



PUBLIC MEETING AGENDA

Version: June 18, 2020

June 25, 2020, 9:00AM to 10:30AM

Via Videoconference ([live-streamed to Mayors' Council YouTube Channel](#))

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 YouTube channel](#).

9:00AM	1. PRELIMINARY MATTERS	
	1.1. Adoption of agenda	Page 1
	1.2. Approval of Minutes (May 28, 2020)	2
9:05AM	2. PUBLIC DELEGATES	6
9:20AM	3. REPORT OF TRANSLINK MANAGEMENT	ON TABLE
9:35AM	4. REPORT OF JOINT FINANCE COMMITTEE	
	4.1. COVID-19 Relief and Recovery Funding Strategy	7
9:55AM	5. REPORT OF THE JOINT NEW MOBILITY COMMITTEE	
	5.1. COVID Impacts on Long Term Planning	12
	5.2. Opportunities for re-allocation road space	18
	5.3. GHG Emission Targets for Ride-Hailing	26
10:25AM	6. OTHER BUSINESS	
	6.1. Next Meeting (via videoconference) – July 30, 2020	
10:30AM	7. ADJOURN to closed session	

Note that Mayors' Council members and Public Delegates will be participating via Zoom videoconferencing. Zoom connection information sent separately via e-mail.

MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION

DRAFT PUBLIC MEETING MINUTES

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, May 28, 2020 at 9:00 a.m. via videoconference.

PRESENT:

Mayor Jonathan Coté, New Westminster, Chair
Mayor Jack Froese, Langley Township,
Vice-Chair
Chief Ken Baird, Tsawwassen First Nation
Mayor Neil Belenkie, Belcarra
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Craig Cameron, West Vancouver
(alternate)
Mayor Bill Dingwall, Pitt Meadows
Mayor George Harvie, Delta
Mayor Mike Hurley, Burnaby
Mayor Mike Little, North Vancouver District

Mayor Doug McCallum, Surrey
Director Jen McCutcheon, Electoral Area A
Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Mayor Mike Morden, Maple Ridge (arrived at at
9:10 a.m.)
Councillor Alison Morse, Bowen Island
Mayor Richard Stewart, Coquitlam (arrived at at
9:15 a.m.)
Mayor Rob Vagramov, Port Moody
Mayor Val van den Broek, Langley City
Mayor Darryl Walker, White Rock
Mayor Brad West, Port Coquitlam

REGRETS:

Mayor Kennedy Stewart, Vancouver

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink
Kevin Desmond, Chief Executive Officer, TransLink

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Mosaic Writing Group

CALL TO ORDER

Chair Jonathan Coté declared that a quorum was present and called the meeting to order at 9:04 a.m. and reviewed the process that will be used for voting during the virtual meeting.

1. PRELIMINARY MATTERS

1.1 Adoption of the Agenda

Draft agenda for the May 28, 2020 Public Meeting of the Mayors' Council on Regional Transportation, version dated May 22, 2020, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the May 28, 2020 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2 Approval of Minutes (April 23, 2020)

Draft minutes of the April 23, 2020 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the minutes of the April 23, 2020 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. PUBLIC DELEGATION PRESENTATIONS

The following documents were provided:

- *Report titled "Item 2 – Public Delegate Presentations", dated May 22, 2020, was provided with the agenda material*
- *Report titled "Item 2 – Public Delegates: names, topics and presentations", dated May 28, 2020, was provided on table.*

2.1 John Irwin

Mr. Irwin requested the Mayors' Council to take action to increase transit service to Stanley Park in the event that the Vancouver Park Board is successful in keeping some roads in Stanley Park closed to automobile traffic after the COVID-19 measures are removed.

3. REPORT OF TRANSLINK MANAGEMENT

3.1 CEO Report on Transit Service to Support BC Restart

Presentation titled "TransLink Management Report", was provided on-table.

Member Arrived

Mayor Mike Morden joined the meeting at 9:10 a.m.

Kevin Desmond, Chief Executive Officer, TransLink, led the review of the presentation titled "TransLink Management Report" and highlighted:

- As of May 24, 2020, ridership is approximately 20% of pre- COVID-19 levels
- Resumption of fares and front door boarding on the bus system on June 1, 2020

Member Arrived

Mayor Richard Stewart joined the meeting at 9:15 a.m.

- Components of the Safe Operating Action Plan announced during the week of May 18, 2020:
 - Cleaning and sanitizing
 - Managing physical space within the transit system
 - Recommendations to customers to maintain their safety
 - Restoration of service levels
- Next steps.

Discussion ensued on:

- Uncertainty regarding the pace at which ridership levels will recover and whether ridership will recover to pre-COVID-19 levels:
 - The public has deep concerns regarding their sense of personal safety on the transit system

- The key is for TransLink to restore the trust of the public
- It is unlikely that ridership will recover to pre-COVID-19 levels until there is a vaccine widely available
- Actions taken to protect bus operators when front door boarding resumes on June 1, 2020
- Recommendation that passengers wear non-medical masks to protect other passengers
- Work with the business community to identify demand management tools to avoid over-crowding on the system, given the reduced capacity:
 - Concern that a permanent shift in ridership will have a negative impact on TransLink's business model
- Expectation that the COVID-19 crisis will influence regional population growth and land use predictions which will need to be reflected in Transport 2050 (T2050)
- Financial impact of four plausible scenarios is being modelled to inform the development of the Economic Recovery Investment Plan.

It was MOVED and SECONDED

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

CARRIED

4. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE

4.1 Next steps on "Economic Recovery" Investment Plan in 2020

Report titled "Item 4.1 – Next Steps on 10-Year Investment Plan", dated May 22, 2020, was provided with the agenda material.

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, referenced the report provided with the agenda material and highlighted:

- The Phase Two Investment Plan Update, previously scheduled for approval in July 2020, will be deferred
- Requirements before initiating the next Investment Plan, which will be framed as an economic recovery plan:
 - Certainty in the financial support from senior governments to help offset losses, replenish reserves, and fund new projects
 - Greater stability in revenue tools and a reasonable ability to forecast future financial capacity
- Initial steps in the development of the Economic Recovery Investment Plan:
 - Develop revised forecasts for financial capacity over the ten-year period
 - Review timing of any planned "expansion" projects i.e. when the project is needed based on updated forecast transit demand
 - Evaluate and prioritize projects to fit within available financial envelope
 - Confirm eligibility and suitability for candidate projects to be considered for stimulus funding
- Modelling of revenue shortfalls under four plausible scenarios
- Likelihood that the Economic Recovery Investment Plan will be developed in the fall 2020.

Discussion ensued on:

- The losses under the current ridership levels are unsustainable in the long term
- The funds allocated to the Surrey-Langley SkyTrain (SLS) project were allocated to a light rapid transit line:

- Discussions are underway with senior levels of government regarding allocation of capital funding to fill the funding gap for the SLS project
- Whether some capital funding can be diverted to operating costs
- The need to identify the highest priorities in the capital program, given senior level government funding, in the post-COVID-19 environment
- The need to prepare for the inevitable second wave of the COVID-19 pandemic:
 - TransLink’s Safe Operating Action Plan will be adjusted to meet emerging new needs, as they are identified.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation receive this report for information.

CARRIED

4.2 Surrey-Langley SkyTrain (SLS) Project Update

Report titled “Item 4.2 – Surrey Langley SkyTrain Project Update”, dated May 21, 2020, was provided with the agenda material.

Mr. Cross referenced the report provided with the agenda material and noted:

- The business case is sound despite the uncertainty created by the COVID-19 pandemic and has been submitted to the provincial and federal government for their reviews
- The initial intention was to include the SLS project for approval as part of the Phase Two Investment Plan Update
- The SLS will be included in the Economic Recovery Investment Plan, provided that sufficient senior level government funding is provided to allow the project to proceed.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation receive this report for information.

CARRIED

5. OTHER BUSINESS

5.1 Next Meeting

The next Public Meeting of the Mayors’ Council was scheduled for June 25, 2020 and will be held via videoconference.

6. ADJOURNMENT

There being no further business, the May 28, 2020 Public Meeting of the Mayors’ Council on Regional Transportation was adjourned to a Closed Session at 10:13 a.m.

Certified Correct:

Mayor Jonathan X. Coté, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation
FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat
DATE: June 25, 2020
SUBJECT: **ITEM 2 – Public Delegate Presentations**

RECOMMENDATION:

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

PURPOSE:

To introduce the objectives and process for hearing from public delegates.

BACKGROUND:

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to mayorscouncil@translink.ca.

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

DISCUSSION:

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, VP Transportation Planning & Policy
DATE: June 11, 2020
SUBJECT: **ITEM 4.1 – 4.1. COVID-19 Relief and Recovery Funding Strategy**

RECOMMENDATION

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

PURPOSE

The attached briefing deck provides an update on the 2020-2021 financial forecasts and progress on senior government relief funding.

BACKGROUND

At their May 22, 2020 meeting, the Mayors' Council received a report "Senior Government Relief Funding Analysis and Revenue Modeling Update" which included a summary of forecast revenue shortfall for four plausible scenarios and an overview of the discussions to date with the Provincial government on securing senior government relief.

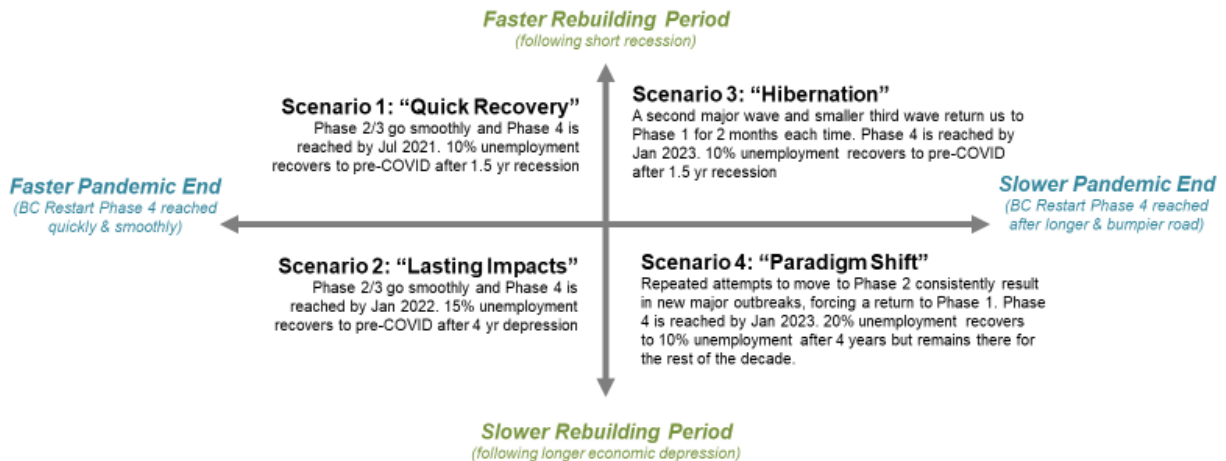
The attached briefing deck provides a progress update on both items.

TransLink Board Revenue Forecasting Update

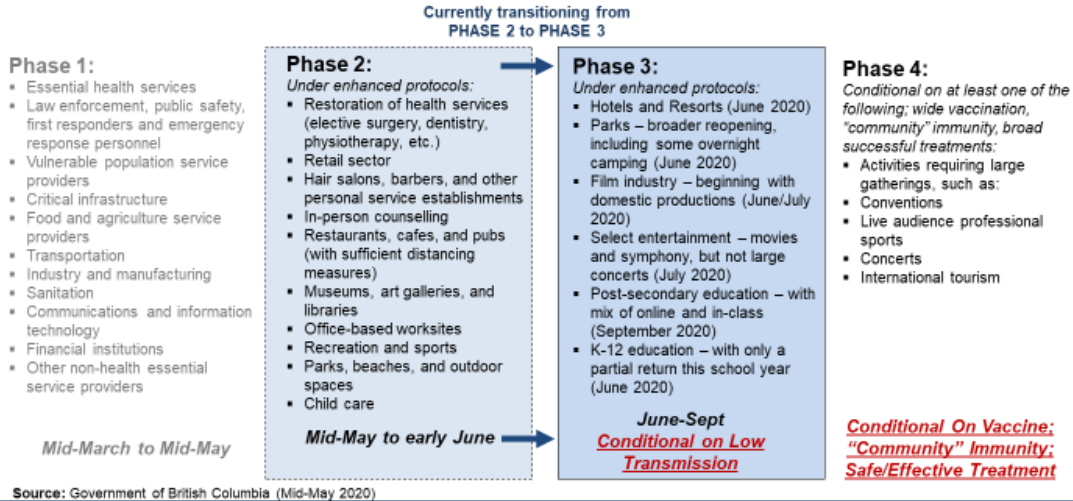
June 11, 2020

Four plausible COVID-19 scenarios were presented to the Board and Mayors' Council in April 2020

2



Expected travel demand will be tied to the BC Restart Plan Phases



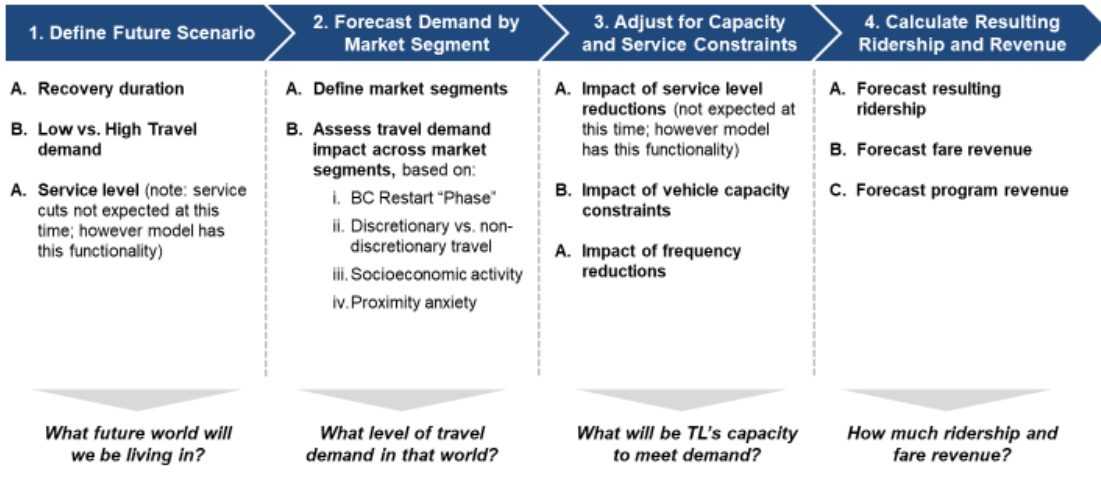
We have mapped the four plausible scenarios to the potential progressions of the BC Restart Plan

4

TransLink Scenario	2020												2021											
	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec				
Scenario 1: Quick Recovery	Phase 1/2	Phase 2 → 3	Phase 3						Phase 3						Phase 4									
Scenario 2: Lasting Impacts	Phase 1/2	Phase 2 → 3	Phase 3						Phase 3															
Scenario 3: Hibernation	Phase 1/2	Phase 2 → 3	Phase 3			Phase 1			Phase 2	Phase 3						Phase 1								
Scenario 4: Paradigm Shift	Phase 1/2	Phase 2 → 3	Phase 1			Phase 2		Phase 1	Phase 1	Phase 2		Phase 1		Phase 2		Phase 1								

- Assumes vehicle capacity is 2/3 for bus and 1/2 for rail starting June 1, 2020 until return to 100% planning capacity in Phase 4.

Fare Revenue Model Methodology



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Cumulative 2020-2021 revenue forecast losses

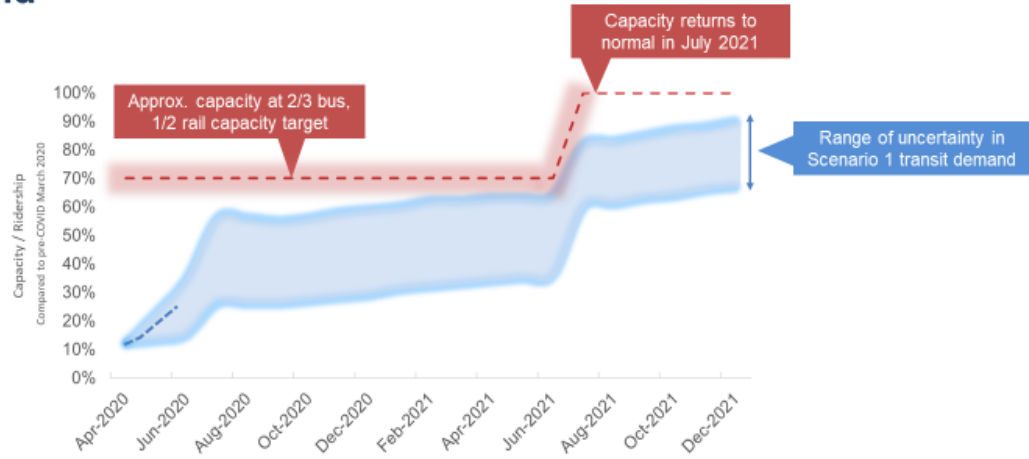
(against Phase Two Investment Plan Update)

(\$millions)	Scenario 1: Quick Recovery			Scenario 2: Lasting Impacts			Scenario 3: Hibernation			Scenario 4: Paradigm Shift		
	Current (May 28) Forecast		April Forecast PANDARS v1	Current (May 28) Forecast		April Forecast PANDARS v1	Current (May 28) Forecast		April Forecast PANDARS v1	Current (May 28) Forecast		April Forecast PANDARS v1
	High Travel Demand	Low Travel Demand		High Travel Demand	Low Travel Demand		High Travel Demand	Low Travel Demand		High Travel Demand	Low Travel Demand	
Fare Revenue (@100% SH)	-368	-651	-412	-407	-778	-794	-601	-825	-793	-795	-881	-945
Fare Pass Programs	-67	-67	-33	-145	-145	-67	-145	-145	-67	-145	-145	-81
Fuel Tax	-70	-157	-185	-99	-177	-351	-99	-177	-351	-241	-260	-416
Parking Tax	-26	-57	-49	-36	-66	-95	-36	-66	-95	-90	-98	-113
Std Property Tax	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
DCC	-10	-10	-4	-13	-13	-7	-16	-16	-15	-19	-19	-10
Totals	-544	-945	-687	-703	-1182	-1323	-900	-1232	-1315	-1285	-1406	-1568

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Within each scenario there is uncertainty in transit demand



TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Transportation Planning and Policy
DATE: June 16, 2020
SUBJECT: **Item 5.1 - COVID Impacts on Long Term Planning**

RECOMMENDATION:

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

PURPOSE:

The purpose of this report is to describe the likely impacts of COVID-19 on our region's transportation future and to propose, for discussion, ways to accelerate the positive impacts and mitigate the negative impacts.

BACKGROUND:

At the March 26, 2020 Board meeting and at the April 2, 2020 Mayors' Council meeting, Management brought a report entitled "Transport 2050 Project Schedule and Phase 2 Engagement" which identified the impact of the pandemic on the Transport 2050 project schedule, particularly the limitations on our ability to conduct large-scale in-person engagement as originally envisioned. Further public engagement has been postponed until there is public and policymaker bandwidth to engage on issues beyond the immediate crisis. Meanwhile the technical and policy development work is continuing at a slower pace with an aim to bring a first draft of the strategy forward for policymaker review in late 2020.

Metro Vancouver is continuing to progress their Climate 2050 strategy and their Metro 2050 regional growth strategy. At a June 3rd meeting of the Metro Vancouver Mayors Committee, policymakers agreed that the 2020 Declaration for Resilience in Canadian Cities is a useful guiding framework around which to advance these strategies.

The new timing for Transport 2050 engagement will allow for even tighter coordination between all of these regional strategies and enable them to collectively navigate a more integrated public dialogue, in particular around the Declaration and around the future of cities and transit in the context of the COVID-19 pandemic and subsequent recovery.

DISCUSSION

Physical Distancing and the Future of Cities

In cities and countries around the world, public health physical distancing requirements have significantly reduced travel demand and have led to significant economic impacts. The pandemic has led, in particular, to increased concerns about being in shared environments with many other people – something which is difficult to avoid in urban environments and especially while riding public transit.

The promise of cities and of urban transit may be less appealing while the fear of infection is top-of-mind for many people. As with past pandemics, however, this proximity anxiety is expected to be temporary. The world has been growing steadily more urban over the past 100 years such that today more than half of the world's population live in cities. Cities have been growing rapidly because they work. They have supplied the keys for unlocking human potential: an infrastructure of public schools, libraries, parks, and transit and a density and diversity of people and urban life has helped to foster the exchange of ideas, the advancement of knowledge, and the creation of new products, technologies, and social innovations. Cities are engines of opportunity and will continue to be such, long after the pandemic. Even in the age of the internet, remote work, and on-line shopping – towns and cities will still fulfill a basic human need for social interaction and community. And for cities to work well, with high quality of life, with reliable travel times, with safe streets, and with low emissions – they need good public transit.

Transit ridership will likely remain well below pre-COVID levels until some time after the pandemic and its recovery will be heavily dependent on the degree to which people still feel some lasting proximity anxiety; rates of unemployment; and the degree to which the roughly half of workers in our region that are able to work from home, continue to do so.

Wherever these trends take us in the near-term, people in our region will still want good, safe, affordable, and reliable travel choices, they will still want to avoid congestion, and they will still be concerned about climate change. Accordingly, the long-term success of Metro Vancouver will continue to depend on compact growth supported by a robust and reliable transit system.

Jurisdictions around the world are mobilizing to deal with this public health and economic emergency - the imperative of saving lives and livelihoods may have opened up space to quickly advance critical public policy changes. The societal impulse to revisit priorities as a result of the pandemic has provided a window to make more rapid progress on some of the key ideas and initiatives being contemplated by the Mayors' Council, Metro Vancouver Board, municipal councils around the region and the Province. Shocks and disruptions are moments where it is easier for people, organizations and societies to break out of old habits and develop new ways of doing things – before settling back into the inertia of normal times.

Our region has clearly articulated transport and land use objectives

Our critical task during this pandemic period – whether it lasts for one or two years or longer – is to proactively seize this temporary window of openness to change. We have an opportunity to accelerate the positive pandemic impacts that support our region's long-held city-building and sustainable transportation objectives and to mitigate the negative impacts that run counter to our region's goals.

From a transportation perspective, we have collectively envisioned a region where all people can easily get to their destinations and home again – safely & healthily, reliably, affordably and sustainably. To advance this vision, our regional plans have long stated that we need to focus on: *reducing motor vehicle traffic; and enabling most trips to be made by active and shared modes.*

Advancing our objectives in the context of COVID-19

Over the past decades, our region has made good, albeit modest advances towards these objectives – with an increasing share of development happening in transit-oriented locations and a steady increase in walking, cycling, and transit ridership. This progress has generally been gradual, difficult and resource-

intensive. If there is a sustained decline in transit ridership stemming from this pandemic we are risking a potential reversal of this region’s hard-won progress.

There is a risk that previous regular transit users will start making more of their trips instead by automobile for understandable reasons, and that these habits will stick post-pandemic. A key near-term transportation objective during this pandemic period should be to minimize resident’s needs for new single-occupant auto trips. The low fuel prices in the region exacerbates this challenge.

Achieving this objective will require an adequate supply of safe and robust alternatives to the auto (in the context of COVID-19) and measures to make these alternatives as competitive and attractive as possible. Time is of the essence as driving levels are already returning to pre-COVID levels suggesting that the window of opportunity for substantive changes will not stay open for long.

A report later in this agenda package, “Opportunities for Pandemic-response Regional Roadway Changes” addresses some of the ways that we can collectively give walking, cycling and transit their best chance.

The table below describes some of the medium term COVID-19 impacts and additional possible responses.

Likely COVID-19 Impact (over next 5 years)	Possible Responses
Reduced transit ridership.	Mitigate with: <ul style="list-style-type: none"> • Safe Operating Action Plan, including lower vehicle passenger capacities during pandemic period • incentives / promotions • increase reliability / convenience of bus service with extensive bus priority • info on crowding • secure stable revenues with new funding model (as an essential service, don’t rely so heavily on user fees)
Increased driving (including ride-hailing)	Mitigate with: <ul style="list-style-type: none"> • reducing space available to drive and park automobiles by allocating road lanes to other priority uses • increase price of driving (e.g. near-term increase in fuel sales tax) • marketing campaign to discourage unnecessary driving • charging infrastructure for EVs, to ensure climate goals are not compromised • urgent bus priority measures to avoid buses getting stuck in worsening congestion • permanent IMBL for ride-hailing, with focus on pricing to mitigate congestion impacts
Increased walking and cycling	Accelerate with: <ul style="list-style-type: none"> • rapidly deploy low-cost car-free zones / slow streets / reallocate more road space to expanded walkways/bikeways/public realm in ways that are neutral or positive for transit operations

Likely COVID-19 Impact (over next 5 years)	Possible Responses
Increased trip substitution via digitization. Telework, telemedicine, and e-learning	Engage in: <ul style="list-style-type: none"> more active coordination of employers through TravelSmart assist in more evenly distributing the peak-spreading benefits across day and week.
Increased reliance on e-commerce and home delivery.	Engage in: <ul style="list-style-type: none"> more active coordination of curb-side; coordination of freight companies (via big data / Maas) to optimize loads; regulation / licensing of contactless automated last-mile delivery bots / drones
Increased interest in vehicle automation	Engage in: <ul style="list-style-type: none"> planning and regulatory discussions with Province to ensure AVs support regional objectives
Increased churn / consolidation in the mobility sector	Engage in: <ul style="list-style-type: none"> taking stock of current ecosystem partners; assess possible new collaborations (e.g. car-sharing) strategic investments in transport system management & Maas function to ensure public sector leadership post-pandemic
Softening of demand for high-density housing	Mitigate with: <ul style="list-style-type: none"> measures to make higher-density living attractive (enable restaurants, venues etc. to function effectively with new protocols) ensuring planned developments have sufficient space to avoid overcrowding shift growth emphasis to mid-rise development along more corridors
Increased unemployment & household financial strain	Mitigate with: <ul style="list-style-type: none"> pause planned fare increase ensure new funding strategy is focused on progressive sources matched to income coordination with Province to introduce / fund Basic Mobility Accounts (expansion of BC Bus Pass)
Increased social solidarity	Accelerate with: <ul style="list-style-type: none"> ongoing communications and social marketing

NEXT STEPS

Topics for further discussion with the Board and Mayors' Council include:

1. Coordination with Metro Vancouver around support for the [2020 Declaration for Resilience in Canadian Cities](#);
2. How to coordinate with municipalities, Metro Vancouver and Province to enable near-term rapid action on the proposed responses above; and
3. How to re-start public dialogue on future of the region (M2050, T2050) in the context of navigating the COVID-19 recovery.



The Future of How We Move & Live: COVID-19 Impacts & Opportunities

Mayors' Council on Regional Transportation

June 25, 2020

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TRANS LINK

2

Physical Distancing and the Future of Cities

- Pandemic = increased concerns about shared environments - difficult to avoid in cities & public transit
- Proximity anxiety is expected to have an impact on preferences but, as with past pandemics, should be temporary:
 - Cities have been growing rapidly because they work
 - They are engines of opportunity and will remain so
 - For cities to work well (high quality of life, reliable travel times, safe & healthy streets, low emissions) - they **need good public transit**
- Pandemic imperative of saving lives and livelihoods: opened up space to more urgently advance critical public policy changes, including those long contemplated in our region

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TRANS LINK

Our region has clearly articulated transport and land use objectives

3

- We have collectively envisioned a region where all people can easily get to their destinations and home again:
 - safely & healthily,
 - reliably,
 - affordably and
 - sustainably
- To advance this vision, our regional plans have long stated that we need to focus on:
 - *reducing motor vehicle traffic*; and
 - *enabling most trips to be made by active and shared modes.*

Advancing our objectives in the context of COVID-19

4

Likely COVID-19 Impact (over next 5 years)	Response
Reduced transit ridership	Mitigate
Increased driving (including ride-hailing)	Mitigate
Increased walking and cycling	Accelerate
Increased trip substitution via digitization (telework, telemedicine, e-learning)	Engage
Increased reliance on e-commerce and home delivery	Engage
Increased interest in vehicle automation	Engage
Increased churn / consolidation in the mobility sector	Engage
Softening of demand for high-density housing	Mitigate
Increased unemployment & household financial strain	Mitigate
Increased social solidarity & trust in government	Accelerate

TO: Mayors' Council on Regional Transportation
FROM: Sarah Ross, Director, System Planning
DATE: June 17, 2020
SUBJECT: **Item 5.2 - Opportunities for Pandemic-response Regional Roadway Changes**

JOINT COMMITTEE RECOMMENDATIONS:

That the Mayors' Council on Regional Transportation:

1. Ask TransLink staff to develop a rapid response plan for quick-win bus priority on the top 20 corridors for passenger delay, including associated operating savings, and estimated implementation costs for consideration at the next meetings of the Mayors' Council and Board;
 2. Receive this report.
-

PURPOSE:

Purpose of this report is to provide an update on how TransLink is working with municipalities to respond to the pandemic with changes to streets, and to highlight opportunities for advancing regional objectives through those changes. The report highlights TransLink and municipal roles managing the regional road network. Staff is seeking feedback from the Board and Mayors' Council on the opportunities and potential support to champion timely collaborations with local municipalities.

BACKGROUND:

As described in the report earlier in this agenda package, "Transport 2050: COVID-19 Impacts and Opportunities," jurisdictions around the world, are mobilizing to quickly make critical changes to public policy and our built environments in response to the current public health and economic emergency.

In particular, municipalities in Metro Vancouver are responding to the current pandemic by advancing rapid changes to streets to support urgent public health & economic recovery goals. This is part of a global trend of cities moving quickly to reallocate street space, such as lane changes to accommodate cycling and transit, replacement of curb parking with sidewalks or patios, and prioritization of walking & cycling on residential streets.

TransLink has multiple interests in these efforts, related to the multiple roles of the agency: regional multimodal planning and coordination, Major Road Network (MRN) & goods movement authority, and transit planning and operations.

DISCUSSION:

Opportunities for walking, cycling & public space

The current pandemic has spurred dozens of initiatives to reallocate road space across Metro Vancouver. The current imperative is to support public health goals by creating space for physical distancing on sidewalks and streets, as well as to support economic recovery by creating additional space for queueing, loading and patios outside businesses.

These same interventions can also encourage trips to be made by walking and cycling, and support compact communities by enabling active travel and local commerce. Slowing of vehicle speeds through street changes can also support reductions in roadway fatalities and serious injuries. All of these are important local and regional goals.

TransLink supports cities' pandemic-response efforts

As described in the report earlier in this agenda package, "Transport 2050: COVID-19 Impacts and Opportunities," in order to continue to advance our regional objectives during this pandemic, it is critical to give walking, cycling and transit their best chance. To this end, TransLink staff are working with municipalities to support their efforts to increase physical distancing, improve walking and cycling, and encourage economic recovery through changes to regional roadways. These pandemic-street changes present opportunities to achieve both local and regional objectives, such as increasing active transportation. These interventions can also be beneficial to both transit operations and transit customers, and by encouraging vibrant street life and walking may help encourage ridership. However, some types of street changes risk undermining transit by increasing delay and unreliability.

TransLink staff are providing planning and design expertise to municipal staff on their pandemic-street projects wherever possible. TransLink staff are also providing regional coordination and knowledge exchange through the Regional Transportation Advisory Committee to assist local governments in balancing these objectives. Design resources and emerging global best practices have been developed by bodies such as National Association of City Transportation Officials (NACTO) and have been made available.

Maintaining the integrity of the Major Road Network and regional goods movement

TransLink's mandate includes our role to coordinate, plan and fund the Major Road Network (MRN) in partnership with municipalities to ensure it supports the safe and efficient movement of people and goods across the region. Municipalities are the road authority for the MRN, with ownership and operational responsibilities within their respective jurisdictions. TransLink has legislative authority that mandates our approval of capacity changes to the MRN, or changes prohibiting truck movements on the MRN or TRN (Truck Route Network). TransLink has provided municipalities with an expedited process for our review of pandemic-related MRN changes that will reduce people moving capacity.

Giving transit its best chance

Transit is an area of special concern for regional roadway changes. Transit that is not protected from traffic is vulnerable to roadway congestion, which increases bus delay and unreliability. Bus delays due to congestion in one location frequently negatively affect service reliability and passenger journeys all

along a route, far from the location of congestion. Thus, streets serving multiple bus routes are particularly important in the regional transit network, and have a disproportionate influence on the quality and operating efficiency of regional bus service.

Roadway changes on bus corridors, such as removal of bus lanes or reductions to travel lanes used by buses, need to be carefully considered to not undermine transit and imperil ridership recovery. If trips shift from transit to driving as the economy restarts, this could trigger a vicious cycle of slowing buses becoming a less competitive travel option and encouraging further driving. This vicious cycle poses a significant risk of a sustained shift towards auto travel that will stall the region's economic recovery with worsening congestion and threaten our region's health, safety and climate action goals. We need to give transit its best chance in order for our region to successfully rebuild and recover.

Fortunately, there are many opportunities for road space reallocation to support transit. TransLink's Transit Priority Toolkit (2019) outlines the range of solutions available. The below are key categories that can be implemented quickly and are being explored by TransLink staff:

- Bus stop optimization: Some locations present opportunities to remove or consolidate bus stops where they are too closely spaced relative to adopted Transit Service Guidelines (2018). This can improve bus performance and expand public realm by freeing up sidewalk space.
- Bus bulges and boarding islands: Curb extensions or boarding islands are real 'win/wins' by reducing delays for buses entering and exiting traffic while also increasing sidewalk space for walking, queuing, patios, etc.
- Lines & signs: There is a suite of other bus priority measures that can often be implemented quickly or trialed with temporary materials. These include regulatory changes (rush regulations, turn restriction, right turn pocket), and lane designations (bus/HOV lane, transit approach lane, queue jump) that reduce bus delay.

These above bus priority measures can play an important role in pandemic-response roadway changes. As such they will support transit ridership recovery and help to improving operating efficiency of transit. These bus priority measures also support physical distancing on transit, by reducing bus bunching that can cause or worsen crowding onboard vehicles.

TransLink staff have identified areas of highest regional transit priority need within the 2019 Bus Speed and Reliability Report. That report estimated that over \$75 million per year, or 12% of all bus operating costs, are attributable to roadway delay. The top corridors for delay have been reviewed by TransLink staff to identify opportunities for quick project delivery and are being presented to municipal staff for consideration in their local pandemic-response roadway changes. TransLink is also making available \$547,000 in remaining unallocated funding through the Bus Speed & Reliability Municipal Funding Program to support implementation of quick-win bus priority measures in 2020.

CONCLUSION:

The changes to roadways that are advancing across Metro Vancouver, in response to the pandemic, play an essential role in this region's response to the current public health and economic emergency. There is a small window of opportunity to provide assistance to the economic recovery. Therefore, swift action to change streets in response to the pandemic requires close collaboration between TransLink and municipalities, given the multiple functions and authorities over regional roadways. These immediate responses present opportunities to accelerate efforts that will assist during the pandemic and the post-pandemic recovery. It is imperative that we give walking, cycling and transit their

best chance through pandemic-response roadway changes. Such strategies are cost-effective to advance now, help household affordability during this period of economic strain, and set the stage for resilient and livable cities. Through such strategies the region can also mitigate potential unintended impacts of driving and congestion increases that can stall our economic recovery and threaten our health, safety and climate action goals. Bus priority strategies further improve the operating efficiency of the regional transit system.

TransLink staff are ready to work with municipal staff, councils and the public to advance those opportunities on regional roadways. Through our own programs we will also bring forward proposals for quick delivery bus priority projects. Municipal councils can individually champion and advance those efforts on their roadways, with the support of TransLink funding for implementation.



Opportunities for Pandemic-response Regional Roadway Changes

Mayors' Council on Regional Transportation

June 25, 2020

T Together all the way



2

Opportunities for walking, cycling, public space



T Together all the way



TransLink supports cities' pandemic-response efforts

3

- Resources
- Planning & Design Expertise
- Funding (Bus Speed & Reliability)



T Together all the way

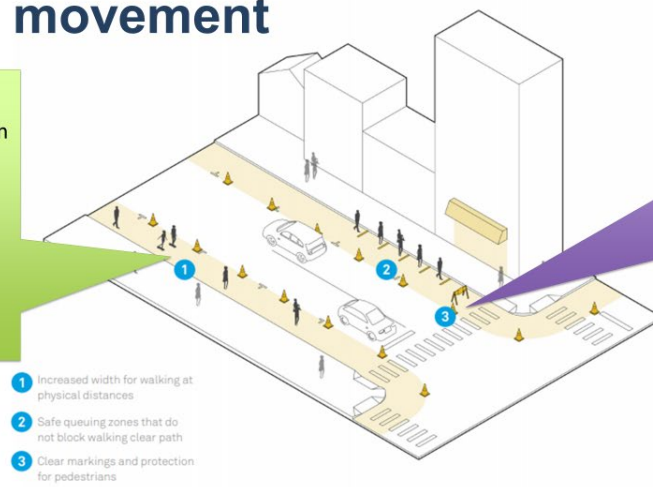


Maintaining MRN integrity and regional goods movement

4

NOT....
a capacity reduction
if this lane was
previously a 24/7
parking lane

**NO TRANSLINK
APPROVAL
REQUIRED**



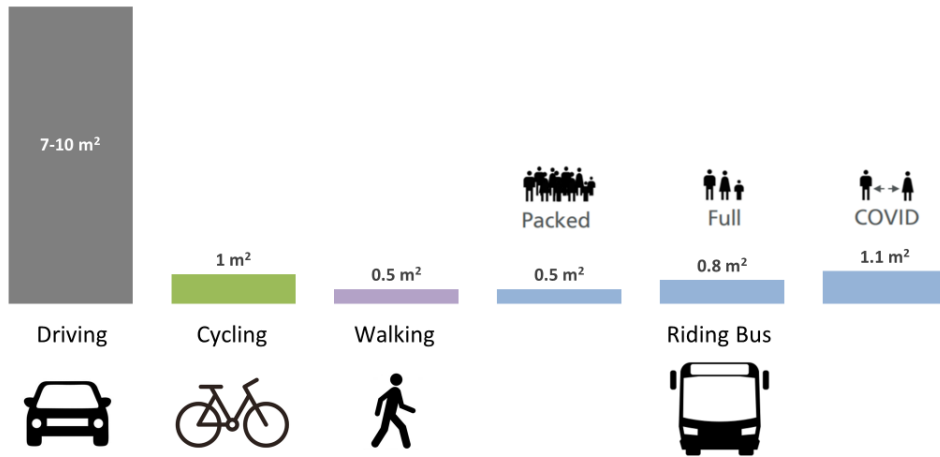
YES....
a capacity reduction if
this lane was previously
a travel lane (for some
or all the day)

**TRANSLINK APPROVAL
REQUIRED**

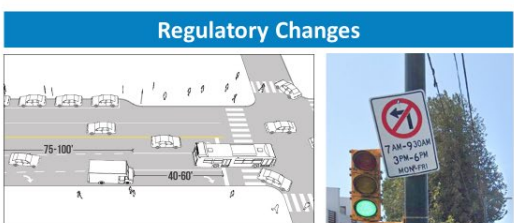
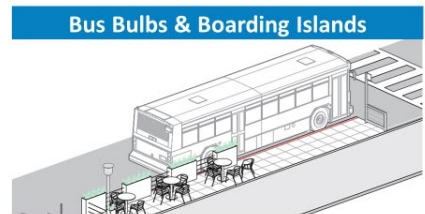
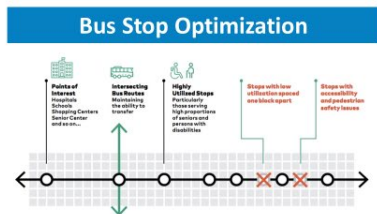
T Together all the way



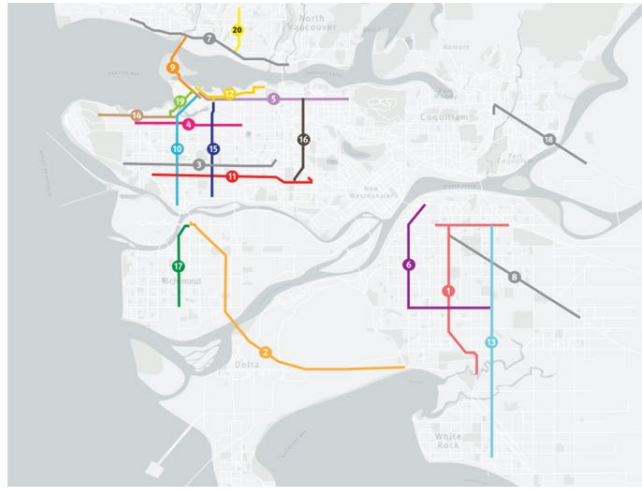
Space required for one person



Opportunities for bus priority in street changes



Opportunities for Bus Priority



Top 20 bus corridors for passenger delay

- 1 King George Blvd /104th Ave
- 2 Hwy 99
- 3 41st Ave
- 4 Broadway
- 5 Hastings St
- 6 Scott Rd/ 72nd Ave
- 7 Main/Marine Dr
- 8 Fraser Hwy
- 9 Georgia St/Lionsgate Bridge
- 10 Granville St
- 11 49th Ave
- 12 Pender/Powell/Cordova/ Dundas/McGill
- 13 152nd St
- 14 West 4th Ave
- 15 Main St
- 16 Willingdon Ave
- 17 No. 3 Rd
- 18 Lougheed Hwy
- 19 Burrard St
- 20 Lonsdale Ave

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Planning and Policy
DATE: June 18, 2020
SUBJECT: **ITEM 5.3 – Greenhouse Gas Requirements on Ride-Hailing Vehicles**

RECOMMENDATIONS:

That the Mayors' Council on Regional Transportation:

1. Write a letter to the BC Minister of Transportation and Infrastructure requesting that:
 - a. The regulations governing Transportation Network Services (TNS) be amended to establish greenhouse gas requirements on TNS operators and that these requirements include:
 - i. A future-year emissions reduction and/or zero-emissions target, with interim targets;
 - ii. A requirement that each TNS operator submit an emissions reduction plan outlining the measures to be taken to achieve the targets established;
 - iii. A requirement to report, at regular intervals, progress towards achieving the established targets.
 - b. Consideration be given for equivalent requirements for the taxi industry; and
 - c. A copy of the letter be sent to the BC Ministry of Energy and Mines in order to encourage creation of new funding programs specifically aimed at supporting shared-use vehicles and gig-economy commercial vehicles to transition to clean energy vehicles.
 2. Encourage all municipal councils to support Motion B9 "BC Clean Kilometre Act for Ride Hailing fleets" at the Union of B.C. Municipalities Convention in September.
 3. Forward a copy of this report to Metro Vancouver's Climate Action Committee for consideration of a parallel process through Metro Vancouver's Board of Directors.
 4. Receive this report.
-

PURPOSE:

To advise the Mayors' Council on Provincial regulations on ride-hailing with respect to greenhouse gas (GHG) emissions, to identify concerns with the provincial regulations, to highlight best practices from other jurisdictions and to seek endorsement on an approach to request the Province to establish GHG emissions requirements on ride-hailing operators.

BACKGROUND:

On July 8, the Province of BC announced new regulations that apply to Transportation Network Services (TNS). These regulations set out the operating requirements for TNS companies and drivers. On August 19, policies were established by the Passenger Transportation Board (PTB) to address boundaries, fares, vehicle caps and data requirements.

Absent from Provincial requirements or PTB policy on TNS companies was any consideration of greenhouse gas emissions reporting or reductions. The only related requirement is that the maximum age of vehicles operating on TNS platforms be 10 years + 1 month.

DISCUSSION:

Challenge

Ride-hailing has potential to contribute to an incremental increase in regional greenhouse gas emissions.

Provincial regulations have raised several concerns among local government, namely, potential for significant GHG emissions contribution from the TNS sector, lack of alignment with local, regional and provincial climate change objectives and inconsistency with vehicle requirements on the taxi industry.

Ride-hailing, by its very nature, creates vehicle-kilometres-travelled (VKT)¹. The ride-hailing industry argues that ride-hailing provides a new mode for trips which are difficult to satisfy without the use of a personal automobile, thus providing an option for making those trips while remaining a car-free household. The net effect, particularly in the long run, is difficult to ascertain; however, recent studies are pointing to a net increase in VKT and associated greenhouse gas emissions².

The scale of these effects in this region is unknown as TNS operations only launched at the beginning of 2020 and have since experienced a downturn due to the pandemic and associated lockdown. However, observations of ride-hailing activity in neighbouring Seattle during pre-COVID-19 times may give an indication of potential impact of ride-hailing in this region. In 2018, ride-hailing in Seattle:

- Created 31 million trips
- Resulted in 260 million kilometres of driving
- Consumed 23.4 million litres of gasoline³
- Emitted 56,000 tonnes of GHGs per year, plus associated smog-forming pollutants

These total emissions only include vehicle emissions while in active service – deadheading (driving empty to get to the next fare) is not included in this estimate. A number of studies⁴ have found that TNS services in the U.S. put 2.8 new TNS vehicle miles on the road for each mile of personal driving removed, for an overall 180 percent increase in driving on city streets⁵. In other words, deadheading would almost triple the estimated GHG emissions from this sector.

Additionally, TNS vehicles drive significant more than privately-owned automobiles. One study found that a full-time TNS vehicle drove almost five times further on a daily basis, thereby emitting five times more GHG emissions, than privately owned vehicles⁶. The emissions impact of a highly emitting TNS vehicle is therefore compounded by this extensive driving.

Inconsistent regulations on taxi industry:

While TNS operators have no requirements in terms of their carbon footprint, taxis in this region have faced fuel economy requirements since 2007⁷. Specifically, any requested additional taxi licenses issued

¹ Unlike carpooling or ride-sharing, where drivers pick-up passengers along a route they would have already taken, hence resulting in no net increase to VKT, ride-hailing works like a taxi service, where trips are made upon request.

² See https://www.sfcta.org/sites/default/files/2019-02/TNCs_Today_112917_0.pdf and San Francisco County Transportation Authority, TNCs Today: A Profile of San Francisco Transportation Network Company Activity (San Francisco County Transportation Authority, 2017).

³ This is calculated based on an average fuel economy of 9.2L/100 km.

⁴ Two recent studies that quantify deadheading include: <https://www.nber.org/papers/w22083.pdf> and <http://www.schallerconsult.com/rideservices/emptyseats.pdf>

⁵ Schaller, Bruce, July 2018, "The New Automobility: Lyft, Uber and the Future of American Cities", <http://www.schallerconsult.com/rideservices/automobility.pdf>

⁶ Alan, Jenn, "Emissions Benefits of Electric Vehicles in Uber and Lyft Services", August 1, 2019, <https://escholarship.org/uc/item/15s1h1kn>

⁷ Accessible vehicles were excluded from this requirement.

in the Metro Vancouver or Capital Regional District needed to meet eco-friendly taxi requirements. The definition of eco-friendly taxis was set by the Passenger Transportation Board in 2007, and required that vehicles meet a combined fuel consumption rating of:

- Max 6.9 litres/100 km; or
- Max 8 litres/100 km for special purpose vehicles (SUV) or full-size vehicles; or
Max 10.1 litres/100 km for van or minivan.

Inconsistent regulations between taxis and TNS sectors is a concern that has been repeatedly raised by municipalities in this region.

Regulatory Authority Over Ride-Hailing in BC:

In BC, ride-hailing regulations largely rest in Provincial hands. The Province is responsible for establishing TNS vehicle and driver requirements, such as the vehicle age limit and requirements for regular inspection. Municipalities in BC retain the authority to regulate ride-hailing primarily through business licensing and street and traffic management, such as curbside access bylaws. In the Metro Vancouver region, an inter-municipal business license (IMBL) is in place, which provides TNS operators with a single business license to access all participating municipalities within Metro Vancouver, Fraser Valley and Squamish-Lillooet Regional Districts. Municipalities are unable to prohibit or control the number of TNS vehicles in operation in their jurisdiction.

Although local governments could explore mandatory GHG requirements on TNS operators as a condition of a permanent IMBL in this region, concerns have been raised that this could be interpreted as a violation of Provincial regulations. The Province is best positioned to establish GHG requirements on TNS operators.

Policy Basis for Action - Climate change is a priority to all levels of government in this region.

In July 2019, the Metro Vancouver Board adopted a target to reduce net GHG emissions across the region to zero by 2050. This aligns with the goals of many of the region's municipalities, including those who have declared climate emergencies⁸.

The Province of BC has also prioritized climate change by setting its own target of 80% below 2007 levels by 2050 and has actively been working to reduce emissions from all sectors, including transportation. Recently, the Province passed legislation that all new vehicles sold in BC beginning in 2040 shall be zero emissions.

In 2018, TransLink's Board of Directors and the Mayors' Council adopted climate targets to support local and regional goals:

- 1) Reducing TransLink's GHG emissions by 80 per cent by 2050,
- 2) Utilizing only renewable energy sources by 2050.

Significant efforts are currently being made in this region by local government and TransLink to undertake initiatives to achieve these climate targets. **The absence of a GHG emissions reduction framework in the Provincial regulations on TNS operations will work against these local and regional efforts.**

⁸ The cities of Vancouver, Richmond, New Westminster, Port Moody, West Vancouver, District of North Vancouver, Burnaby, and Township of Langley have all declared climate emergencies.

Options for Mitigating GHG Emissions from TNS Sector

With the goal of GHG reduction from the TNS sector, two broad option categories may be explored:

- A) **Incentives Only (Status Quo):** Provide incentives in the form of discounts for business licenses or curb access fees for zero emission vehicles (ZEV). This option is the current status quo. The Region 1 Inter-municipal Business License (IMBL) provides a significant discount for licensing zero emission vehicles (\$30 per vehicle per year, versus \$150 for conventional). City of Vancouver's street and traffic bylaws also provide incentives for ZEV TNS vehicles in terms of a 50% discounted pick-up and drop-off fee.

- B) **Regulatory Requirements:** Establish mandatory requirements related to reducing GHG emissions from TNS operators. There are several options which could be explored in a regulatory requirement, including:
 - a. Meeting a fleet fuel economy target;
 - b. Meeting a fleet ZEV proportion target⁹;
 - c. Meeting a GHG reduction target allowing for compliance flexibility (which can include technological options and reduced deadheading / increased use of shared modes); and
 - d. Tracking, reporting and planning requirements.

Assessment of Options

Incentives have a number of advantages, but perhaps most key is that they are much easier for local government to implement within the regulatory framework of business licenses and street and traffic management fees. The key drawback of incentives, however, is a lack of guaranteed uptake and, hence, actual GHG reductions. Additionally, the impact of a discount is limited by size of the fee to begin with. The key advantage of regulatory requirements is increased certainty of results, which is critical to meet regional and local climate targets. The key challenge associated with regulation for this industry is that ride-hailing operators do not own the vehicles operating on their platform and therefore have less ability to impact fleet composition. However, regulations designed with compliance flexibility and adequate compliance time can prompt industry to find creative solutions to meet targets, which will likely involve pilot projects, infrastructure deployment, and innovative measures to reduce deadheading and increase sharing. Such an approach has been adopted in California, which set precedent as the first jurisdiction in North America to adopt comprehensive regulatory requirements for GHG emissions reductions from the ride-hailing industry (see Appendix A).

Recommendation

Staff recommend that a holistic approach be taken in this region to ensure that ride-hailing supports local and regional climate goals. A holistic approach includes both voluntary measures (such as monetary

⁹ Recent pilot projects in Austin, Seattle and Atlanta are demonstrating that today's electric vehicles can meet ride-hailing drivers' operational needs, while providing better financial return and supporting local climate goals. These pilot projects involve renting TNS drivers Chevrolet Bolts (20 in Austin, 50 in each of Seattle and Atlanta) with unlimited kilometres and free charging. The pilots found that 90% of the time, the ZEV met daily driving needs and that compared with drivers who rented gasoline vehicles, the Bolt drivers leased their cars for twice as long (indicating that they liked the experience of these vehicles) and earned a higher net income.

incentives and pilot projects) and mandatory requirements (such as targets, plans, and reporting). The combination of approaches is most effective at ensuring climate goals while minimizing the impact on the ride-hailing industry. Currently, a mandatory requirement is lacking.

Conclusion

Based on trends from other parts of the world, ride-hailing is poised to have a steadily increasing impact on VKT and transportation emissions in this region, as the economy reopens in stages during and after the pandemic. In order to meet local, regional, and Provincial climate targets, a holistic approach should be taken to reduce GHG emissions from this sector, which includes both voluntary (incentive-based) and mandatory measures. Currently, no mandatory measures exist to require TNS operators to reduce their carbon footprint. The Province is best positioned to establish GHG requirements for this industry. Management recommends that the Mayors' Council advocate to the Province to establish mandatory GHG requirements in support of local, regional, and Provincial climate targets including:

- sending a letter from the Chair of the Mayors' Council directly to the Minister of Transportation,
- encouraging each individual municipality within the region to support motion B9 at the Union of B.C. Municipalities Convention in September.

Motion B9, submitted by the City of Vancouver, advocates to the province to design and implement a BC Clean Kilometre Act for Ride Hailing fleets that supports the targets set in Clean BC and the Intergovernmental Panel on Climate Change (IPCC) report and requires ride hailing fleets to reduce their emissions accordingly, and that this be developed in consultation with industry and local government. Management further recommends that this report be forwarded by the Mayors' Council to Metro Vancouver's Climate Action Committee for consideration of similar advocacy work through Metro Vancouver's Board of Directors.

APPENDIX A: California's Clean Miles Standard for Ride-Hailing

In September 2018, California passed Senate Bill 1014 which establishes a "Clean Miles Standard" for ride-hailing. It requires that:

- By January 1, 2020 the **California Air Resources Board (CARB) established a baseline** for GHG emissions from vehicles that drive on TNS platforms on a per-passenger-mile basis.
- By January 1, 2021 **CARB must adopt annual GHG reduction targets**. These targets must include annual goals for increasing the passenger-miles traveled using zero-emission vehicles.
- By January 1, 2022 and bi-annually thereafter, **each TNS develop a GHG emissions reduction plan** that includes increasing the proportion of drivers using ZEVs on their platform.

The California standards represents best practice in North America for regulating GHG emissions from TNS operators. The regulation will address vehicle fuel economy and fuel type, as well as vehicle occupancy (pooling) and deadhead driving. Additionally, by establishing objectives-based targets further into the future and allowing for flexibility in compliance, this regulation enables individual TNS operators to determine their own compliance pathway, while ensuring GHG reduction goals are met.



Greenhouse Gas Requirements on Ride-Hailing Vehicles

Mayors' Council

June 25, 2020

T Together all the way



2

Challenge

- **Ride-hailing has potential to contribute to an incremental increase in regional greenhouse gas emissions**
 - Rapid growth of trips
 - Deadheading behavior
 - Rise in vehicle kilometres travelled (VKT)
 - Rise in GHG emissions
- **Provincial Regulation in TNS industry lacks consideration of greenhouse gas emissions**
 - Age max of 10 year
 - Inconsistent requirements between TNS and taxis
 - Eco-friendly taxi requirements since 2007

T Together all the way

2

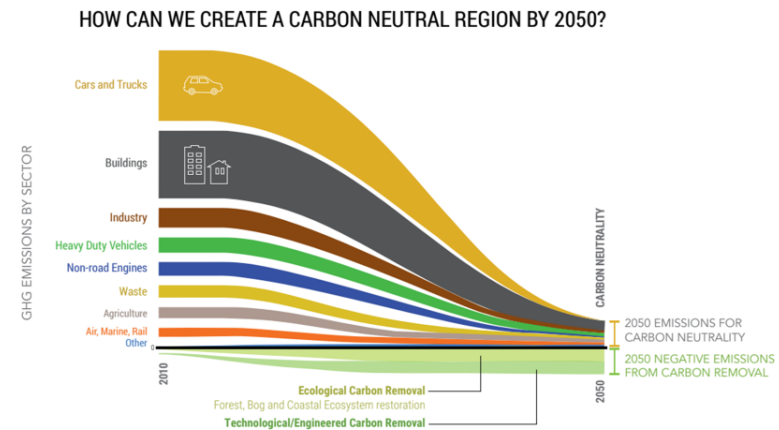


Regulatory Authority

- **Province of BC**
 - Licenses ride-hailing companies to operate in BC
 - Establishes driver and vehicle conditions and data submission
 - Determines supply, boundaries, and rates
- **Municipalities**
 - License ride-hailing operators through municipal business license (IMBL in this region)
 - Street and traffic bylaws (street use and curbside management)

Policy Basis for Action – Climate mitigation

- Metro Vancouver Regional Target of Carbon Neutral by 2050
- Municipalities:
 - GHG reduction targets
 - Climate Emergencies



Options to Address GHGs from TNS

1. Incentives:

- **Discounted fees** for ZEVs
 - IMBL: \$30 per vehicle fee for ZEVs (vs \$150 per vehicle)
 - Vancouver's Congestion and Curbside Management Permit (CCMP): 50% discount for ZEVs
- **Preferential access** to curb space in core areas

2. Regulatory Requirement - Numerous design options:

- Meeting a **fleet fuel economy target**
- Meeting a **fleet ZEV proportion target**
- Meeting a **GHG reduction target** with compliance options:
 - ZEVs
 - Low emissions vehicles (hybrids)
 - Reduced deadheading
 - Increased shared (e.g., UBER Pool) rides
- **Tracking, reporting and planning requirements.**

Pros/Cons of a Regulatory Approach

Incentives	Regulations
<ul style="list-style-type: none"> ✓ Within local control ✓ Already implemented (local precedent) ✓ Supported by industry 	<ul style="list-style-type: none"> ✓ Supports climate targets ✓ Encourages industry to take responsibility for their emissions ✓ Can be designed to encourage creative solutions ✓ Pilots show that today's ZEVs are compatible with ride-hailing operations ✓ California precedent
<ul style="list-style-type: none"> ✗ Impact of discount limited by size of fee (e.g., London is effective due to high fee) ✗ Uncertain uptake and emissions reductions 	<ul style="list-style-type: none"> ✗ Unclear if municipalities can implement / Province is most suited ✗ TNS operators do not directly control fleet

Incentives Example: London's Ultra Low Emissions Zone

- Congestion Charge: weekdays 7 AM – 6 PM, waived for EVs, \$19.70
- Operates year-round, \$21.41 CDN
- Total = Daily charge of almost \$40 per day to access core

Results:

- UBER customers \$0.19 per trip as a "clean air fee".
- Funds collected provided to drivers to purchase ZEVs
 - Amount provided based on amount of driving. A FT driver received £3,000 (\$3,865) in two years, or £4,500 (\$5,787) in three years.
- Deploying network of chargers for UBER drivers
- UBER targeting 100% EVs in London by 2025



China's DiDi Chuxing – A leader TNC electrification

9

- 400,000 electric vehicles operating on it's platform as of May 2019
- Goal of 10 million EVs on their platform by 2028 (25% of their fleet)
- Recent partnership with country's giant power utility
- Partnership with BP to build out EV charging network
- Plans to launch all-electric ride-hailing in Mexico



Recommendations

10

That the Mayors' Council on Regional Transportation:

- 1) Write a letter to the BC Minister of Transportation and Infrastructure requesting that:
 - a) The regulations governing Transportation Network Services (TNS) be amended to establish greenhouse gas requirements on TNS operators and that these requirements include:
 - i) A future-year emissions reduction and/or zero-emissions target, with interim targets;
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- 3) Forward a copy of this report to Metro Vancouver's Climate Action Committee for consideration of a parallel process through Metro Vancouver's Board of Directors.