economic activity, an increase in transit service hours, and the launch of the Compass Card. Regular updates on system-wide boardings and journeys are available in the new [Accountability Centre](#) on the TransLink website.

System-wide ridership is measured in boardings and journeys. In 2016 the method of calculating ridership changed to reflect actual usage from Compass fare media and cash transactions at fareboxes on buses.

- **Boarding:** each time a passenger enters a fare paid zone using Compass fare media or other proof of payment
- **Journey:** a complete transit trip using Compass fare media or proof of payment, regardless of the number of transfers

Bus ridership increased throughout the day, particularly during evenings and on Saturdays

Bus ridership was generally up throughout the day, but some of the highest growth was in the evenings from 6-9 p.m. every day. Evening bus ridership was up 6 per cent on weekdays, 7 per cent on Saturdays, and 5 per cent on Sundays.

Over the entire day, Saturday bus ridership across Metro Vancouver experienced the largest growth rate, with a 7 per cent increase. Weekday bus ridership grew by 5 per cent and Sunday/holiday bus ridership remained stable.

All three SkyTrain lines experienced ridership growth

Canada Line boardings grew by 5.5 per cent, while Expo and Millennium lines grew by 4.1 per cent. All three SkyTrain lines experienced similar ridership trends throughout the year: steady growth peaking in September and levelling off in the last quarter.

The growth in Canada Line boardings was largely due to increased economic activity along the line, including new development adjacent to stations, increased airport passenger volumes and record high tourism in 2016. Marine Drive Station saw the highest percentage growth along the Canada Line, with annual boardings growing by 37 per cent in 2016.

Expo Line stations in downtown Vancouver continue to be among the busiest in the system, especially during peak periods. For example, Burrard Station had 5,700 entries/exits during the peak morning hour from 8-9 a.m. on an average weekday in 2016. That's more passengers in one hour than some SkyTrain stations see all day!

New Evergreen stations had steady ridership despite record snowfall

The Evergreen Extension opened December 2, 2016, the same month the region experienced one of the snowiest and coldest winters on record. The six new Evergreen stations had a combined total of 27,000 entries/exits per weekday over the first four weeks of service in December 2016.

Further development in the Northeast Sector, bus service expansion through Phase One of the 10-Year Vision, and increased awareness of travel options are expected to contribute to increased ridership on the Evergreen Extension.

SeaBus boardings declined slightly due to lower summer ridership

SeaBus boardings declined in 2016 by 2.8 per cent compared to 2015. There were approximately 450,000 boardings per month on average on the SeaBus throughout 2016. SeaBus boardings typically peak in July. Likely due to the summer's unseasonably high rainfall last year, the peak in summer ridership was lower than previous years and as a result, annual SeaBus ridership declined slightly.

SUB-REGIONAL BUS PERFORMANCE

All sub-regions experienced an increase in bus boardings and service hours between 2015 and 2016, as summarized below. The top 5 routes in annual boardings by sub-region are listed in Figure 4 in Appendix A. Bus boardings are counted using on-board automated passenger counter (APC) units.

Burnaby/New Westminster

Annual Boardings: up 1.3 million (4%)

Annual Hours: up 10,000 (2%)

Service hours were added to maintain schedule reliability on routes affected by road congestion. Service was also added to community shuttle routes, specifically the C3.

Ladner/South Delta/Tsawwassen

Annual Boardings: up 100,000 (5%)

Annual Hours: up 1,000 (1%)

Most of the service and ridership growth was on the commuter-oriented routes connecting to the Canada Line.

Maple Ridge/Pitt Meadows

Annual Boardings: up 100,000 (4%)

Annual Hours: up 1,000 (1%)

Service hours increased slightly to maintain schedule reliability on routes affected by construction related to the Millennium Line Evergreen Extension.

North Shore

Annual Boardings: up 800,000 (4%)

Annual Hours: up 4,000 (1%)

Ridership growth occurred on a number of routes across the North Shore, especially on the 240 and 250, which are all-day frequent routes serving downtown Vancouver.

Northeast Sector

Annual Boardings: up 700,000 (5%)

Annual Hours: up 4,000 (1%)

Service hours increased slightly to maintain schedule reliability on routes affected by construction related to the Millennium Line Evergreen Extension.

Richmond

Annual Boardings: up 600,000 (3%)

Annual Hours: up 5,000 (2%)

Ridership growth occurred mainly on routes 301, 403, 407, and 430.

South of Fraser

Annual Boardings: up 3.7 million (10%)

Annual Hours: up 12,000 (2%)

The South of Fraser experienced a 10% increase in bus ridership in 2016 – the highest percentage growth in the region. Since 2012, annual bus boardings have grown by 6.7 million – nearly the total of all the other seven sub-regions' growth combined (7.1 million).

Vancouver/UBC

Annual Boardings: up 4.5 million (3%)

Annual Hours: up 21,000 (1%)

Vancouver and UBC experienced a significant increase in bus boardings over the last year. This has been the highest annual increase in the last four years.

ROUTE AND STATION HIGHLIGHTS

Increased boardings and reduced weekend crowding followed service improvements on the 49

Route 49, which travels between Metrotown and UBC, has the fourth-highest annual boardings and has the second-highest average peak passenger load in the bus system. It experienced two service changes in 2016:

- In June, TransLink straightened the routing by discontinuing service along 54th Avenue, as recommended in the 2015 Transit Network Review.
- In September, weekend capacity was increased by using larger 60-foot articulated buses and extending all trips to UBC (from Dunbar), providing a consistent service pattern seven days a week.

Between fall 2015 and fall 2016, there was an increase in daily boardings on Saturdays (up 11 per cent to 16,100 boardings) and Sundays (up 14 per cent to 13,200 boardings). Adding this capacity eliminated chronic overcrowding on the weekends, providing a better customer experience.

In September 2017, as part of Phase One of the 10-Year Vision, TransLink will introduce more improvements on the 49 to increase frequency throughout the day on weekdays.

Busiest stations: Waterfront and Commercial–Broadway

On an average weekday in 2016, Waterfront Station had a total of 94,400 entries/exits (people passing through the fare gates), more than any other station in the network. The station is a strong regional centre for customers with

access to two SkyTrain lines, West Coast Express and SeaBus, plus many connecting bus routes on nearby streets.

Commercial–Broadway Station had 49,000 average weekday entries/exits in 2016. Customers have access to two SkyTrain lines here, plus three of the busiest bus routes in the network, including the 99 B-Line.

The above numbers do not include bus boardings or connections behind the fare gates (for example, between SeaBus and Expo Line), which increase the overall passenger activity at Waterfront and Commercial–Broadway stations.

The three next busiest stations by average weekday entries/exits in 2016 were:

- Granville (43,700)
- Burrard (42,800)
- Metrotown (40,400)

To put these numbers in perspective, the Vancouver International Airport had an average of 60,900 airline passengers per day in 2016.

Ridership growth on 96 B-Line contributed to significant sub-regional growth

The South of Fraser sub-region experienced significant growth in the last four years, with more than a 20 per cent increase in annual boardings. This is an overall increase of 6.7 million boardings since 2012.

Much of this increase can be attributed to the 96 B-Line, which serves King George Boulevard and 104 Avenue. It has experienced a strong, consistent upward ridership trend since the route's introduction in September 2013. Boardings were up 13-15 per cent between 2015 to 2016 on both weekdays and weekends. The 96 B-Line had the largest increase in annual boardings (up 570,000) of any route in the entire Metro Vancouver region in 2016.

NEXT STEPS

Informed by the 2015 TSPR, bus, SkyTrain and SeaBus service improvements that are part of Phase One of the 10-Year Vision began rolling out in January 2017. These represent Metro Vancouver's biggest transit service expansion in nearly a decade and are an important first step in creating the transportation system our growing region needs to meet future demand. Phase One will see an investment of more than \$2 billion in expanded transit service, transit infrastructure, and improvements for roads, cycling, and walking.

The 2016 TSPR and subsequent planning work will help inform specific projects that will be included in Phase Two of the 10-Year Vision.

Each section of the subsequent TSPR report is divided between modes. The bus route summaries (Appendix C) are in numerical order. This is followed by the SeaBus summary (Appendix D) and SkyTrain and West Coast Express summaries (Appendix E and F). The full TSPR can be found on the TransLink website at www.translink.ca/tspr.

TO: Mayors' Council on Regional Transportation
FROM: Kevin Desmond, CEO
DATE: July 20, 2017
SUBJECT: **ITEM 3.1 – Approval of the Update to Phase One 2017 Investment Plan**

PROPOSED RESOLUTION

That the TransLink Mayors' Council on Regional Transportation approves the 2017-2026 Investment Plan, attached as Appendix A to the report titled "Approval of the Update to Phase One 2017 Investment Plan".

PURPOSE

The purpose of this report is to seek approval of the Mayors' Council on Regional Transportation of the Update to Phase One 2017 Investment Plan, pursuant to the requirements of the *South Coast British Columbia Transportation Authority Act* ("SCBCTA Act").

BACKGROUND

On June 23rd, 2017, the TransLink Board authorized Management to proceed with the exercise of an option under the current agreement between TransLink and Bombardier (previously adapted from a tri-party agreement between the Province of BC, TransLink and Bombardier in place for the Evergreen Extension). Under the SCBCTA Act, an Investment Plan must define major capital projects costing at least \$50 million and forecast years of expenditure. The Act requires that TransLink must ensure that all of its service, capital and operational plans and policies are consistent with its strategic plan.

At its June 29th meeting, the Mayors' Council on Regional Transportation passed a motion to support the TransLink Board's plans to proceed immediately with the Phase One – funded procurement of 28 Bombardier-built SkyTrain vehicles under the current agreement between TransLink and Bombardier in order to minimize the cost and reduce the delivery time of new rail vehicles needed to serve increasing transit ridership.

On July 7th, the TransLink Board approved the Consultation Plan for the "Update to Phase One 2017 Investment Plan", which called for an online notice to be posted on the Ten Year Vision webpage for five business days.

On July 19th, the TransLink Board approved the "Update to Phase One 2017 Investment Plan", after meeting the requirements of the SCBCTA Act for consultation and plan development.

DISCUSSION

Section 15 (3.1) of the SCBCTA Act sets out specific consultation requirements for investment plans:

Before an investment plan is provided to the mayors' council on regional transportation under section 202.1, the authority must consult, on matters that the authority proposes to include in that plan, with

- (a) the public in the transportation service region,*
- (b) the mayors' council on regional transportation,*
- (c) the Greater Vancouver Regional District, and*
- (d) any municipality and other organization that the authority considers will be affected.*

During the development of this Plan Amendment in July 2017, TransLink met these requirements by:

- providing information on the webpage for the Ten Year Vision and on TransLink's main site from July 10-14th,
- meetings with the mayors' council and senior staff from local governments on June 29th and July 12th,
- meeting with the Regional Planning Committee of Metro Vancouver (Greater Vancouver Regional District) on July 14th, and
- providing information to the municipal Chief Administrative Officers on July 14th.

As this plan update proposed no changes to the funding sources for the initial Phase One plan, TransLink used a digital approach to inform the public of the upcoming improvements to service using existing funding sources. Feedback or questions were solicited via the tenyearvision@translink.ca email address. TransLink received 61 unique page views and 102 unique clicks from the TransLink homepage. Feedback from the public and Metro Vancouver indicated support for relieving overcrowding, and interest in expansion to five-car trainsets.

Management is working with the Provincial Government to request changes to the PTIF bi-lateral agreements between the Federal Government and the Province, and the Province and TransLink. The changes would include approval to swap the acquisition of the new 28 cars (which were initially identified as funded through the base capital program) with the Burrard Station Upgrade and SkyTrain Operations and Maintenance Centre Upgrade projects (originally identified as PTIF 1 Funded projects). This swap would reduce the risk of not completing the Phase 1 PTIF projects by the March 31, 2019 deadline. The aforementioned projects are still funded, with amended timelines to reflect current schedules. TransLink has updated the 2017 Investment Plan to reflect these project changes. If the approval is not obtained, TransLink will fund the acquisition of the 28 SkyTrain cars out of the base capital program.

Financial schedules have been updated to the actual results for 2016. Key economic assumptions, fuel tax revenue and fare revenue forecasts have been updated to reflect the May 2017 direction from the Investment Plan Steering Committee. The net change to the Accumulated Funded Reserve (AFR) is an increase of \$196 Million over 10 years. This increase is partially offset by the \$50.6M impact to the AFR over 10 years due to the accelerated timeline of the 28 SkyTrain cars, the required additional storage and power upgrades that were not contemplated in the Phase One 2017 Investment Plan and the adjustments to the unit costs.

The Update to Phase One 2017 Investment Plan is attached as Appendix A. A blacklined version of the Update to Phase One 2017 Investment Plan compared to the 2017 Investment Plan approved on November 23, 2016 is attached as Appendix B to this report for ease of reference by the Mayors' Council. The bylaws and resolutions associated with the 2017-2026 Investment Plan are attached as Appendix C.

Alternatives

Under the SCBCTA Act, the Mayors' Council has 90 days to approve or reject an investment plan submitted to it by the Board. The Mayors' Council may not amend a submitted investment plan. If the Mayors' Council does not take action on a submitted plan within 90 days, the Mayors' Council is deemed to have rejected the plan.

The following alternatives are available to the Mayors' Council:

1. Approve the 2017-2026 Investment Plan, as submitted to the Mayors' Council on Regional Transportation by the TransLink Board of Directors on July 20, 2017.
2. Reject the 2017-2026 Investment Plan, as submitted to the Mayors' Council on Regional Transportation by the TransLink Board of Directors on July 20, 2017.
3. Defer approval until a later date within the 90-day period from the date of receipt of the 2017-2026 Investment Plan.

Risk Assessment

Under the SCBCTA Act, TransLink must ensure that all of its service, capital and operational plans and policies are consistent with its strategic plan. If an investment plan is not approved, this will limit TransLink's ability to pursue new capital projects (including major capital projects), increase existing funding sources, and expand transit service.

CONCLUSION AND RECOMMENDATION

TransLink Management has prepared the Update to Phase One 2017 Investment Plan for consideration by the Mayors' Council. Management recommends the Mayors' Council approve the Investment Plan.

Appendices (attached separately):

- A. 2017-2026 Investment Plan: Update to Phase One 2017 Investment Plan
- B. Blacklined version of the Update to Phase One 2017 Investment Plan
- C. 2017-2026 Investment Plan Associated Bylaws and Resolutions

Update to the Phase One Investment Plan

- Include 28 additional cars and storage facility expansion to be funded with Public Transit Infrastructure Fund dollars in the Phase One Plan (PTIF1)
 - Several PTIF1 projects likely will not be completed before the March 2019 deadline
 - Swapping these projects with the 28 cars and storage facility expansion will ensure region can spend the PTIF1 funds on-time
 - Delayed projects will be funded from Phase One Plan base capital program
 - To make room for the delayed projects, 28 replacement cars to be moved from Phase One into Phase Two Plan
 - Includes incremental costs of storage and power upgrades
- Working with Provincial government to amend bilateral agreement with Federal government

Process

- This action, which would expand the SkyTrain fleet 2-3 years earlier than planned, requires an update to the Phase One Investment Plan as per the *South Coast British Columbia Transportation Authority* (SCBCTA) Act.
- As part of these requirements, TransLink consulted with the public (online from July 10-14) and Metro Vancouver (July 14 Regional Planning Committee).
- This update does not propose any changes to the funding sources from the original Phase One plan, and there is no impact on the borrowing limit.
- This Plan was approved by the TransLink Board on July 19th.

PROPOSED RESOLUTION

That the TransLink Mayors' Council on Regional Transportation approves the "Update to Phase One 2017 Investment Plan".

Benefits of Update to Phase One Plan

- Expand SkyTrain fleet 2 to 3 years earlier than anticipated
 - Increases peak capacity and relieves overcrowding
- Enable region to support investments in transit-oriented development made by municipalities and developers
- Advances 10-Year Vision and supports regional objectives for economy, sustainability, livability
- Uses existing Phase One funding sources—does not require a new revenue source



Item 3.2

Updating the Regional Transportation Strategy (RTS)

- *South Coast British Columbia Transportation Authority Act* specifies the development of a “long term strategy” covering time period of no less than 30 years
- **Next RTS due August 1, 2018**
- Current RTS formed the basis in developing the 10-Year Vision
- Update of RTS is currently being scoped and will include prioritizing the next set of rapid transit corridors in context of regional goals and key considerations



TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: July 19, 2017
SUBJECT: **ITEM 4 – June 29, 2017 Notice of Motion by Mayor Jackson**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation:

1. Consider the June 29, 2017 Notice of Motion from Mayor Jackson;
 2. Receive this report.
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PURPOSE:

The purpose of this report is to present the following Notice of Motion introduced by Mayor Jackson on June 29, 2017:

“That in year five of the TransLink Mayors Council’s 10 year plan, a preliminary study be undertaken formulating a comprehensive plan which would see the construction of a light rapid transit rail line from Brickhouse Station, in Richmond, and subsequently run southward over the new bridge, crossing the Fraser River. This new transit line would then travel through Delta, South Surrey/White Rock, and on through Langley township, culminating in Chilliwack.”