



PUBLIC MEETING AGENDA

Version: May 17, 2019

May 23, 2019, 11:20AM to 12:30PM

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

Chair: Mayor Jonathan X. Coté **Vice-Chair:** Mayor Jack Froese

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards on the Mayors’ Council’s [Facebook](#) page.

11:20AM	1. PRELIMINARY MATTERS	
	1.1. Adoption of agenda	Page 1
	1.2. Approval of Minutes (April 25, 2019)	2
11:25AM	2. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE	
	2.1. South of Fraser Rapid Transit Public Engagement Update	9
	2.2. George Massey Crossing Review	11
12:00PM	3. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE	
	3.1. Phase Three Plan: Funding Strategy Milestones	15
	3.2. 10-Year Vision Implementation: Fleet and Service Planning	18
	3.3. Cure Congestion campaign	23
	• <i>Attachment: Engagement Campaign Overview</i>	ON TABLE
12:30PM	4. OTHER BUSINESS	
	4.1. Next Meeting: June 20, 2019 at 9AM	
12:30PM	5. ADJOURN	

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 Thursday, April 25, 2019 at 9:30 a.m. in Rooms 427/428, TransLink Head Office, 400 – 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Jonathan Coté, New Westminster, Chair
Mayor Jack Froese, Langley Township,
Vice-Chair
Mayor Neil Belenkie, Belcarra
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Craig Cameron, West Vancouver
(alternate)
Councillor David Chesney, White Rock
(alternate)
Mayor Bill Dingwall, Pitt Meadows
Director Mike Feeley, Electoral A
Mayor George Harvie, Delta
Mayor Mike Hurley, Burnaby

Mayor Meghan Lahti, Port Moody
Mayor Mike Little, North Vancouver District
Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Mayor Mike Morden, Maple Ridge
Councillor Alison Morse, Bowen Island
(alternate)
Mayor Kennedy Stewart, Vancouver
Mayor Richard Stewart, Coquitlam
Mayor Val van den Broek,
Langley City
Councillor Dean Washington, Port Coquitlam
(alternate)

ALSO PRESENT:

Mike Buda, Executive Director, Mayors' Council Secretariat
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink
Kevin Desmond, Chief Executive Officer, TransLink
Andrew Devlin, Manager, Policy Development, TransLink
Danielle DeVries, Assistant Transportation Planner, TransLink
Daniel Firth, Director of Mobility Pricing, TransLink
Tony Gugliotta, Chair, TransLink Board of Directors
Rob Malli, Chief Financial Officer, TransLink
Andrew McCurran, Director, Strategic Planning and Policy, TransLink
Sarah Ross, Director, System Planning, TransLink
Fraser Smith, General Manager, Engineering, City of Surrey
Sany Zein, Vice-President Engineering, TransLink

PREPARATION OF MINUTES:

Megan Krempel, Recording Secretary, Raincoast Ventures Ltd.

CALL TO ORDER

A quorum being present, the meeting was called to order at 9:41 a.m.

1. PRELIMINARY MATTERS

1.1 Adoption of Agenda

Draft Agenda for the April 25, 2019 Public Meeting of the Mayors' Council on Regional Transportation, version dated April 23, 2019.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled April 25, 2019, version dated April 23, 2019.

CARRIED

1.2 Adoption of the Minutes

Draft Minutes of the February 15, 2019 Public Meeting of the Mayors' Council on Regional Transportation.

Chair Coté advised that an amendment had been made to the comments of a public delegate.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of its Public meeting held February 15, 2019, as amended.

CARRIED

1.3 Adoption of the Minutes

Draft Minutes of the March 15, 2019 Public Meeting of the Mayors' Council on Regional Transportation.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of its Public meeting held March 15, 2019, as circulated.

CARRIED

2. PUBLIC DELEGATES

Roderick Lewis

Would like to see a business case for alternative SkyTrain technology for the SkyTrain to the University of British Columbia (UBC), and an independent engineering study done on the potential costs and benefits of using rotary electric train motors and an above ground train system.

Greg Pepitas

Mr. Pepitas is seeking more information on the perceived proprietary nature of SkyTrain technology, has concerns with the Mark 1 cars, and feels the LIM technology is too expensive and incompatible.

Nathan Davidavitch

Mr. Davidavitch supports revenue neutral fare initiatives such as offering youth under 13 years of age free transit, does not support the concession of a 3-Zone fare to a 1-Zone fare, and challenges council members to join him on a transit ride, so he can highlight issues with the transit system.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receive this report.

CARRIED

3. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE

3.1 South of Fraser Rapid Transit Update

Report dated April 15, 2019, from Geoff Cross, Vice-President, Transportation Planning and Policy, titled "Item 3.1 – South of Fraser Rapid Transit Update".

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, referenced the report, which provided an overview of the consultation and progress made on the South of Fraser Rapid Transit project since the December 2018 resolution to move forward on the planning and refresh of the Surrey to Langley SkyTrain project. He advised that the consultation process had been robust and will inform on the business case and decision-making. A preliminary business case will be presented to the Mayors' Council in July 2019.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receive this report.

CARRIED

3.2 SkyTrain Technology and Procurement

Report dated April 25, 2019 from Sany Zein, Vice-President, Infrastructure Management and Engineering" and Derrick Cheung, Vice-President, Strategic Sourcing and Real Estate" and titled "Item 3.2 – SkyTrain Technology and Procurement".

Sany Zein, Vice-President, Infrastructure Management and Engineering, advised that the report was in response to a request by the Mayors' Council to provide information on the proprietary nature of SkyTrain technology. The SkyTrain foundational technology includes the use of a linear induction motor (LIM) and automatic train control, which multiple suppliers can provide. Each SkyTrain expansion project in the past was led by the province, and procurement was conducted by the rules and standards of the time. The Evergreen Line and Canada Line projects involved open bidding at the international market place. TransLink follows fair and open procurement practices consistent with funding requirements and are in compliance with provincial, federal and international trade agreements.

Discussion ensued on:

- The individual components of SkyTrain are complex, yet no single piece is exclusive
- Driverless systems are the way of the future; use of fast headways has allowed SkyTrain to keep up with demand and increase the capacity of the system
- Changing to a standard rotary motor would require a complete revamp of the SkyTrain system

- and would be a massive financial undertaking
- Having a more substantive fleet will attract more vendors
 - Potential benefits of eliminating the need to switch trains at VCC Clark Station
 - Whether there are potential cost benefits for using rotary motors on some sections of the system, over the more expensive LIM motors.

Action Item:

TransLink staff were directed to provide the Mayors' Council with:

- *A cost analysis of using alternate SkyTrain technology and a disconnected system*
- *Details of the procurement process for both rotary and linear injection motor technology.*

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receive this report.

CARRIED

4. REGIONAL TRANSPORTATION STRATEGY UPDATES

4.1 Regional Transportation Strategy Scenarios

The following items were provided with the agenda materials:

- *Report dated April 11, 2019 from Geoff Cross, Vice-President, Transportation Planning and Policy, titled "Item 4.1 – Regional Transportation Strategy Update: Regional Long-Range Growth and Transportation Scenarios Summary Report";*
- *Presentation titled "Item 4.1 – Regional Transportation Strategy".*

Andrew McCurran, Director, Strategic Planning and Policy, led the review of the presentation noting the effective partnership between Metro Vancouver and TransLink in the development of the long-range growth scenarios. It is a foundational piece, which will inform on the Regional Transportation Strategy (RTS) and the Metro 2050 Regional Growth Strategy (RGS). Additional highlights include: key issues; trends and drivers for the next 30 years; model assumptions; scenario planning assumptions; future uncertainties and scenario creation process.

It was MOVED and SECONDED

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

CARRIED

4.2 Regional Transportation Strategy Engagement

Report dated April 11, 2019 from Geoff Cross, Vice-President Planning and Policy, titled "Item 4.2- Transport 2050 Phase 1 Engagement Program".

Mr. Cross referenced the provided report and highlighted the engagement process as it relates to the long-range strategy. The process will involve sub-regional conversations with municipal councils, the public and stakeholders.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receive this report.

CARRIED

5. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE

5.1 Transit Fare Discounts and Infractions

Report dated April 18, 2019 from Geoff Cross, Vice-President, Transportation Planning and Policy, titled "Item 5.1 – Transit Fare Discounts and Fare Infractions".

Mr. Cross and Andrew Devlin, Manager, Policy Development, TransLink, referenced the provided report noting that it had been presented to the Joint Finance and Governance Committee, which endorsed its recommendations. In relation to discounts, there is a strong level of support from policy makers and the public for expanding discounts to youth and low-income individuals to improve access to transportation. The resolutions seek to clarify that the role of the redistribution of income is the mandate of the province but that the Mayors' Council provide information on: the costs of extending those discounts; potential revenue loss; uptake in ridership, provision of required services and the impacts to fuel or property tax increases. Additionally, TransLink staff are working with the TransLink Board at identifying different options to ensure that the system is fair and reinforces the enforcement ability.

During discussion, the following comments were offered:

- Concerns that the coloured passes used by subsidized transit users is stigmatizing them
- The colour passes assist with enforcement and fare inspection
- Question on the considerations to lessen the burden of youth, and others, who are charged with fare infractions
- Emphasising to the provincial government that social costs will be lowered if affordable housing is located near transit
- Providing new immigrants with transit passes to broaden their employment options
- A provincial poverty strategy shifting people out of cars and onto transit through various methods, e.g. youth transit passes and province-wide low-income discounts
- Need to provide equity in affordable housing across the system
- Suggestion that removing parking and reinvesting money into transit
- Better utilization of transit during off-peak hours.

Action Item:

That TransLink staff are directed to review the colour-coded transit passes for subsidized transit users and report back to the Mayors' Council with alternatives.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Reaffirm the existing policy position of the Mayors' Council and TransLink Board that expanding transit fare discounts for low-income residents, children and youth are social policy objectives and are best funded and administered by the Provincial Government;
2. Publicly advocate to the Province for funding to expand discounts to:
 - a. More low-income residents than are currently eligible under the existing BC Bus Pass Program; and
 - b. Children and youth on the basis that the Province pays all associated TransLink incremental costs; and
3. Direct staff to report back through the Joint Finance and Governance Committee on the review of the fare infractions policy.

CARRIED

6. REPORT OF TRANSLINK MANAGEMENT

6.1 Transit Service Performance Review

Presentation titled "Transit Service Performance Review".

Sarah Ross, Director, System Planning, and Danielle DeVries, Assistant Transportation Planner, TransLink, reviewed the presentation, which highlighted the deep-dive report on the performance of transit services, ridership, utilization and reliability. The review offers transparent reporting that will: guide decision-making; and track and inform on the 10-Year Vision. It includes a dashboard for better visual analysis and data downloads. Additional highlights include:

- Added handyDART data and transit boardings by municipality
- 2018 saw a 7.1% ridership growth in the region
- Highest growth in bus ridership seen in the south of the Fraser area
- Ridership is outpacing expansion
- 80% of bus routes are slower than five years ago
- New service areas in: Burke Mountain; Clayton Heights, Morgan Creek; Silver Valley and Willoughby.

Discussion ensued on the need for further investment in local and B-Line bus routes in the areas of Pitt Meadows and Maple Ridge, in order for their increasing population to access West Coast Express and SkyTrain services.

Action Item:

That the TransLink Performance Review report be distributed to all member municipal councils.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receive this report.

CARRIED

7. REPORT OF THE EXECUTIVE DIRECTOR
7.1 Cure Congestion Campaign Update

Mike Buda, Executive Director, Mayors' Council Secretariat, informed that the *Cure Congestion Campaign* launched in early April is designed to ensure that the public is making transit and transportation an issue of debate in the upcoming federal election. A delegation of Mayors will travel to Ottawa to meet with Members of Parliament (MP) for all parties, in order to take the *Cure Congestion Campaign* message to decision-makers before their platforms are secured.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation receive this report.

CARRIED

ADJOURN TO CLOSED MEETING

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation Public Meeting held April 25, 2019 adjourn to In-Camera.

CARRIED
(11:02 a.m.)

Certified Correct:

Mayor Jonathan X. Coté, Chair

Megan Krempel, Recording Secretary
Raincoast Ventures Ltd.

TO: Mayors' Council on Regional Transportation

FROM: Geoff Cross, Vice President, Transportation Planning & Policy
Steve Vanagas, Vice President, Customer Communications & Public Affairs

DATE: May 17, 2019

SUBJECT: **ITEM 2.1 - South of Fraser Rapid Transit Public Engagement Update**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

The purpose of this memo is to provide the Mayors' Council with a high-level overview of the first stage of public engagement on the proposed Surrey-Langley SkyTrain and rapid transit options for the 104 Avenue and King George Boulevard corridors.

BACKGROUND:

The regional mayors' 2014 10-Year Vision identified three corridors south of the Fraser – 104 Avenue, King George Boulevard and Fraser Highway (totalling 27 kilometres) – as priority areas for rapid transit.

In December 2018, the Mayors' Council directed TransLink to:

- Proceed immediately with planning and project development work for a SkyTrain on Fraser Highway;
- Concurrently, initiate a planning process to refresh the South of Fraser rapid transit strategy, consistent with the 10-Year Vision.

Work is underway to provide the Mayors' Council with a fulsome update on developments along these three corridors, including public engagement results. Public engagement is a key component of rapid transit planning and will help to inform the Mayors' Council in determining next steps on 104 Avenue, King George Boulevard and Fraser Highway.

STAGE 1 ENGAGEMENT:

The first stage of public engagement took place between April 4-26 and encompassed all three corridors. TransLink sought feedback from the public on:

- Priorities, opportunities, considerations and level of support for a Surrey Langley SkyTrain;
- Priorities, opportunities, and considerations for rapid transit options on the 104th Avenue; and King George Boulevard corridors
- Values to weigh options for rapid transit.

Public engagement was launched on April 4 with a well-attended media technical briefing that generated widespread coverage (regionally, locally and in multicultural communities) and helped to raise public awareness of the planned engagement opportunities. The media technical briefing along with print, radio and digital ads; an op-ed; a mail-drop to residents, businesses and institutions near the three corridors; street teams with flyers; an eNewsletter; posters; and transit shelter ads directed the public to review information online, complete a survey (in English or Punjabi), and attend one of four open houses in different areas of Surrey and Langley. TransLink also promoted the engagement through its presence at Surrey's Party for the Planet and Vaisakhi Parade.

Initial results of survey completion rates and attendance at open houses indicate that the public is interested and engaged in rapid transit planning south of the Fraser. There is a keen desire for improved transit on Fraser Highway, 104 Avenue and King George Boulevard. We are in the process of reviewing the survey results and will share further details forthwith.

NEXT STEPS:

The results of the public engagement survey will be analyzed to help inform the Mayors' Council in determining next steps at their July 25 meeting. If the Mayors' Council directs TransLink to continue planning for rapid transit along 104 Avenue, King George Boulevard and Fraser Highway, there will be further stages of public engagement to update the public about decision-making and offer additional opportunities to provide feedback on elements of the project.

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Transportation Planning and Policy
DATE: May 2, 2019
SUBJECT: **ITEM 2.2 – George Massey Crossing Project Update**

RECOMMENDATION:

That the Joint Regional Transportation Planning Committee receive this report.

PURPOSE:

The purpose of this memorandum is to provide the Mayors' Council with information about the revised George Massey Crossing Project principles and goals, the new Metro Vancouver George Massey Crossing Task Force, and the general scope of input TransLink expects to provide in the upcoming Project engagement process.

BACKGROUND:

In September 2017, the Province of British Columbia halted the George Massey Tunnel Replacement Project and announced an independent technical review. TransLink staff provided input to the review, the findings of which were released by the Minister of Transportation and Infrastructure in 2018.

DISCUSSION:

A three phased approach to develop a business case has been initiated

Following the review, the Province initiated and recently completed the first of a three-phase engagement process with Metro Vancouver, TransLink, municipalities, and First Nations:

Phase 1 – Development of Goals and Objectives	Phase 2 – Development of Crossing Options	Phase 3 -Development of Business Case
Engage with stakeholders to develop project goals and objectives.	Engagement with stakeholders to identify options and determine a preferred option that best meets Phase 1 goals and objectives	Assessment to develop and finalize the business case for the preferred option identified in the Phase 2. Stakeholders will be engaged as appropriate.
To be completed by April 2019	To be completed by November 2019	To be completed by November 2020

During the first phase of engagement, Project staff met with TransLink and Mayors' Council staff garner input on project goals and objectives, as well as receive recommendations for overall Project engagement. Following discussion at the March 2019 meeting of the Metro Vancouver Finance and Intergovernmental Committee, the George Massey Crossing Task Force was struck as a standing

committee of the Metro Vancouver Regional District Board to provide advice and recommendations to the Finance and Intergovernmental Committee on issues related to the Project (see Attachment 1, George Massey Crossing Project Terms of Reference).

The Task Force membership is as follows:

1. Dhaliwal, Sav (Chair) - Metro Vancouver Board
2. Baird, Ken - Tsawwassen First Nation
3. Brodie, Malcolm – Richmond
4. Coté, Jonathan - Chair, Mayors' Council on Regional Transportation
5. Froese, Jack - Langley Township
6. Harvie, George - Delta
7. McCallum, Doug - Surrey
8. Stewart, Kennedy - Vancouver
9. van den Broek, Val - Langley City
10. Walker, Darryl - White Rock

The revised Project goals and objectives resulting from the Phase 1 engagement were endorsed by the Metro Vancouver Board at their April 26, 2019 meeting.

TransLink will provide input based on regional transportation mandate

During the upcoming engagement, the scope of TransLink input will be based on TransLink's legislated mandate to provide a regional transportation system that moves people and goods, and that supports Metro Vancouver's Regional Growth Strategy and TransLink's Regional Transportation Strategy. TransLink input will have a significant focus on existing and planned transit service in the corridor and will be guided by policy documents such as the Regional Goods Movement Strategy. The Regional Transportation Strategy and Mayors' Council 10-Year Vision will provide a policy lens for input on demand management, the movement of people and goods, transit, pedestrian and cycling concerns, and alignment with regional growth and land use objectives.

TransLink will be interested in how options for the crossing impact regional transportation objectives at both the corridor and system level. TransLink's experience is that major projects of this scale often have impacts on transportation volumes outside of the project geography.

NEXT STEPS:

The Province is in the process of finalizing an engagement plan that will involve stakeholder workshops (including TransLink staff) and subsequent meetings of the George Massey Crossing Task Force. Management will report back to the Mayors' Council in coming months with more details on the engagement plan and the scope of TransLink's proposed input to the process.

ATTACHMENTS:

Attachment 1 – 'George Massey Crossing Project Terms of Reference'



George Massey Crossing Task Force

Terms of Reference

The George Massey Crossing Task Force is the standing committee of the Metro Vancouver Regional District (MVRD) Board responsible for providing advice and recommendations to the Finance and Intergovernment Committee and to the MVRD Board on the BC Ministry of Transportation and Infrastructure's George Massey Crossing Project and related matters.

Task Force Responsibilities

The Task Force will provide advice and recommendations through the Metro Vancouver Finance and Intergovernment Committee to the MVRD Board on issues related to the BC Ministry of Transportation and Infrastructure's George Massey Crossing Project. Key responsibilities for the Task Force include:

1. Reviewing project-related materials and providing feedback to provincial representatives and others, as appropriate.
2. Considering potential positive and negative impacts of crossing options and project-related works on Metro Vancouver plans, assets, infrastructure and legislated responsibilities, including but not limited to:
 - a) Regional planning and growth management, including land use, transportation, and agriculture;
 - b) Air quality, climate change, human health, and the environment;
 - c) Deas Island Regional Park; and
 - d) Metro Vancouver utilities.
3. Reporting back through the Metro Vancouver Finance and Intergovernment Committee to the MVRD Board with advice and recommendations on the George Massey Crossing Project and related matters.

Task Force Membership and Meetings

The Chair of the MVRD Board shall serve as the Chair of the Task Force. Task Force members are appointed annually by the MVRD Board Chair and will consist of MVRD Board Directors who represent communities anticipated to experience either a direct or an indirect impact from this project.

The Task Force will meet every two months or at the call of the Task Force Chair. A quorum of 50% plus one of the Task Force's members is required to conduct Task Force business.

Task Force Management and Support

The Task Force Chair will be the chief spokesperson on matters of public interest within the Task Force's purview. For high profile issues the role of spokesperson rests with the MVRD Board Chair or Vice Chair. On technical matters, or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or designated senior staff member is the appropriate spokesperson. Where necessary and practical, the MVRD Board Chair, Task Force Chair and Chief Administrative Officer will confer to determine the most appropriate representative to speak.

The Metro Vancouver General Manager, Planning and Environment, will serve as Committee Manager for the Task Force. The Task Force Committee Manager is responsible for coordinating agendas and is the principal point of contact for Task Force members.

The Task Force may request the Task Force Committee Manager to:

- gather information and provide analysis of potential impacts on Metro Vancouver assets, infrastructure and legislated responsibilities;
- seek out and consider input from additional stakeholders deemed to have an interest in the George Massey Crossing Project; and
- seek advice and input from other existing Metro Vancouver committees, such as the Regional Administrators Advisory Committee or Regional Planning Advisory Committee.

Funding for the Task Force is provided under Metro Vancouver's General Government function to cover incidental costs and meeting expenses. Voting members of the Task Force will be remunerated in accordance with the *Remuneration Bylaw*.

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, VP, Transportation Planning and Policy
DATE: May 17, 2019
SUBJECT: **ITEM 3.1 – Phase Three Plan: Funding Strategy Milestones**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

This report provides a detailed timeline for decision-making for funding sources and investments for the next investment plan. It also highlights the development of a funding strategy document that will be used as an input for both the Regional Transportation Strategy and the next Investment Plan.

BACKGROUND:

At the February 15, 2019 meeting, the Mayor's Council received an update on the implementation of the 10-Year Vision. From the resulting discussion, the Mayors' Council requested that TransLink accelerate planning of some Phase Three improvements for the next investment plan.

At the March 15, 2019 meeting, the Mayors' Council received a report, *Delivering the Next Investment Plan*, which provided options recommended by management on how some parts of Phase Three could be accelerated.

TransLink staff have continued to develop a work plan for the next investment plan. The purpose of this report is to provide more information about funding and investment work for the next investment plan, including major decision milestones.

DISCUSSION:

Investment plan and funding strategy timeline

Based on direction from the Mayors' Council, TransLink staff established an accelerated schedule for the Joint Finance and Governance Committee and Mayors' Council to provide input and make decisions on funding sources and investments to be included in the next investment plan. This schedule is outlined in detail in Appendix A.

In particular, TransLink staff will engage the Joint Finance and Governance Committee and Mayors' Council in developing a funding strategy document by the end of 2019. The funding strategy document will:

- Summarize the history of funding for the regional transportation system in Metro Vancouver;

- Emphasize the importance of contributions from all three levels of government, as well as outline potential outcomes if senior government funding is not available to fund new investments; and
- Establish the policy trade-offs of different potential regional funding sources in both the near-term (10 years) and long-term (30 years).

The work will include new analysis on specific topics (e.g., land value capture, mobility pricing, affordability, etc.). The regional funding sources that are identified and evaluated in the funding strategy document will be advanced for consideration as funding sources for the next investment plan. The funding strategy document will also be incorporated into the Regional Transportation Strategy as guiding public policy for future decisions on how to fund the regional transportation system.

Over the past decade, the Mayors' Council has been deeply engaged on the above funding topics. In 2012, the Mayors' Council published a joint evaluation of select funding sources with the Ministry of Transportation and Infrastructure; in 2014, the Mayors' Council outlined preferred funding sources for implementing the 10-Year Vision. Based on those funding source evaluations, the Mayors' Council selected funding sources for implementation in the Phase One and Phase Two Plans respectively. Given that many of the most highly ranked funding sources from the 2012 joint evaluation have now been implemented, and that economic circumstances of the region are continuing to change, this is an important opportunity for the Mayors' Council to re-assess the policy trade-offs of different regional funding sources, especially funding sources or policy objectives that were not previously explored in depth.

NEXT STEPS:

Management will prepare an update on TransLink's current financial position and state of good repair requirements that will inform the funding needs for a Phase Three Plan and for RTS. In parallel, management will prepare information on specific tools and options for land value capture as a potential revenue source for consideration by the committee.

Appendix A

The following table outlines the anticipated topics for discussion and action at the Joint Finance and Governance Committee and Mayors' Council for the completion of the funding strategy and investment plan.

Date	Decision-maker milestones
2019 Q2	<p>MAY</p> <ul style="list-style-type: none"> • Information – overall decision milestones for investment plan, including funding strategy • Action – real estate development opportunities (see separate item) <p>JUNE</p> <ul style="list-style-type: none"> • Information – current TransLink financial position based on updated forecasts <p>JULY</p> <ul style="list-style-type: none"> • Information – state of good repair requirements and other infrastructure needs • Information – analysis of specific land value capture tools • Information – update on Surrey-Langley SkyTrain (SLS) business case
2019 Q3	<ul style="list-style-type: none"> • Engagement workshop – evaluation of potential regional funding sources and potential investments
2019 Q4	<ul style="list-style-type: none"> • Impact of federal election outcome • Draft funding strategy document
2020 Q1	<ul style="list-style-type: none"> • Progress on senior government funding agreements • Continued development of specific regional funding sources and investments
2020 Q2	<ul style="list-style-type: none"> • Progress on senior government funding agreements • Funding sources and investments for public consultation • Public consultation report • Approval of investment plan document

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Transportation Planning and Policy
DATE: May 17, 2019
SUBJECT: **ITEM 3.2 - 10 Year Vision Update: Fleet and Service Planning**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

The provide an overview of upcoming fleet acquisition and accompanying service planning.

BACKGROUND:

The 10-Year Vision identified funding for new vehicles for rail (Expo-Millennium Lines, Canada Line, West Coast Express), bus (conventional routes, B-Lines, and double deckers), a SeaBus vessel, and HandyDart vehicles. Fleet acquisition is core to our ability to increase transit services across the network. As new fleet becomes available and in accordance with our schedules we will be implementing new service that will improve the customer experience.

NEXT STEPS:

We will update the Joint Finance Committee periodically about future phases of fleet and service planning.

ATTACHMENT: Staff presentation



10 Year Vision Update: Fleet and Service Planning

Geoff Cross, Vice President, Transportation Planning & Policy

T Together all the way



Addressing bus overcrowding

- Assessed consistent, sustained overcrowding: the average trip has overcrowding every day – driven by high ridership growth
- June and September service improvements funded by advancing 2020 expansion and using existing fleet



T Together all the way



Addressing bus overcrowding

48 routes will be improved April-September 2019

April: **10 routes** improved to address overcrowding, **1 route** improved to increase span

June: **25 routes** will be improved to address overcrowding

September: **11 routes** will be improved to address overcrowding, **1 route** improved to increase span

Sub-Region	April (6,500 ASH)	June (21,500 ASH)	September (7,600 ASH)
Burnaby/New West	116	101, 104, 123, 144	112, 116
North Shore	240, 250	240	240, 246
Southwest	301	301, 403, 430	301
South of Fraser	312, 319, 321, 323, 351, 640	319, 323, 335, 340, 341, 345, 640	321, 342
Vancouver/UBC	84 (span increase)	5, 6, 25, 33, 41, 95, 100, N19	5, 6, 7, 49, 99, N17 (span increase)

* NB: ASH for June and September are approx. to be confirmed by CMBC once schedules completed

** No consistent, sustained overcrowding in NE sector in Sept 2018. (Sept 2018 used as base for assessment of consistent, sustained overcrowding)



T Together all the way



Expansion fleet is on the way

Arriving this year and into next

Rail

- 56 Expo/Millennium Line Cars
- 24 Canada Line Cars
- 2 West Coast Express locomotives
- 6 refurbished WCE locomotives



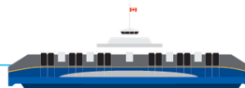
Bus

- 161 Buses
- 12 Community shuttles



SeaBus

- 1 SeaBus



HandyDART

- 23 HandyDART vehicles



T Together all the way



Rail fleet and service plan overview



Expo/Millennium Lines

- 20 of 56 cars have arrived—final cars expected by March 2020
- Frequency increases planned for Sept. 2019 and Sept. 2020



Canada Line

- 24 new cars on order from Hyundai Rotem
- Expected arrival in second half of 2019—with commissioning through early 2020
- On track to deliver service increases in 2020



West Coast Express

- In procurement for two new refurbished locomotives

2019 key bus fleet improvements and expansion

Double-Deckers

WHAT: Add 32 double-deckers
WHERE: South of Fraser routes on highways
WHY: Replace aging Orion fleet and increase capacity on key routes
WHEN: Arrival beginning in July

Battery e-Bus Trial

WHAT: Pilot 4 battery electric buses including 2 on-route chargers and 3 depot chargers
WHERE: Route 100
WHY: To test battery electric bus technology and interoperability of charging technology
WHEN: Summer

B-Line

WHAT: Add 47 articulated 60' hybrids
WHERE: 4 B-Line routes throughout the region
WHY: Expand service capacity by introducing new B-Line routes
WHEN: Fall 2019

CNG Buses

WHAT: Replace existing diesel buses with 47 40' CNG-powered buses
WHERE: STC, PTC and HTC
WHY: To replace aging diesel fleet with clean burning natural gas vehicles
WHEN: Arrival beginning in July

Overview of upcoming bus procurements

2020 Delivery

- 19 articulated (60')

2021 Delivery

- 30 articulated (60')
- 48 standards (40')

2022/2023 delivery

- GVRF application to Metro Vancouver Board in Sept. 2019
- Order in 2021
- Buses will arrive in 2022/2023



T Together all the way



SeaBus update

- Phase One Investment Plan allocated funding for 10 minute peak period service in 2019
- The ship builder has transported the Burrard Chinook to Vancouver and we are following a robust testing process that takes time to execute



T Together all the way



TO: Mayors' Council on Regional Transportation
FROM: Mayors' Council Finance and Governance Committee
DATE: May 17, 2019
SUBJECT: **ITEM 3.3 – Cure Congestion Campaign Update and Resolution**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation:

1. Adopt the *Its Time to Cure Congestion Resolution* and send it to local government councils in Metro Vancouver for consideration;
 2. Receive this report.
-

PURPOSE:

To provide an update on the Cure Congestion campaign, and to propose a resolution be sent to Metro Vancouver local government councils asking them to participate in the campaign.

BACKGROUND:

On December 13, 2018 the Mayors' Council agreed to pursue a public outreach campaign during the 2019 federal election, to secure commitments from major political parties for additional federal funding for transportation.

At its February 15, 2019 meeting, the Mayors' Council approved the "Cure Congestion" campaign to deliver advocacy, digital advertising and basic digital engagement activities in advance of the 2019 federal election. At that meeting, the Chair was directed to strike an Election Task to provide interim leadership to the campaign roll-out in between Committee and Mayors' Council meetings.

The Cure Congestion campaign was launched publicly on April 9, 2019 with a Campaign Platform and website (www.curecongestion.ca). The platform joins municipalities nation-wide through the Federation of Canadian Municipalities (FCM) to ask all federal parties to commit to creating a permanent, predictable, direct transit funding mechanism – a Congestion Relief Fund. This fund, modelled on the federal Gas Tax Fund, if approved as proposed by FCM, would deliver approximately \$375 million annually to TransLink starting in 2028 once the current federal transit funding programs expire. This would support completion of the remaining projects in the 10-Year Vision on schedule and would help the region to start building the projects to be identified through the Transport 2050 planning process.

A delegation of six Mayors' Council members, the CEO and the Executive Director travelled to Ottawa on May 7 to meet with 26 MPs from all parties from BC and across the country, to raise the issue of transit funding with federal leaders and to draw attention to the critical role of the next federal government in reducing congestion on our roads and overcrowding on our transit system. This "Transit Day on the Hill," supported by FCM, successfully raised awareness of the campaign in Metro Vancouver and with all major parties in Ottawa. See Annex 2 for a report on these meetings.

DISCUSSION:

The first phase of the campaign was designed to establish and release our platform and “ask,” raise awareness with the public, media and major parties in Ottawa in time to influence their election platforms.

The next phase of the campaign will be launched on May 23, 2019 following the Mayors’ Council meeting to directly engage with Metro Vancouver residents, identify potential supporters and champions of the campaign, and provide tools to these supporters to communicate directly with MPs, candidates and parties. It is this direct public engagement and mobilization which will most effectively influence federal parties on our ask for a permanent Cure Congestion Fund.

A full update on this engagement and mobilization campaign will be provided on table at the Mayors’ Council on May 23 and at a media availability following the meeting.

This May 23 engagement and mobilization launch presents an opportunity to ask those local government councils in Metro Vancouver who may wish to support this campaign to formally sign on as supporters. This local support would amplify our region-wide campaign efforts and provide local councils with the opportunity to tell the transportation story from their community’s perspective to residents and candidates.

A resolution that could be sent to all 23 local government jurisdictions in Metro Vancouver is attached as Annex 1 for consideration. If approved, a copy would be sent to each council from the Chair.

ATTACHMENT: Engagement Campaign Overview (provided on table)

IT IS TIME TO CURE CONGESTION IN FEDERAL ELECTION 2019

WHEREAS ridership on transit in Metro Vancouver is exploding, and another one million commuters are coming to our region over the next 20 years;

WHEREAS the 10-Year Vision for Metro Vancouver Transit and Transportation is making historic investments to improved regional bus, SkyTrain, SeaBus, West Coast Express and HandyDART services which will help keep the region moving, reduce the impact of population growth on regional GHG emissions, and improve access to affordable housing options;

WHEREAS Metro Vancouver's North American-leading ridership growth is out-pacing the expansion planned in the 10-Year Vision, leading to continued overcrowding pressures on transit, and congestion on our roads;

WHEREAS to support these new riders and planned population growth, the remaining projects in the 10-Year Vision and the next wave of regional transit and transportation priorities to be identified in the Transport 2050 planning process must be funded and approved quickly to avoid losing momentum on addressing overcrowding and congestion;

WHEREAS local governments via the Mayors' Council establish plans for new transit/roads/active transportation projects and infrastructure for the region, with reliable federal and provincial funding being critical to making projects a reality;

WHEREAS our region needs the next federal government to continue its successful partnership with the Mayors' Council on Regional Transportation, TransLink and the Province of B.C., so our region doesn't go backwards with worsening road congestion and overcrowding on transit;

WHEREAS last month, the Mayors' Council released its federal election platform, "Cure Congestion," that calls on national parties to commit to work in partnership to cure congestion in Metro Vancouver;

WHEREAS the Cure Congestion platform asks all federal parties to commit to establishing a Congestion Relief Fund that would deliver \$3.4 billion annually across Canada based on ridership, delivering approximately \$375 million annually to TransLink;

WHEREAS the Congestion Relief Fund will provide a permanent, predictable source of federal funding of that can be invested alongside TransLink and provincial government commitments to accelerate completion of the 10-Year Vision for Metro Vancouver Transit and Transportation and start the next phase of projects to be identified in the Transport 2050 planning process to improve the transit and transportation network in every corner of our region;

THEREFORE BE IT RESOLVED,

THAT Metro Vancouver local government councils support the Cure Congestion campaign;

THAT local government councils contact their local federal election candidates to urge them to support the call for a Congestion Relief Fund.

REPORT ON METRO VANCOUVER TRANSIT DAY ON THE HILL, MAY 7

Objectives

1. Generate local media & social media attention for Cure Congestion campaign.
2. Raise awareness of our “ask” and Cure Congestion campaign with all parties.
3. Listen to feedback and ideas from MPs on ask, campaign and our transit plans.
4. Deepen relationships with MPs, especially from opposition parties.
5. Support FCM’s national advocacy campaign for a permanent transit fund.

Mayors’ Council Delegation

1. Mayor Jonathan Cote, City of New Westminster
2. Mayor Jack Froese, Township of Langley
3. Mayor Linda Buchanan, City of North Vancouver
4. Mayor Richard Stewart, City of Coquitlam
5. Mayor Mike Little, District of North Vancouver
6. Mayor Valerie van den Broek, Township of Langley
7. Mike Buda, Executive Director, Mayors’ Council
8. Kevin Desmond, CEO, TransLink

Meeting Outcomes

The delegation met with 26 Members of Parliament, including:

- 2 party leaders (NDP and CPC)
- 4 ministers (including Minister Champagne) and 2 Parliamentary Secretaries
- CPC and NDP Opposition critics to Ministers of Infrastructure and Minister of Transportation
- 20 BC MPs out of 42 total
- Several Metro Vancouver MPs were unavailable on May 7 and have requested follow up meetings here in the region.

Media Coverage

- Approximately 850K impressions on relevant tweets/retweets from the day
- Approximately 59K impressions directly on our Facebook posts/replies/retweets from the day
- 6 online articles
- Segments and radio chatter across 4 radio stations
- Segments and television coverage on television
- A total reach of approximately 4.5 million

Costs (interim estimates pending final invoicing)

- Flights: \$8900 (~\$1100 per flight)
- Accommodation: \$3995 (\$200/night)
- Meeting rooms and meals: \$1700
- **Total: ~\$15,000**