



PUBLIC MEETING AGENDA

Version: November 10, 2017

November 16, 2017, 9:00AM to 10:30AM

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

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

9:00AM	1. PRELIMINARY MATTERS	
	1.1. Call to order	
	1.2. Adoption of agenda	Page 1
	1.3. Approval of Minutes (October 19, 2017)	2
9:05AM	2. REPORT OF TRANSLINK MANAGEMENT	TO COME
9:25AM	3. REPORT OF THE JOINT COMMITTEE ON TRANSPORTATION PLANNING AND FUNDING	7
	3.1. Phase Two Plan of the 10-Year Vision	
	• Update on work plan and key milestones	
	• Update on regional funding	
	• Proposed scope changes	
10:10AM	4. PUBLIC DELEGATIONS	ORAL
10:20AM	5. NOTICE OF MOTION	17
10:30AM	6. OTHER BUSINESS	
	6.1. Upcoming Mayors’ Council meeting: December 7, 2017	
10:30AM	7. ADJOURN to closed session	

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

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held on Thursday, October 19, 2017 at 9:00 a.m. in Rooms 427/428, TransLink Offices, 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Gregor Robertson, Vancouver, Chair
Mayor Linda Heppner, Surrey, Vice Chair
Mayor Wayne Baldwin, White Rock
Mayor John Becker, Pitt Meadows
Councillor Mathew Bond, North Vancouver District (alternate)
Mayor Malcolm Brodie, Richmond
Mayor Karl Buhr, Lions Bay
Mayor Mike Clay, Port Moody
Mayor Derek Corrigan, Burnaby
Mayor Jonathan Coté, New Westminster
Mayor Ralph Drew, Belcarra

Mayor Jack Froese, Langley Township
Director Maria Harris, Electoral Area A
Councillor Craig Keating, North Vancouver City (alternate) (arrived 9:10 a.m.)
Mayor John McEwen, Anmore
Mayor Greg Moore, Port Coquitlam
Mayor Ted Schaffer, Langley City
Mayor Murray Skeels, Bowen Island
Mayor Michael Smith, West Vancouver
Mayor Richard Stewart, Coquitlam (arrived 9:10 a.m.)
Chief Bryce Williams, Tsawwassen First Nation

REGRETS:

Mayor Lois Jackson, Delta
Mayor Nicole Read, Maple Ridge

ALSO PRESENT:

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

PREPARATION OF MINUTES:

Rae Ratslef, Recording Secretary, Raincoast Ventures Ltd.

1. Preliminary Matters

1.1 Call to Order

The Chair called the meeting to order at 9:01 a.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

1.2 Adoption of Agenda

Draft Agenda for the October 19, 2017 Public Meeting of the Mayors' Council on Regional Transportation, version revised October 17, 2017, was provided with the agenda material.

The Chair advised that Item 5, Notice of Motion, would be referred to the next meeting at the request of Mayor Jackson who provided the notice but was unable to attend this meeting.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled October 19, 2017, with the amendment to defer consideration of Item 5 to the next meeting.

CARRIED

1.3 Approval of Minutes (September 21, 2017)

Draft Minutes of the September 21, 2017 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of its Public Meeting held September 21, 2017, as circulated.

CARRIED

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

2.1 Phase Two Plan of the 10-Year Vision

Presentation regarding Phase Two of the 10-Year Vision; and publication titled "Better Transit and Transportation for a Better British Columbia – Pre-Budget Submission to the Select Standing Committee on Finance and Government Services, dated October 16, 2017 was provided with the agenda material.

Mayor Jonathan Coté, Co-Chair, Joint Committee on Transportation Planning and Funding, reported that the Committee had met once since the prior Mayors' Council meeting to continue its work on Phase Two of the 10-Year Investment Plan (Phase Two Investment Plan). He provided an update on the status of discussions with the Province, and advised of the funding request made to use a portion of the carbon tax generated in Metro Vancouver to fund the Phase Two Investment Plan. Additionally, he discussed engagement that has occurred to date with local governments and with Members of the Legislative Assembly (MLAs) regarding Phase Two and specifics beyond the major projects.

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, and Geoff Cross, Vice President of Transportation Planning, TransLink, reviewed the presentation provided with the agenda material and highlighted:

- Update on the Fall 2017/Spring 2018 Work Plan
- Phase Two funding requirements for closing the regional funding gap

Councillor Craig Keating and Mayor Richard Stewart arrived at the meeting at 9:10 a.m.

- 2018 Pre-budget submission
- Mayors' Council "ask" of BC Budget 2018
- Funding for Phases One and Two
- Portion of funding hoped to be funded through the carbon tax
- Regional revenue proposal and update.

Mr. Buda noted that the Provincial “ask” was originally made in 2011, and has been endorsed by a wide range of stakeholders. It was anticipated that the investment of a portion of the carbon tax be the best strategy for the Province to meet its own objectives.

Discussion ensued on:

- Confirmation that there is a list of possible revenue tools other than a portion of the carbon tax that could be considered by the Province
- Suggestion to focus all efforts on garnering support for the suitable use of a portion of the carbon tax
- Expectation that the amount of revenue generated from the carbon tax will fluctuate depending on the emissions profile
- Relationship between an increase in carbon tax and a decrease in fuel tax revenues
- Concern that carbon and fuel taxes are gradually decreasing funding sources that are not sustainable over the long term
- Difficulty of completing simultaneous massive construction projects in the lower mainland in addition to the major projects already underway
- Concern about leaving an unsustainable legacy.

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

- Investment Plan Engagement Workshops, including public consultations planned in January and February 2018
- Pattullo Bridge Replacement Investment Plan Update:
 - Efforts are ongoing to finalize a framework agreement between TransLink and the Province for replacing the bridge
 - An Expression of Interest has been submitted to the new Federal Trade Corridors Fund for \$200 million of capital funding; a comprehensive submission is required by the first week of November 2017.

It was MOVED and SECONDED

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

CARRIED

2.2 Phase One Investment Plan

Report dated October 16, 2017, from Geoff Cross, Vice President, Transportation Planning and Policy, TransLink, regarding “Item 2.2 – Update on Regional Transportation Development Cost Charge”, was provided with the agenda material.

Geoff Cross, Vice President, Transportation Planning and Policy, TransLink, reviewed the documentation provided with the agenda material and highlighted:

- Update on proposed Development Cost Charge (DCC) to fund the outstanding portion of the Phase One Investment Plan
- Considerations relative to housing affordability and the draft framework
- Engagement to date
- Next steps, including further consultation on the rate structure
- Draft proposed structure for a DCC for Regional Transportation Infrastructure
- DCC Frequently Asked Questions.

In discussion, interest was expressed in receiving a report on the University of BC and University Endowment Lands, which would require special legislation in order for DCC collection to occur.

It was MOVED and SECONDED

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

CARRIED

3. Report of TransLink Management

Presentation on the TransLink Management Report was provided with the agenda.

Mr. Cross led the review of the TransLink Management Report and highlighted:

- The immediate increase in overall traffic volumes following the removal of bridge tolls on September 1, 2017
- The removal of tolls has not made an impact on system-wide ridership or routes crossing the Fraser River
- Transit Fare Review, which is currently in Phase 3, to develop the best options
- Key learnings to date through public and stakeholder consultations in Phases 1 and 2
- Plans to consult the public and stakeholders in Phase 3 (November-December 2017) regarding pricing for distance options, fare product concepts, and options for expanding customer discounts.

Discussion ensued on:

- Need to replace the Pattullo Bridge by 2023 because of its age, regardless of whether there are increases/decreases in traffic volumes
- Application to the Federal Government for funds to construct the bridge and provide key connections
- Need for a timely response to data, which indicates that although most customers are satisfied with the level of service, they are dissatisfied with the fare system
- Recognition of research and fare reviews conducted over a number of years
- Legislated responsibilities of the Mayors' Council
- Unintended consequences of forcing people to pay more for distance travel
- Potential to utilize the Compass Card system to do time-based/speed-based billing through which riders would pay more for a faster journey rather than for distance
- Support for the idea of a flat fare for all transit users
- Suggestion to incentivize frequent transit riders, e.g. offer free access during off-peak times
- Support for fare changes to be implemented incrementally over time in order to mitigate the risk of a negative impact on revenues.

It was MOVED and SECONDED

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

CARRIED

4. Public Delegations

4.1 Eric Doherty

Mr. Doherty, HandyDart, expressed appreciation for the support of Mayors' Council members over the years, and acknowledged that the governance mandate of the Mayors' Council is in

flux. He presented a recent report titled “Metro Vancouver’s Aging Population and the Need for Quality HandyDart Service”, which spoke to the inadequate quality of HandyDart services, and encouraged in-house sourcing. He also referred to the 2013 TransLink Governance Review, which asserted that accountability to the population being served is almost completely missing.

4.2 Joel Gibbs

Mr. Gibbs discussed the proposed extension of the Broadway line, and encouraged the Mayors’ Council to consider an elevated SkyTrain system, which was expected to be less costly to build and operate than a tunnelled option. Mr. Gibbs’ analysis indicated that it was possible to achieve the elevated option if the route was changed to accommodate the grades that SkyTrain technology is capable of managing.

5. Notice of Motion

Report dated September 21, 2017 from Mike Buda, Executive Director, Mayors’ Council Secretariat, regarding “Item 5 – October 13, 2017 Notice of Motion by Major Jackson”, was provided with the agenda material.

This item was deferred to the next meeting, in accordance with the adoption of the agenda.

6. Other Business

6.1 Upcoming Mayors’ Council Meeting: November 16, 2017

The agenda noted that the next meeting of the Mayors’ Council is scheduled November 16, 2017.

7. Adjourn to Closed Session

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation on Regional Transportation Public Meeting held October 19, 2017, be now adjourned.

CARRIED

(Time: 10:17 a.m.)

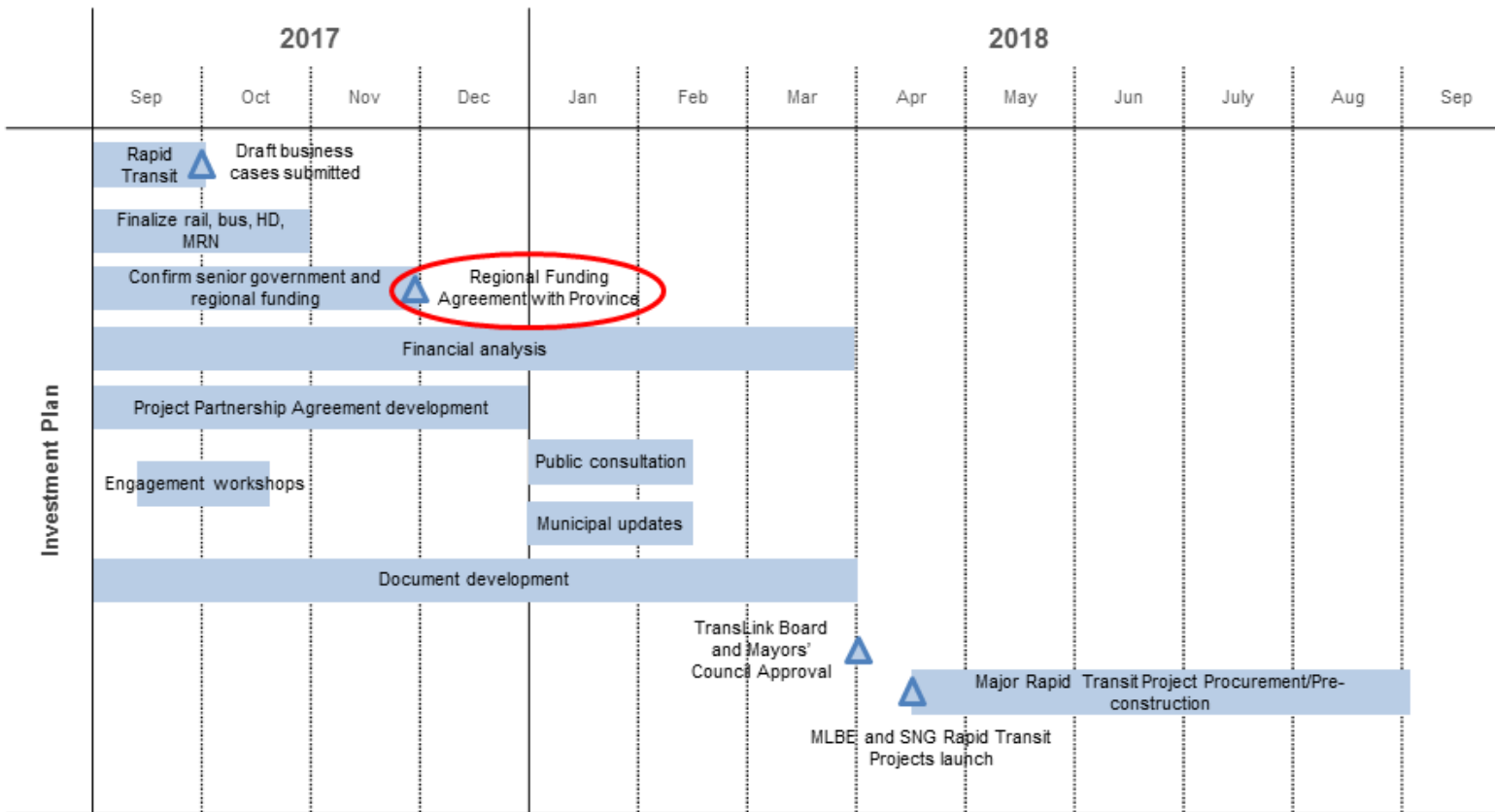
Certified Correct:

Mayor Gregor Robertson, Chair

Rae Ratslef, Recording Secretary
Raincoast Ventures Ltd.

Phase Two Investment Plan

Working Timeline for Plan Approval

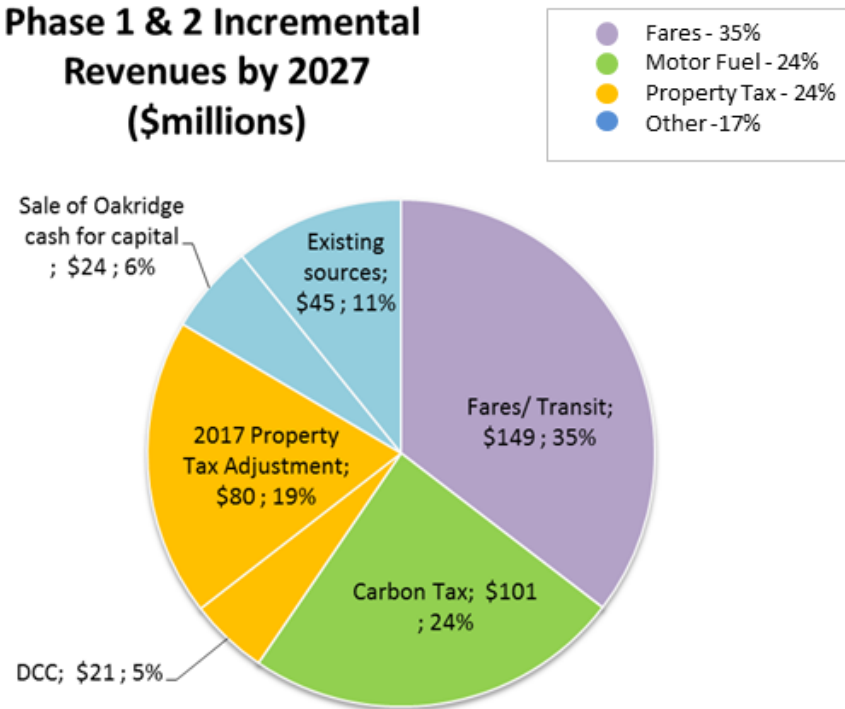


Phase Two Investment Plan

Update on Regional Funding

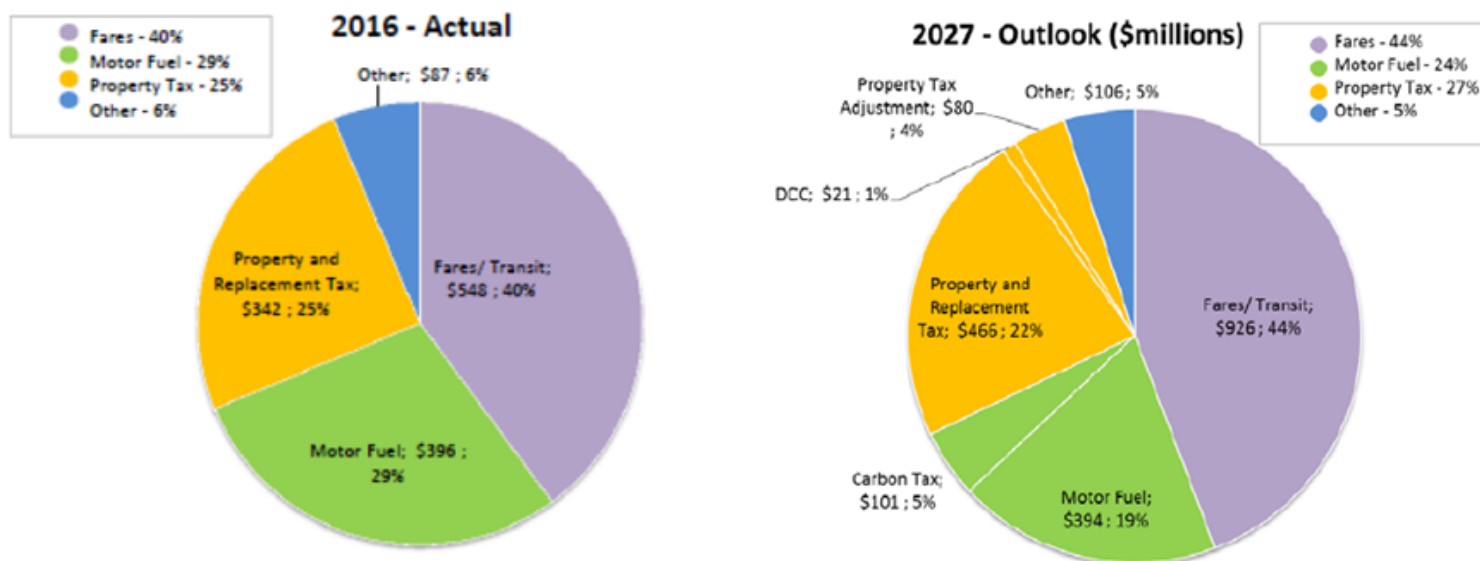
- Mayors' Council Proposal is for portion of Incremental BC Carbon Tax generated within Metro Vancouver from Transportation (11%) to fund Phase 2 Plan
- For the Phase 1 and 2 Plans combined, property-based tax increases and carbon tax would each generate 24% of the incremental funding required.

Phase 1 & 2 Incremental Revenues by 2027 (\$millions)



Phase Two Investment Plan Update on Regional Funding

- By 2027 property-based will grow as a proportion of TransLink total revenues to 27% compared to 25% in 2016 and fuel-based taxes would drop to 24% compared to 29% in 2016.
- The share from Fares is also projected to increase.



Phase Two Investment Plan

Scope Update

Following slides will cover:

- Confirm scope of bus service expansion
- Confirm additional B-Line infrastructure investment

4c. Phase Two Investment Plan

Engagement results – bus service expansion

- Received requests throughout engagement process for Phase Two bus service improvements that are:
 - Within the “minimum” scope for implementation in 2020-21
 - Within the “moderate” scope for implementation n 2020-2
 - Beyond the “moderate” scope for implementation in 2020-21
 - To be considered in future investment plans, but not recommended for implementation in 2020-21
 - Not recommended for technical reasons

Note: Figures are preliminary estimates provided for discussion purposes and subject to revision in final engagement report.

4c. Phase Two Investment Plan

Options for Phase Two bus service expansion

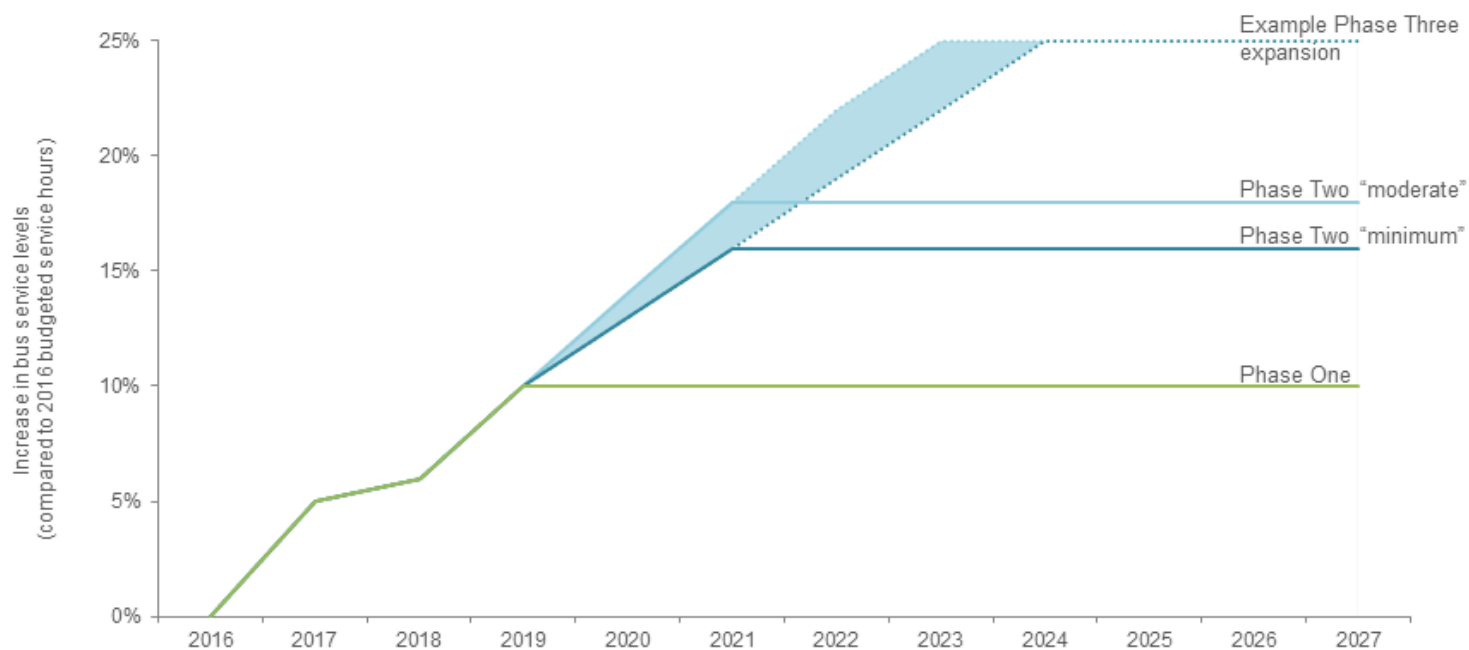
- Details on updated scope options to be presented at December meeting for input

Expansion option	Description
“Minimum” scope	<ul style="list-style-type: none"> • ~6% increase in 2020-21 • Consistent with rate of expansion from Phase One • Being updated based on engagement results and technical analysis
“Moderate” scope	<ul style="list-style-type: none"> • ~8% increase in 2020-21 • Developed based on Joint Committee direction • Being updated based on engagement results and technical analysis
“Moderate plus” scope	<ul style="list-style-type: none"> • Multiple options, depending on Phase Two affordability • Identified based on engagement results and technical analysis

Phase Two Investment Plan: *Scope Update*

Incremental costs of accelerating 10-Year Vision bus service expansion

- Incremental operating cost of delivering “moderate” scope projects in Phase Two instead of Phase Three is up to \$10 M / year, or \$35-40 M if Phase Three were to be delivered as illustrated below



Note: Phase Three levels shown in chart above are intended to illustrate various expansion rates for discussion purposes only. Service levels in chart do not account for fiscalization.

4c. Phase Two Investment Plan

Options for additional B-Line infrastructure

Issues

- Consistent with the 10-Year Vision, the working scope of Phase Two includes new expenditures for B-Line or Better infrastructure (in addition to the \$57 M in Phase One)
- Throughout the Phase Two engagement process, TransLink heard that this level of infrastructure will not meet public or stakeholder expectations for B-Line or Better speed, reliability and passenger amenities
- Capital-intensive infrastructure will take many years to design, consult, approve, and construct

Recommendation

- Update Phase Two scope to include additional TransLink expenditures from 2020-27 to match any municipal contributions - in kind or financial - towards B-Line infrastructure

4c. Phase Two Investment Plan

B-Line or Better Framework

	B-Line	Better 1	Better 2	Better 3
<i>Standard</i>	Status quo	Customer amenities Limited transit priority	Customer amenities Significant transit priority	Significant customer amenities Significant transit priority
<i>Service features</i>	FTN or Better Limited Stops Direct Routing	FTN or Better Direct Routing Limited Stops All Door Boarding	FTN or Better Direct Routing Limited Stops All Door Boarding	FTN or Better Direct Routing Limited Stops All Door Boarding
<i>Fleet features</i>	Standard fleet	Branded fleet	Branded fleet	Branded fleet
<i>Stop or station features</i>	Standard stops Municipality-provided shelters	Information kiosks Real-time info Municipality-provided shelters	Information kiosks Real-time info Municipality-provided shelters	Custom shelters Real-time info CVMs at select locations
<i>Running way features</i>	Limited & inconsistent transit priority measures	Targeted priority measures (queue jump lanes where easy)	Bus lanes & priority treatments for majority of corridor Transit Signal Priority	Bus lanes & priority treatments for majority of corridor Transit Signal Priority

Current Phase One and Phase Two scope would achieve between "status quo" and "Better 1" infrastructure

Partner expectations set by earlier work are for "Better 2" infrastructure

4c. Phase Two Investment Plan

Process for confirming Phase Two bus investments

Before investment plan approval

- 2017 Q4
 - Engagement report to workshop participants on updates to Phase Two scope
 - Direction from Joint Committee and Mayors' Council on Phase Two bus service and infrastructure scope
 - Detailed costing of bus service expansion projects for draft investment plan and other technical work
- 2018 Q1
 - Public and partner consultation on draft investment plan

After investment plan approval

- Detailed public and partner consultation on bus service changes, including routing and scheduling

TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: October 13, 2017
SUBJECT: **ITEM 5 – October 13, 2017 Notice of Motion by Mayor Jackson**

RECOMMENDATION:

That the Mayors' Council on Regional Transportation:

1. Consider the October 13, 2017 Notice of Motion from Mayor Jackson;
 2. Receive this report.
-

PURPOSE:

The purpose of this report is to present the following Notice of Motion, originally introduced by Mayor Jackson on September 21, 2017, and revised on October 13, 2017:

WHEREAS the Provincial Government has stated they would like to advice from the region's mayors on the Massey crossing project; and,

WHEREAS TransLink is the regional transportation authority with the mandate to manage the movement of goods and people and to review the transportation implications of major developments including to the provincial highway system within the region; therefore,

BE IT RESOLVED that the Mayors' Council and TransLink, consulting with Metro Vancouver, work collaboratively to provide input to the provincial government's review of the Massey crossing project with a focus on how the project fits into long term regional transportation and land use plans.