



PUBLIC MEETING AGENDA

Revised: October 24, 2023

October 25, 9:00AM to 9:50AM

TransLink, Room 427/428, 400 – 287 Nelson’s Court, New Westminster, BC
and via Videoconference (live streamed to the [Mayors’ Council YouTube Channel](#))

Chair: Mayor Brad West **Vice-Chair:** Mayor Mike Hurley

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

9:00AM	1. PRELIMINARY MATTERS	
	1.1. Adoption of agenda	Page 1
	1.2. Approval of Public Meeting Minutes (September 28, 2023)	2
9:05AM	2. PUBLIC DELEGATES	4
9:20AM	3. REPORT OF THE CHAIR	ORAL
9:25AM	4. REPORT OF TRANSLINK MANAGEMENT	
Report added	4.1. Update on TransLink’s Structural Deficit	5
9:45AM	5. REPORT OF THE JOINT PLANNING COMMITTEE	
	5.1. Report on TransLink Submission to the Provincial Special Committee to Review Passenger Directed Vehicles	11
9:50AM	6. OTHER BUSINESS	
	6.1. Next Meeting – November 23, 2023 (Metro Vancouver Boardroom, 28 th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC)	
9:50AM	7. ADJOURN to closed session	

Note that Mayors’ Council members may participate in-person or via Zoom videoconferencing. Zoom connection information sent separately via e-mail. Members of the public are welcome to observe via the live stream on the [Mayors’ Council’s YouTube Channel](#) or in-person. Public Delegates will be required to appear in person in order to present to the Mayors’ Council at this meeting.

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, September 28, 2023, at 9:00 a.m. in Rooms 427/428, TransLink Head Office, 400 – 287 Nelson's Court, New Westminster, BC, and via videoconference.

PRESENT:

Mayor Brad West, Port Coquitlam, Chair
Mayor Mike Hurley, Burnaby, Vice-Chair
Councillor Brent Asmundson, Coquitlam
(alternate)
Mayor Ken Berry, Lions Bay
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Valerie Cross, Tsawwassen First
Nation (alternate)
Mayor Patrick Johnstone, New Westminster
Councillor Sarah Kirby-Yung, Vancouver
(alternate)

Mayor Megan Knight, White Rock
Councillor Dylan Kruger, Delta (alternate)
Mayor Meghan Lahti, Port Moody
Mayor Andrew Leonard, Bowen Island
Mayor Mike Little, North Vancouver District
Mayor Nicole MacDonald, Pitt Meadows
Mayor John McEwen, Anmore
Mayor Nathan Pachal, Langley City
Mayor Jamie Ross, Belcarra
Mayor Dan Ruimy, Maple Ridge
Mayor Mark Sager, West Vancouver
Mayor Eric Woodward, Langley Township

REGRETS:

Mayor Brenda Locke, Surrey

Director Jen McCutcheon, Electoral Area A

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Kevin Quinn, Chief Executive Officer, TransLink

PREPARATION OF MINUTES:

Carol Lee, Mosaic Writing Group

CALL TO ORDER

Chair Brad West declared that a quorum was present and called the meeting to order at 9:05 a.m.

The Chair acknowledged, with respect and celebration, that the meeting is taking place on the traditional and unceded territories of the Indigenous people upon which we are fortunate to live, work and operate.

Councillor Cross, Tsawwassen First Nation, provided a land acknowledgement and spoke to the importance of the National Day for Truth and Reconciliation in relation to the work of the Mayors' Council.

1. PRELIMINARY MATTERS

1.1. Adoption of the Agenda

Draft agenda for the September 28, 2023 Public Meeting of the Mayors' Council on Regional Transportation, version dated September 22, 2023, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the September 28, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2. Approval of Minutes (July 27, 2023)

Draft minutes of the July 27, 2023 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 July 27, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. PUBLIC DELEGATIONS

Report titled "Item 2 – Public Delegate Presentations", dated September 20, 2023, was provide with the agenda material

2.1. Nathan Davidowcz

Mr. Davidowcz suggested that TransLink request the Province re-amalgamate TransLink and BC Transit to ensure the Province has control over transit.

3. REPORT OF CHAIR

Chair West reported on:

- The news conference announcing the launch of the Access for Everyone campaign requesting funding for transit expansion from senior governments
- The importance of building infrastructure, including transit, to support the housing required for Metro Vancouver's growing population.

3.1. Appointments to Mayors' Council Committees

Report titled "Item 3.1 – Changes to Committee Appointments", dated September 22, 2023, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Appoint Mayor Nicole MacDonald as Chair of the Planning and Priorities Committee;
2. Appoint Mayor Nathan Pachal as Vie-Chair of the Planning and Priorities Committee;
3. Appoint Councillor Bryce Williams, as an alternate for Chief Laura Cassidy, as a member of the Finance Committee; and
4. Receive this report.

CARRIED

4. REPORT OF TRANSLINK MANAGEMENT

Kevin Quinn, Chief Executive Officer (CEO), TransLink, reviewed the presentation titled "TransLink Management Update" and highlighted:

- Acknowledgement of the painful legacy of the residential school system

- Invitations to approximately 30% of households to participate in the Trip Diary survey to assist TransLink in gaining valuable insights about how, where and why people move about Metro Vancouver
- Ridership update
- Access for Everyone is the solution to get ahead of the problem of the overcrowding on the transit system
- Bus priority measures to improve bus speed by up to 35% across the region:
 - Road upgrades will improve travel times on the R2 RapidBus by up to six minutes during peak hours
 - R6 Scott Road RapidBus will be TransLink’s largest service expansion since 2020
 - There are 42 additional projects underway to improve bus speed and reliability in all communities.

It was MOVED and SECONDED

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

CARRIED

5. CONSENT AGENDA

5.1. Report of the Planning and Priorities Committee

5.1.1. Report on HandyDART Service Performance

Report titled “Item 5.1.1 – Overview of HandyDART service performance”, dated August 29, 2023, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation accepts the consent agenda for the September 28, 2023 meeting, as presented.

CARRIED

6. OTHER BUSINESS

6.1. Next Meeting

The next Public Meeting of the Mayors’ Council will be held on October 25, 2023 in the Metro Vancouver Boardroom, 28th Floor, Metrotower III, 4515 Central Boulevard, Burnaby, BC, and via videoconference.

7. ADJOURNMENT

There being no further business, the September 28, 2023 Public Meeting of the Mayors’ Council on Regional Transportation was adjourned to a Closed Session at 9:27 a.m.

Certified Correct:

Mayor Brad West, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation
FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat
DATE: October 18, 2023
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

FROM: Olga Kuznetsova, Vice-President Financial Services

DATE: October 11, 2023

SUBJECT: TransLink's structural deficit: analysis of contributing factors

PROPOSED RESOLUTION:

That the Mayors' Council receive this report

EXECUTIVE SUMMARY

TransLink's structural deficit appeared at the beginning of the pandemic, where a significant decline in ridership resulted in suppressed fare revenue. While ridership has been recovering steadily, TransLink has been facing rapidly growing costs as a result of the inflationary pressures, particularly labour and construction costs. At the same time, fare rate and property tax increases were kept lower, to avoid adverse impact on the Region recovering from the pandemic. Senior Government relief funding alleviated the immediate pressures and allowed TransLink to maintain service. However, TransLink's structural deficit starts becoming apparent in 2026, and grows progressively, as expenditures outpace existing revenue sources. For the years 2026 to 2033, based on the scope of 2022 Investment Plan and before any additional scope of the 10-Year Priorities is included, the total funding gap is \$4.7 billion. To fill this gap, TransLink would need approximately \$600 million per year in new revenues starting in 2026.

This report presents the analysis of the factors contributing to this funding gap. Numbers in this report are presented on a cumulative basis to the end of 2033.

PURPOSE

Mayors' Council requested that TransLink staff prepare an analysis of the factors contributing to the Investment Plan structural funding gap, also referred to as a "structural deficit" in this report. This Report is being provided for information purposes. The Report¹ focuses on high-level analysis of the factors that contributed to the funding gap. A discussion of funding sources and opportunities to resolve the gap are outside of the scope of this Report.

BACKGROUND: HOW THE FUNDING GAP DEVELOPED

How do we define and measure the funding gap?

The funding gap ("the gap") occurs when the Accumulated Funding Resources ("AFR") fall below the policy limit. AFR is TransLink's measure of unrestricted cash and investments that are used to pay for operating

¹ Analysis presented in this Report is based on "Baseline" financial model. The financial model is updated from time to time, based on actual results and changes in the assumptions. Therefore, the estimates may vary; however, the general trends described in this Report remain relevant.

expenses. The balance of AFR is a result of revenues (cash inflows) and expenditures (cash outflows). Expenditures consistently outpacing revenues lead to AFR deficit, or a funding gap. The consequence of a funding gap, if not addressed, is that TransLink would not have sufficient cash and investments to continue its operations and / or will have to cut service.

A structural funding gap became apparent with the beginning of the pandemic, as ridership and fare revenues plummeted. Financial forecasts indicate that TransLink's funding gap is growing over time.

TransLink is required, by legislation, to produce a "fully funded" investment plan, meaning that the revenues should fully cover the expenditures over the 10-year period presented in a plan. The 2022 Investment Plan, however, could not balance the expenditures through the existing revenue sources, due to the funding gap. As a result, starting in 2026, the Plan assumed notional service cuts (~60%), in order to balance the Plan.

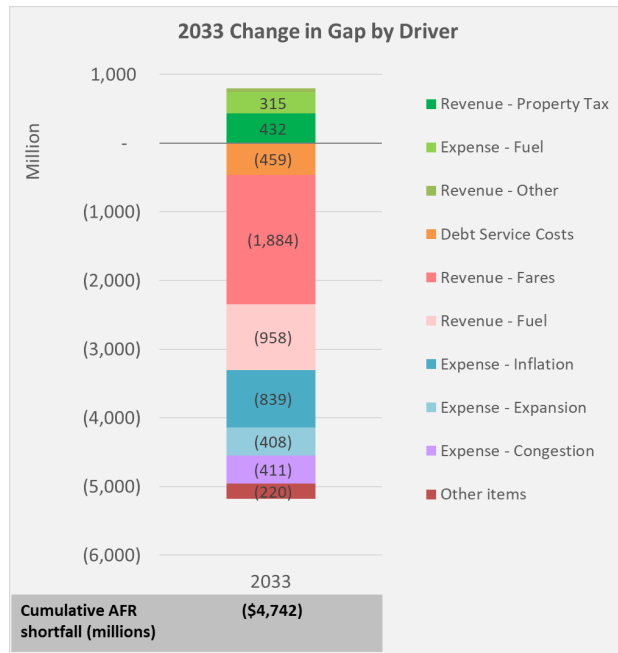
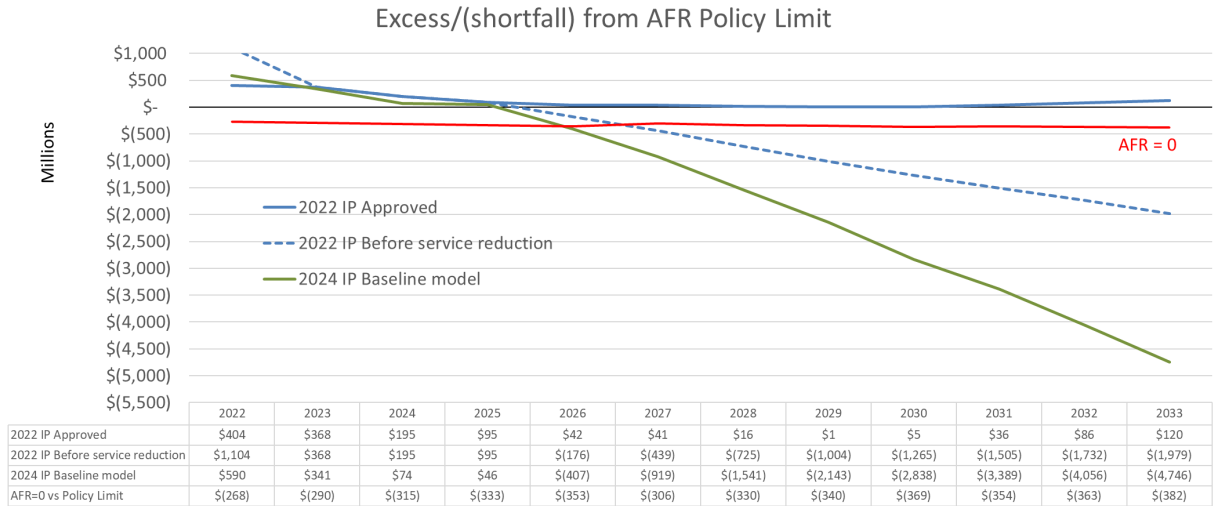
2022 Investment Plan

The 2022 Investment Plan focused on stabilizing TransLink for the duration of the pandemic and included a small annual increase to the TransLink property tax while limiting fare increases to 2.3%. As a result, the 2022 Investment Plan was only balanced through to the end of 2025, with notional service cuts starting in 2026 as noted above.

Since the 2022 Investment Plan was approved, inflationary pressures have resulted in higher than projected expenditures, most notably in construction and labour. Supply chain issues resulting from the pandemic and the war in Ukraine have resulted in significant inflationary pressures in most areas of the economy. Increased capital costs were managed by deferring some capital projects past 2024. However, the net increase in the capital costs does result in increased debt service costs, thus contributing to the growing funding gap. In addition, borrowing rates have increased, putting further pressure on debt service costs. All these adverse developments result in AFR falling below policy limit and a funding gap developing sooner than originally anticipated.

To offset the adverse developments since 2022 Investment Plan, in March 2023 the Province committed to an additional \$478.9 million in relief funding, to maintain TransLink's AFR above policy limit until the end of 2025 and avoid service reductions and fare increases above 2.3%.

The funding gap re-emerges in year 2026 once the provincial relief funding provided in 2023 is fully consumed, and grows progressively as expenditures outpace the existing revenue sources. For the years 2026 to 2033, based on the scope of 2022 Investment Plan and before any additional scope for expansion of transit service, the total funding gap is \$4.7 billion. To fill this gap, TransLink would need approximately \$600 million per year in new revenues starting in 2026 (equivalent to nearly 30% of TransLink's annual revenue plan in 2023).



DISCUSSION

Funding gap drivers: revenues, expenses, debt service costs

The key contributors, or drivers of the funding gap are grouped into three main categories:

- Revenues: fares, fuel tax, property tax, and investment income
- Expenses: inflation, fuel, and additional costs due to congestion, expansion, and electrification
- Debt service costs: sinking fund payments, interest payments, changes in interest rates

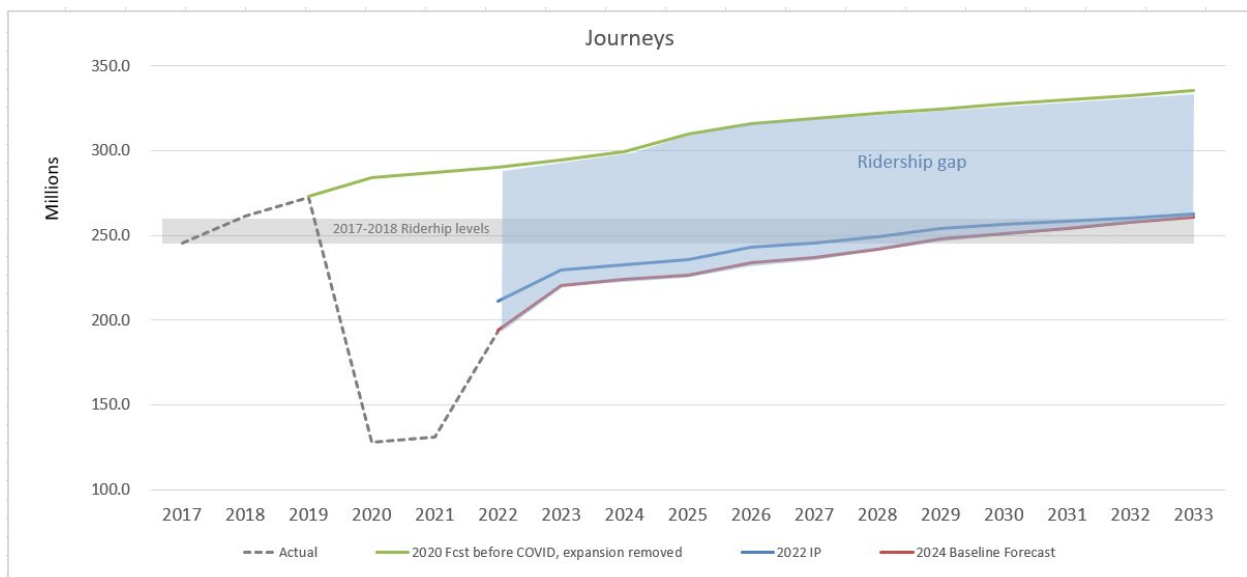
It should be noted that drivers may have both negative or positive impact on the funding gap, either making it larger, or smaller. Positive contributors (those that make funding gap smaller) are presented above the line. Negative contributors are presented below the line.

1. Revenues

The largest decreases in revenue are due to fare and fuel tax revenue

The largest single contributor to the funding gap is fare revenue, at \$1,884 million cumulative by end of 2033. Most of this is due to the change in ridership from pre-pandemic levels (\$1,566 million). While system-wide ridership has now returned to approximately 90% of 2019 levels, the pandemic has had a long-lasting impact – ridership in 2023 is lower than had been forecast for this year before the pandemic and the composition of the ridership is different. There are fewer long-distance weekday nine-to-five commuters and a greater proportion are week-end trips and program ridership (such as U-Pass).

Implementing lower fare increases than originally approved in 2018 Investment Plan, contributes an additional \$318 million to the funding gap. To mitigate the impact of the pandemic on the Region, TransLink has foregone a fare rate increase in 2020, and implemented lower increases in 2021-2024. While the Province provided funding to offset the impact of lower than planned fare increases through 2024, these lower fare increases have a compounding impact over time, as each subsequent increase is applied to a lower base.



The next largest contributor to the gap is the decline in fuel tax revenue, at \$958 million. Lower fuel tax revenues are due to the impact of adoption of Zero Emissions Vehicles (ZEVs), and increase in fuel efficiency. Both of these factors result in less fuel being sold in the Region and, correspondingly, less revenue flowing to TransLink.

Lower interest income is due to lower balances and lower interest rates compared to those assumed in the 2018 Investment Plan. It contributes \$137 million to the funding gap.

Positive impacts on revenue

The 1.15% increase in the base property tax rate implemented in the 2022 Investment Plan increased revenues and reduced the funding gap by \$432 million. In 2022, as part of the Provincial contribution to funding for the 2022 Investment Plan, the Province provided prepayment for the remaining monthly Golden Ears Bridge ("GEB") foregone toll revenue replacement payments, which reduces the funding gap by an estimated \$310 million.

2. Expenses

The main drivers of increase in expenses are inflation, expansion, and congestion

The largest expense increase is caused by inflation, contributing \$839 million to the funding gap. Of this amount, the largest portion (\$551 million) is driven by labour rate increases due to negotiated settlements. As the economy began emerging from the pandemic, higher inflation and increased cost of living resulted in higher than before negotiated settlement of labour contracts. The remaining \$288 million is due to general inflation increases, including fuel, maintenance costs, and other contractual increases.

The next highest expense driver is expansion, at \$408 million. The addition of Broadway Subway, Surrey Langley Skytrain and Expo Millennium Line Upgrade projects result in additional costs needed to operate and support the expansion.

As the Region emerged from the pandemic, congestion on the roads has been growing, quickly surpassing the pre-pandemic levels. As a result of increased congestion, in order to maintain current service levels and frequencies, an average of 58,000 hours of bus service per year has been added. This contributes \$411 million to the gap. Increased implementation of transit priority measures, such as bus lanes, queue jumpers, bus stop balancing and in-lane stops would reduce delay to buses and help mitigate this impact.

A further \$118 million is due to the cost of adding transit service to First Nations, as part of the First Nations Transit strategy.

3. Debt Service Costs

Debt service costs are impacted by two key factors: change in the amount of borrowing (i.e., as the capital program grows, TransLink has to borrow more funds), and interest rates (cost of borrowing). Debt service costs have increased compared to 2018 Investment Plan, driven by an increase in capital spending. This is partially offset by lower borrowing rates than those assumed in the 2018 Investment Plan. As a result, debt service costs contribute \$459 million to the funding gap.

CONCLUSION:

While the funding gap has many contributing components, the main drivers are lower fare and fuel tax revenues, which together contribute more than \$2.8 billion to the funding gap. This is partially mitigated by higher property tax revenues.

Higher expenses contribute \$1.8 billion to the gap, with inflation being the main driver behind the cost increases, contributing \$839 million. Two other major drivers are expansion and congestion.

Debt service costs contribute \$459 million to the gap, due to higher capital costs partially offset by lower interest rates.

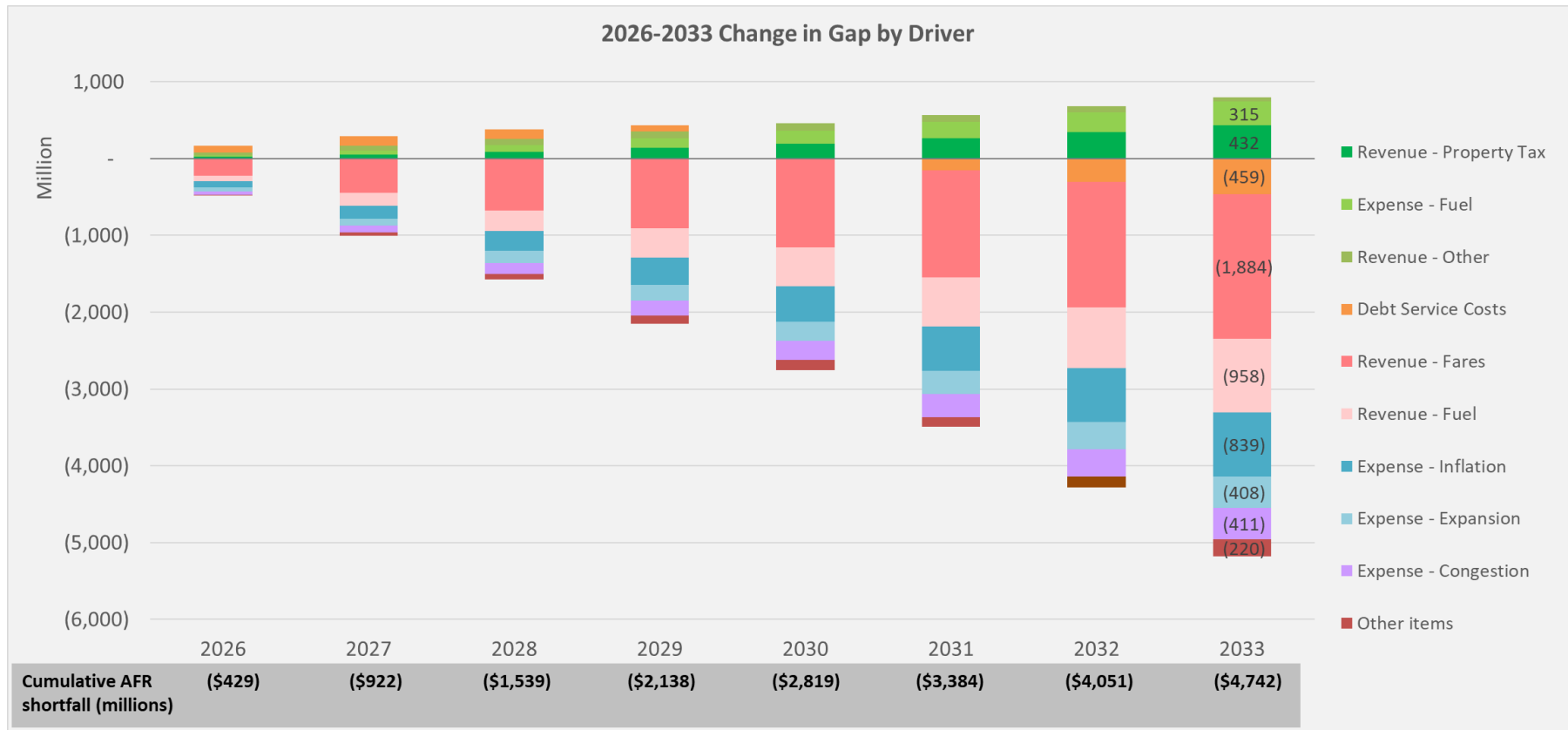
APPENDICES

Table 1 - Graph of 2026-2033 Change in Funding Gap by Driver
Staff Slides – To Come

APPENDICES

Table 1: Graph of 2026-2033 Change in Funding Gap by Driver

The graph illustrates the drivers of the funding gap (year-over-year figures are cumulative). It should be noted that drivers may have both negative or positive impact on the funding gap, either making it larger, or smaller. Positive contributors (those that make funding gap smaller) are presented above the line. Negative contributors are presented below the line.



TO: Mayors' Council on Regional Transportation

FROM: Sarah Ross, VP, Transportation Planning and Policy
Eve Hou, Senior Manager, Policy Development & Decision Analysis
Natalie Corbo, Planner, Policy Development & Decision Analysis

DATE: October 12, 2023

SUBJECT: **ITEM 5.1 – TransLink Submission to the Provincial Special Committee to Review Passenger Directed Vehicles**

RECOMMENDATIONS:

The Joint Planning Committee recommends that the Mayors' Council:

1. Endorse the TransLink Submission to the Provincial Special Committee to Review Passenger Directed Vehicles; and,
 2. receive this report.
-

PURPOSE

To provide information and seek direction on the public submission from TransLink to the Provincial Special Committee to Review Passenger Directed Vehicles (PDVs). The Board and Mayors' Council do not have a specific responsibility related to this issue, although individual municipalities may choose to make their own written or oral submissions to the Special Committee.

BACKGROUND

In 2019, the Province of BC ("Province") introduced amendments to the Passenger Transportation Act ("Act") that enabled a new regulatory framework for PDVs, including changes to taxi regulations and the introduction of transportation network services (TNS), commonly known as ride-hailing. At that time, TransLink presented policy recommendations to the Select Standing Committee on Crown Corporations focused on ensuring that: local governments had authority to license and regulate these services including access to data; that they were priced to avoid unfair competition with transit; and that accessibility and emissions requirements should be introduced.

In January 2020, the Mayors' Council endorsed an Inter-Municipal Business License (IMBL) for ride-hailing. The resolution included direction to advocate to the Provincial Passenger Transportation Board (PTB) on matters of mutual interest. Shortly thereafter, TNS services launched in parts of Metro Vancouver. Now, as required by the Act (s. 42.1), the Province has appointed a Special Committee to Review Passenger Directed Vehicles (the "Committee") to review existing taxi and TNS services administered under the Act. TransLink intends to make a submission to the Committee in October / November 2023.

TransLink's submission to the Committee will come from staff. Local jurisdictions, agencies, and members of the public may provide written submissions to the Committee as desired. The Committee will report back with the findings of their review by May 2024.

DISCUSSION

The Committee's Terms of Reference set out the priorities of the special committee review. These include:

- Whether the licenses granted and PTB test promotes an adequate supply of ride-hail vehicles and accessible vehicles
- Whether the licenses and test promote passenger and driver safety
- Impacts on public transit, traffic congestion and the environment
- Adequacy of service to rural and remote communities

TransLink staff have conducted research based on existing literature, evidence from other jurisdictions, and analysis of public survey results to inform the key messages of the submission.

Despite commitments made by the Province 4 years ago to share TNS data with TransLink and local governments in the South Coast Region so that we can collectively understand and effectively manage Passenger Directed Vehicles in the public interest, we have only recently received a first batch of this data, earlier in 2023, limiting our ability to undertake robust analysis to inform this submission.

This data transfer is governed by an information sharing agreement (ISA) which authorizes TransLink's access to data, sets out the terms of disclosure, and protects sensitive information. The ISA stipulates that signatories may not share the results of data analysis without the permission of MoTI.

Unfortunately, at this time, MoTI has indicated it does not have confidence in the reliability of the data, and it is therefore not appropriate for use or disclosure in any analysis. For this reason, TransLink is not able to use this significant and extensive data set as part of our submission to the Committee.

Notwithstanding our lack of reliable data, our key messages include:

- TransLink and partner municipalities need reliable access to quality data that can be shared with decision-makers and the public.
- A GHG emissions reduction framework is needed to align with Provincial and regional climate targets
- Existing regulations have not been effective at promoting accessible TNS
- TNS impacts public transit by:
 - Replacing some trips that would have otherwise been made on transit
 - Contributing to congestion, which impacts bus service reliability

Arising from these key messages are the following recommendations from TransLink to the Special Committee:

1. Access to data: ensure local jurisdictions have reliable access to quality data that can be shared with decision-makers. Moving forward, this data should be transmitted in real-time via API directly to TransLink on behalf of the South Coast Region.
2. GHG emissions reduction: a GHG reduction framework comprised of incentives and mandatory requirements is needed to meet targets. Province should consider setting an industry-wide target for Passenger Directed Vehicles of 100% zero emissions by 2030.
3. Accessibility requirements: consider WAV adopting service level and training requirements for all PDVs.
4. Managing local transportation network impacts: continue to enable the appropriate local authorities to regulate TNS in ways that mitigate congestion impacts and encourage public transit

usage. Given recent experience with robotaxis in California, further significant consultation and regulatory tools are needed in advance of permitting Level 4/5 automated vehicles on public streets in this Province.

The full submission presentation is attached to this report (Attachment 1).

ATTACHMENTS

Attachment 1: TransLink Input to Provincial Special Committee to Review PDVs (Draft)

Joint Planning Committee : TransLink Input to Provincial Special Committee to Review PDVs

Natalie Corbo and Eve Hou

Policy Development and Decision Analysis

October 4, 2023



Provincial Special Committee Review

PURPOSE

- The Special Committee is reviewing the *Passenger Transportation Act* and its implementation as it relates to Passenger Directed Vehicles (PDVs), including:
 - Taxis
 - Transportation Network Services (TNS)

SCOPE

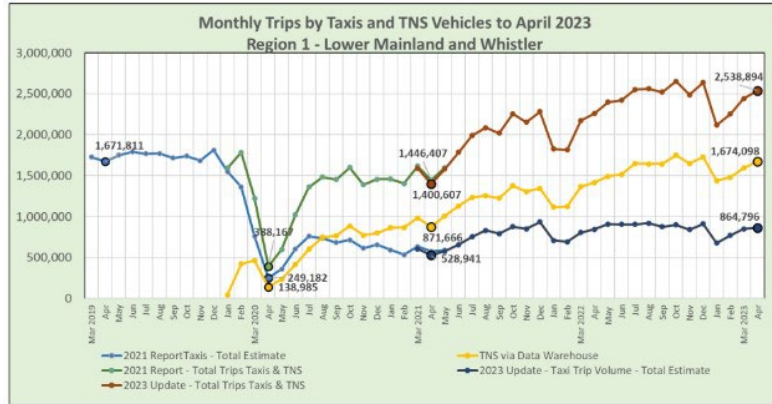
- Adequacy of overall supply, and supply of **accessible vehicles**
- Passenger and driver **safety**
- Impacts on **public transit, congestion and the environment**
- Adequacy of service to **rural and remote** communities



2

Background on ride -hailing in Metro Vancouver

- Provincial regulations established in 2019 with TL input
- Overall travel demand decreased 2.5 months after launch, due to COVID
- Total PDV trips are now 50% higher than in 2019
- TNS market share is double that of taxis
- Ongoing challenges with data reliability and access



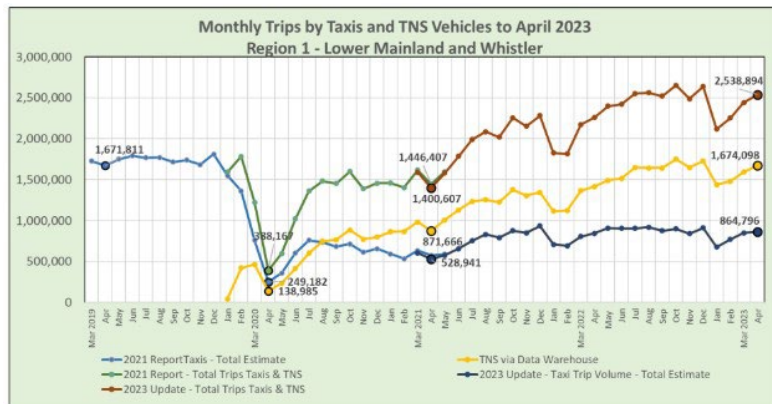
Source: Hara and Associates, August 2023



3

Background on ride -hailing in Metro Vancouver

- Provincial regulations established in 2019 with TL input
- Overall travel demand decreased 2.5 months after launch, due to COVID
- Total PDV trips are now 50% higher than in 2019
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- Ongoing challenges with data reliability and access



Source: Hara and Associates, August 2023



3

Key messages

- TransLink and partner municipalities need reliable **access to quality data that can be shared** with decision-makers and the public
- A **GHG emissions reduction** framework is needed to align with Provincial and regional climate targets
- Existing regulations have not been effective at promoting **accessible TNS**
- **TNS impacts public transit** by:
 - Replacing some trips that would have otherwise been made on transit
 - Contributing to congestion, which impacts bus service reliability



5

Quality PDV trip data is needed for reporting and ongoing monitoring

- Data sharing with local jurisdictions did not start until 2023, despite commitment from Province to share data in 2019.
- The Province has since asked TransLink and municipalities to not use any PDV trip data analysis due to concerns with taxi data quality
 - Delays in first getting the data and now restrictions in using the data limit TransLink's ability to comment on impacts to public transit and congestion
 - Evidence-based decisions at the local level require data that can be shared with decision-makers
- Addressing data quality should be a top Provincial priority
- Requesting additional opportunities for input once data is available to inform evidence-based decisions.



6

A GHG reductions framework is needed to meet climate targets

- Consider a mix of driver incentives and requirements for TNS companies to get to zero emissions by 2030.
 - Requirements for an escalating percentage of ZEV trips over time allows drivers and companies to adapt and aligns with the approach set out in the *ZEV Act*.
 - Consider reporting requirements for transportation network companies
 - Supporting rebate or grant programs could be established through the *Clean Transportation Action Plan* or Clean BC - Go Electric Program
- Incentives alone do not provide a guaranteed outcome
 - Current incentives apply to companies, not to individual drivers



7

Existing regulations have not been effective at promoting accessible TNS

- Many people with disabilities are using ride -hailing, but there are barriers to accessibility
- Consider adopting requirements for accessible transportation network services
 - Requirements for the provision of WAV service should be accompanied by service level standards & a monitoring program
- Improved disability awareness training would benefit for all PDV drivers
 - Consider disability awareness training requirements for PDV licenses

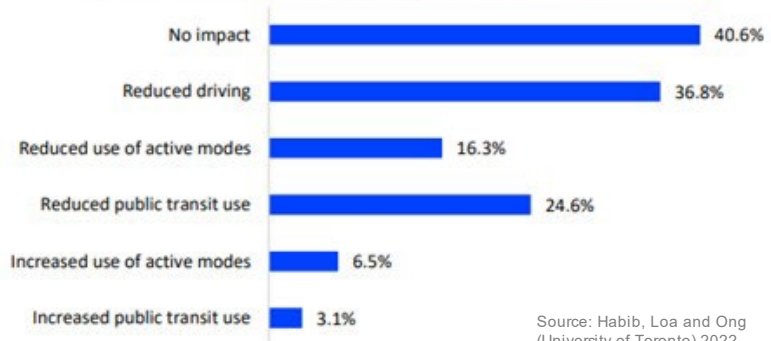


9

Survey data suggests that TNS is reducing public transit trips more often than supporting.

More detailed analysis of TNS trip data is needed to provide a complete picture.

Impacts of ride-hailing adoption on use of other modes in Metro Vancouver



Source: Habib, Loa and Ong (University of Toronto) 2022



10

With the right data and the right tools, local interventions can mitigate congestion and support transit

- The Province should continue to enable and strengthen local governments abilities to manage congestion
 - e.g. bylaws introducing per -trip fees have high behaviour change potential if applied strategically
- Continue to review the TNS base fare in comparison with public transit fares to ensure venture -capital subsidized TNS are not unfairly cannibalizing transit ridership.
- Incorporate congestion and transit mode impact data in future sustainability assessments of TNS



11

Metro Vancouver will continue to benefit from BC's deliberative regulatory approach

- Lessons from other jurisdictions have allowed BC to craft solid TNS regulations from the start, including requiring robust data sharing and enabling local government regulation
- TransLink recommends a similar approach to consideration of the next chapter of TNS, where automated vehicles (AVs) will play an increasingly significant role
 - Consultation with local jurisdictions is essential to mitigate transportation network impacts
 - Additional data will be required as ride-hailing evolves, including providing in real-time



12

TransLink's recommendations to the Special Committee to review PDVs

1. **Access to data:** ensure local jurisdictions have reliable access to quality data that can be used to support decision analysis with policy-makers.
2. **GHG emissions reduction:** a GHG reduction framework comprised of incentives and requirements if needed to meet targets. Province should consider setting a PDV industry-wide target of 100% zero emissions by 2030.
3. **Accessibility requirements:** adopt wheel-chair accessible vehicle service level requirements and training requirements for all PDV fleets.
4. **Managing local transportation network impacts:** continue to support local jurisdictions to implement programs to address congestion and encourage public transit. Further significant consultation and regulatory tools are needed to prepare for Level 4/5 robotaxis and AVs more generally.



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