

**JOINT MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION
AND TRANSLINK BOARD OF DIRECTORS
PUBLIC MEETING MINUTES**

Minutes of the Joint Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) and TransLink Board of Directors (Board) held on **Thursday, May 25, 2017** at 2:45 p.m. in Rooms 427/428, TransLink Offices, 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayors' Council on Regional Transportation

Mayor Gregor Robertson, Vancouver, Chair
(Joint Meeting Co-Chair)
Mayor Linda Hepner, Surrey, Vice-Chair
Mayor Wayne Baldwin, White Rock
Mayor John Becker, Pitt Meadows
Mayor Malcolm Brodie, Richmond
Mayor Karl Buhr, Lions Bay
Mayor Jonathan Coté, New Westminster
Mayor Ralph Drew, Belcarra (departed at 3:21 p.m.)

Mayor Jack Froese, Langley Township
Bill Holmes, Electoral Area A (alternate)
Mayor Lois Jackson, Delta
Councillor Alison Morse, Bowen Island (alternate)
Mayor Ted Schaffer, Langley City
Mayor Richard Walton, North Vancouver District

TransLink Board of Directors

Lorraine Cunningham, Chair (Joint Meeting Co-Chair)
Janet Austin
Larry Beasley
Jim Chu
Sarah Clark

Murray Dinwoodie
Anne Giardini
Tony Gugliotta
Linda Hepner
Gregor Robertson

REGRETS:

Mayors' Council on Regional Transportation

Mayor Mike Clay, Port Moody
Mayor Derek Corrigan, Burnaby
Mayor John McEwen, Anmore
Mayor Greg Moore, Port Coquitlam
Mayor Darrell Mussatto, City of North Vancouver

Mayor Nicole Read, Maple Ridge
Mayor Michael Smith, West Vancouver
Mayor Richard Stewart, Coquitlam
Chief Bryce Williams, Tsawwassen First Nation

TransLink Board of Directors

Marcella Szel

ALSO PRESENT:

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

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Raincoast Ventures Ltd.

1. Preliminary Matters

1.1 Call to Order

Co-Chair Gregor Robertson called the meeting to order at 3:05 p.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

Co-Chair Robertson noted that the joint meetings are intended to allow the two decision-making entities of TransLink to discuss issues and reviewed the process under which joint meetings are convened and conducted.

1.2 Adoption of Agenda

Draft Agenda for the May 25, 2017 Joint Public Meeting of the TransLink Board of Directors and Mayors' Council on Regional Transportation, version dated May 23, 2017, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation and TransLink Board of Directors adopts the agenda for the Joint Public meeting of the Mayors' Council on Regional Transportation and the TransLink Board of Directors, version dated May 23, 2017, scheduled May 25, 2017, as circulated.

CARRIED

2. Report of the Funding Strategy Committee/Investment Plan Committee

Mayor Jonathan Coté, Chair, Mayors' Council Funding Strategy Committee, advised that Mayors' Council Funding Strategy Committee (Funding Strategy Committee) and the TransLink Board of Directors Investment Plan Committee (Investment Plan Committee) has met once since the May 9, 2017 provincial election. During the meeting, there was discussion regarding the unique situation of a minority government and the manner in which the Funding Strategy and Investment Plan Committees will engage with the next Provincial Government in order to advance the Metro Vancouver transit and transportation agenda.

Mayor Coté advised on issues that must be finalized in the short-term:

- Implementation of development cost charge (DCC) to fund Phase One of the 10-Year Vision for Metro Vancouver Transit and Transportation (10-Year Vision)
- Commitment to construct the Pattullo Bridge replacement
- Address the regional funding gap for Phase Two of the 10-Year Vision (Phase Two).

2.1 Phase Two Plan of the 10-Year Vision: Overview and Timeline

Presentation titled "Joint Public Meeting", dated May 25, 2017, was provided with the agenda material.

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, and Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, jointly led a review of the slides in the section titled "Completing the 10-Year Vision for Metro Vancouver Transit and Transportation of the presentation titled "Joint Public Meeting: and highlighted:

- Progress of projects included in Phase One of the 10-Year Vision (Phase One)
- Cure Congestion campaign calls to action
- Work plan and milestones to develop the investment plan for Phase Two.

Mayor Ralph Drew departed at 3:21 p.m.

2.2 Pattullo Bridge Replacement Project

Mr. Cross continued with the presentation and reviewed the slides in the section titled “Pattullo Bridge Replacement” and provided commentary on:

- Timeline urgency of the Pattullo Bridge replacement
- Funding strategy.

It was questioned whether there are any advantages to obtaining funding from the Canadian Infrastructure Bank to finance the bridge replacement.

Action Item: Mayors’ Council Funding Strategy Committee and the TransLink Board of Directors Investment Plan Committee were requested to provide the Mayors’ Council and TransLink Board with commentary, analysis and guidance on the impacts of the provincial political parties’ announcements regarding the reduction or elimination of bridge tolls.

2.3 Next Steps on Regional Funding

Mr. Cross continued with the presentation and reviewed the slides in the section titled “Regional Revenue Analysis” and provided commentary on:

- Updates to TransLink baseline revenues and costs
- Required capacity expansion to the Expo-Millennium Line to meet current and future demand and support new rapid transit projects
- Need for enabling legislation for the new DCC by the fall 2018 to avoid the requirement to defer Phase One investments:
 - Next steps to implement the DCC.

The expectation that there will be a lag time between the DCC legislation being enacted and the actual receipt of revenue from that source was noted.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation and TransLink Board of Directors receives the report.

CARRIED

3. Framework for Joint Meetings

Report dated May 19, 2017 from Kevin Desmond, CEO, TransLink, and Mike Buda, Executive Director, Mayors’ Council Secretariat, regarding “Framework for Joint TransLink Board and Mayors’ Council Meetings”, was provided with the agenda material.

Kevin Desmond, Chief Executive Officer, TransLink, and Michael Buda, Executive Director, Mayors’ Council on Regional Transportation Secretariat, reviewed the report provided with the agenda material and requested feedback on:

- Creation of a Transportation Planning and Funding Committee

- Establishment of regular semi-annual joint meetings of the full TransLink Board and Mayors' Council.

It was suggested that the five-year interval between reviews of the long-term strategies be reduced in recognition of the rapid pace of development in the region.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation and TransLink Board of Directors receives the report.

CARRIED

4. Termination

It was MOVED and SECONDED

That the Joint Public meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors held May 25, 2017, be now terminated.

CARRIED

(Time: 3:47 p.m.)

Certified Correct:

Mayor Gregor Robertson, Chair
Mayors' Council on Regional Transportation

Lorraine Cunningham, Chair
TransLink Board of Directors

Gigi Chen-Kuo, Corporate Secretary
TransLink

90-Day Action Plan to #CureCongestion

1. Formally approve one-third provincial funding for the full scope of the **Pattullo Bridge Replacement Project**, and a toll revenue replacement agreement, by July, to avoid a bridge closure in 2023.
2. Confirm a **40% provincial funding share** by September to the remaining transit and transportation projects in the 10-Year Vision, including **\$2.2 billion** to match federal funding for rapid transit to put B.C. first in line for federal transit funding for the South of Fraser LRT and Broadway subway, **\$360 million** to the SkyTrain Upgrade Project, to avoid future overcrowding of our existing rapid transit network, and support for new buses, and major roads, walking and cycling infrastructure.
3. Develop a **fair regional funding strategy** with the Mayors' Council by September, to keep Phase Two Plan of the 10-Year Vision on track and avoid costly delays.
4. Eliminate the **referendum requirement** for Metro Vancouver transportation projects by September, and instead use existing public consultation and engagement mechanisms to establish and confirm public support.
5. Schedule the authorization of a **new development levy for transportation**, approved by the Mayors' Council in November, 2016, in the Fall 2017 legislative session, to avoid rolling back planned transit improvements from the Phase One Plan of the 10-Year Vision.

mayorscouncil.ca



Completing the 10-Year Vision for Metro Vancouver Transit & Transportation

	Entire 10-Year Vision		Phase One Approved / Underway		Phase Two Working Assumptions		Phase Three Remaining Investments	
Bus		25% increase in service 11 new B-Lines 10 new service areas		10% increase in service 5 new B-Lines 5 new service areas		6% increase in service 2 new B-Lines		9% increase in service 4 new B-Lines 5 new service areas
SeaBus		<ul style="list-style-type: none"> 1 new SeaBus 10 min peak frequency; all-day FTN service (every 15 mins or better) 	<ul style="list-style-type: none"> 1 new SeaBus 10 min peak frequency; all-day FTN service (every 15 mins or better) 					
HandyDART		30% increase in service	15% increase in service		7% increase in service		8% increase in service	
Expo & Millennium Lines		<ul style="list-style-type: none"> 114 Expo/Millennium Line cars Modernization of power and control systems, expanded storage facilities Upgrades to Expo/Millennium Line stations 	<ul style="list-style-type: none"> 28 Expo/Millennium Lines cars Upgrades to Expo/Millennium stations Upgrades to power and control systems 	<ul style="list-style-type: none"> 86 Expo/Millennium Line cars (including Broadway Extension) Modernization of power and control systems, expanded storage facilities Upgrades to Expo/Millennium stations 	<ul style="list-style-type: none"> Upgrades to Expo/Millennium Line stations 			
Canada Line		<ul style="list-style-type: none"> 22 Canada Line cars Upgrades to stations and systems 	<ul style="list-style-type: none"> 22 Canada Line cars Upgrades to stations and systems 	<ul style="list-style-type: none"> Upgrades to stations and systems 	<ul style="list-style-type: none"> Upgrades to stations and systems 			
West Coast Express		10 WCE cars + locomotive	5 WCE cars + 1 new locomotive			5 WCE cars		
Transit Exchanges		13 new or expanded transit exchanges, including upgrades to Lonsdale Quay SeaBus Terminal	<ul style="list-style-type: none"> 4 upgraded transit exchanges Upgrades to Lonsdale Quay SeaBus Terminal 2 additional exchanges as part of SOFRT pre-construction work 	2 upgraded transit exchanges	5 upgraded transit exchanges			
Major Projects		<ul style="list-style-type: none"> Millennium Line Broadway Extension South of Fraser Rapid Transit (SOFRT) Pattullo Bridge Replacement 	<ul style="list-style-type: none"> Pre-construction on Broadway Extension Pre-construction on Stage 1 SOFRT (Surrey-Newton-Guildford LRT) Design for Pattullo Bridge Replacement 	<ul style="list-style-type: none"> Construction of Broadway Extension Construction of Stage 1 SOFRT (Surrey-Newton-Guildford LRT) Construction of Pattullo Bridge Replacement Pre-construction on Stage 2 SOFRT (Surrey-Langley Line) 	<ul style="list-style-type: none"> Construction of Stage 2 SOFRT (Surrey-Langley Line) 			
Major Roads Network (MRN)		<ul style="list-style-type: none"> MRN expansion: 1% annual increase + one-time 10% increase MRN upgrades: \$200M MRN seismic: \$130M 	<ul style="list-style-type: none"> MRN expansion: 1% annual increase + one-time 10% increase \$50M (25% of Vision) \$32.5M (25% of Vision) 	<ul style="list-style-type: none"> \$40M (20% of Vision) \$26M (20% of Vision) 	<ul style="list-style-type: none"> \$110M (55%) \$71.5M (55%) 			
Walking & Cycling		<ul style="list-style-type: none"> Regional Cycling \$131M Walking Access to Transit: \$35M 	<ul style="list-style-type: none"> \$41.3M (32% of Vision) \$12.5M (36% of Vision) 	<ul style="list-style-type: none"> \$23.8M (18% of Vision) \$10M (29% of Vision) 	<ul style="list-style-type: none"> \$65.9M (50% of Vision) \$12.5M (36% of Vision) 			
Mobility Innovation		<ul style="list-style-type: none"> Integrated travel planning and payment New technologies and services 	<ul style="list-style-type: none"> Vanpool pilot program Innovation lab to explore mobility concepts 	<ul style="list-style-type: none"> Mobility pricing development 	<ul style="list-style-type: none"> Mobility pricing implementation 			

DRAFT FOR DISCUSSION

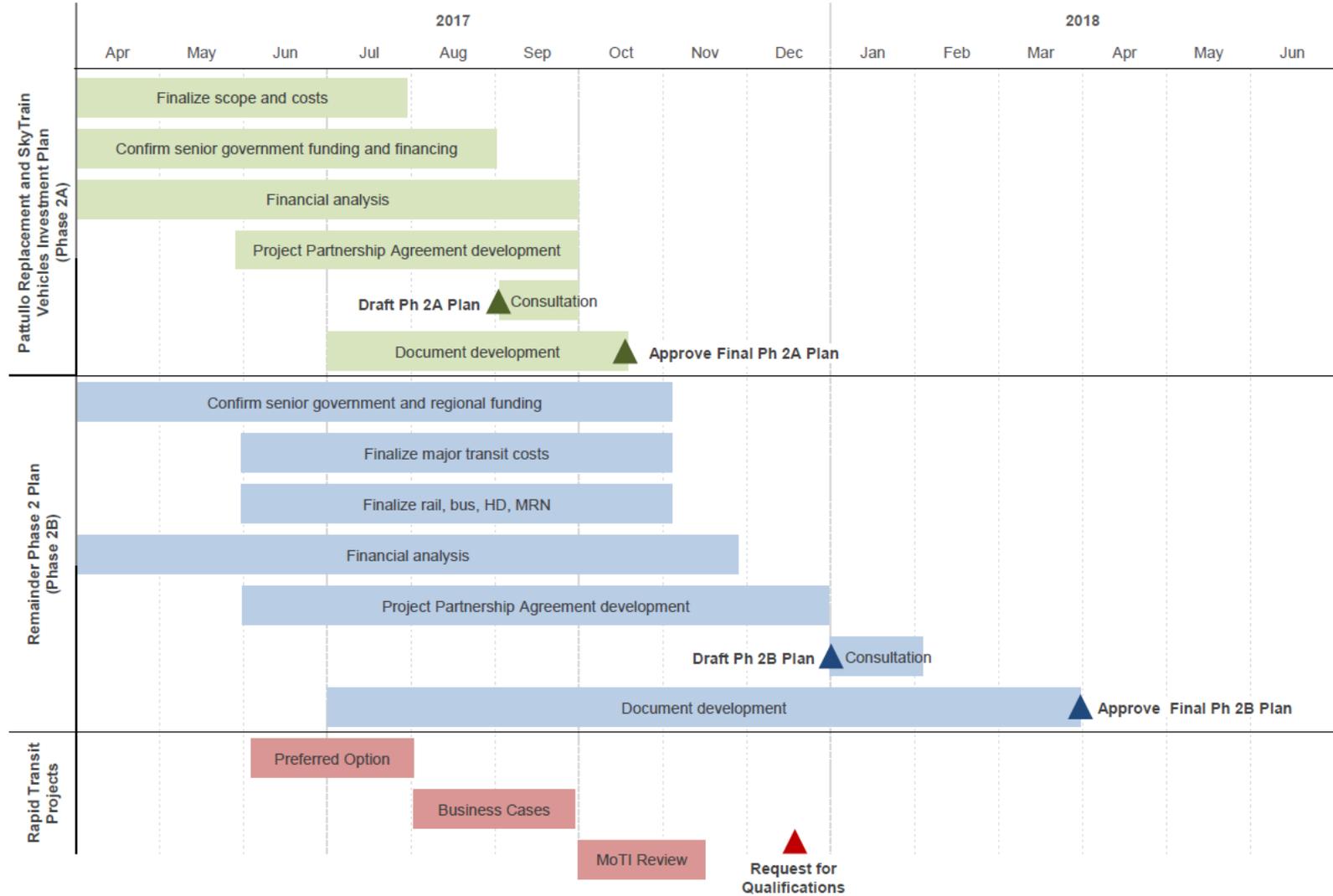
Phase One investments dependent on enabling legislation for new regional development fee

Working assumptions as of Feb 2017

Subject to refinement after Phase Two

Item 2

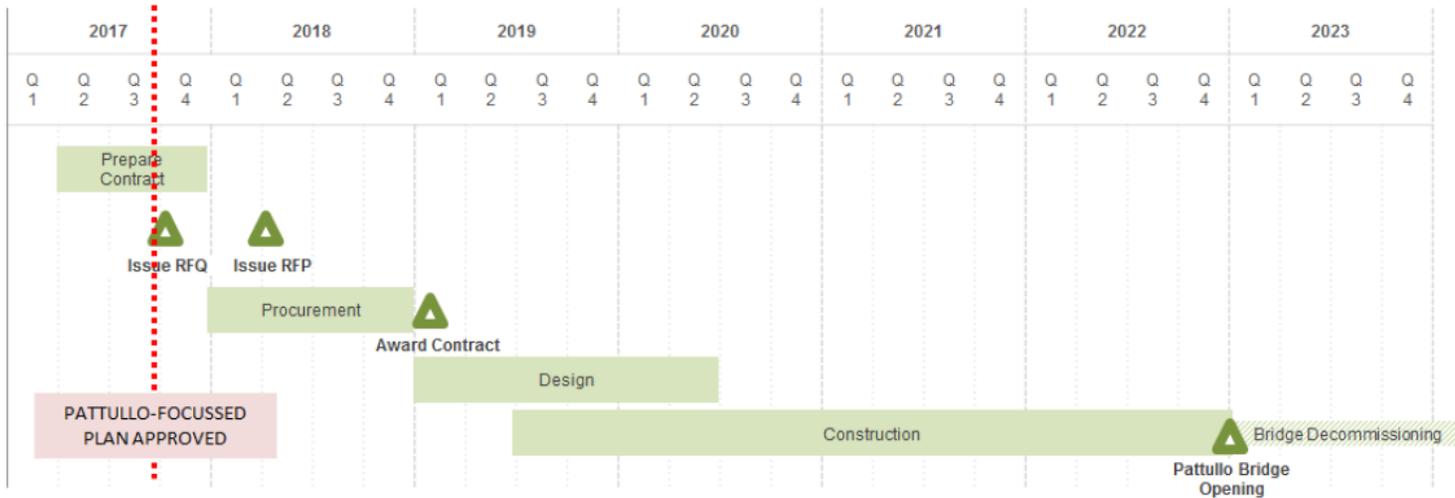
Phase Two Investment Plan Development



Risk and Impacts of Pattullo Closure

Current bridge is close to the end of its serviceable life and must be replaced or closed by 2023. Funding approval is required this fall to avoid bridge closure in 2023.

Timeline Risk



Impacts of Potential Closure

- Increased congestion and travel delays for commuters and goods movement
- Worsened air quality
- Negative impact on local economy

Service expansion in the Phase Two Plan

	Entire 10-Year Vision	Phase One Approved / Underway	Phase Two Working Assumptions	Phase Three Remaining Investments
Conventional Bus	<p>25% service increase</p> <ul style="list-style-type: none"> • 11 new B-Lines • 10 new service areas 	<p>10% service increase</p> <ul style="list-style-type: none"> • 5 new B-Lines • 5 new service areas 	<p>6% service increase</p> <ul style="list-style-type: none"> • 2 new B-Lines • New service areas TBD 	<p>9% service increase</p> <ul style="list-style-type: none"> • 4 new B-Lines • Remaining new service areas
HandyDART	<p>30% service increase</p>	<p>15% service increase</p>	<p>7% service increase</p>	<p>8% service increase</p>
Expo & Millennium Lines	<p>63% service increase</p> <ul style="list-style-type: none"> • 114 cars (w/ MLBE) • System modernization & upgrades • Station upgrades 	<p>16% service increase</p> <ul style="list-style-type: none"> • 28 cars • System modernization & upgrades • Station upgrades 	<p>48% service increase</p> <ul style="list-style-type: none"> • 86 cars (w/ MLBE) • System modernization & upgrades • Station upgrades 	<ul style="list-style-type: none"> • Additional cars (TBC) • Station upgrades
Canada Line	<p>46% service increase</p> <ul style="list-style-type: none"> • 22 cars • System upgrades • Station upgrades 	<p>46% service increase</p> <ul style="list-style-type: none"> • 22 cars • System upgrades • Station upgrades 	<ul style="list-style-type: none"> • System upgrades • Station upgrades 	<ul style="list-style-type: none"> • System upgrades • Station upgrades
West Coast Express	<ul style="list-style-type: none"> • 10 cars + 1 locomotive • Operating pattern pending post-Evergreen analysis, upgrade requirements 	<ul style="list-style-type: none"> • 5 cars + 1 locomotive • Operating pattern pending post-Evergreen analysis, upgrade requirements 		<ul style="list-style-type: none"> • 5 cars (TBC) • Operating pattern pending post-Evergreen analysis, upgrade requirements

Note: Service increase percentages are: compared to the 2016 budget baseline; based on service hours for bus; based on service km per additional car for rail
 Service for South of Fraser Rapid Transit not shown

Phase Two – Bus service expansion

Allocate Phase Two bus service hours in order to:

1. Maintain existing bus schedules in the face of growing traffic congestion (~25%)
2. Deliver committed B-Lines (2) and possibly new service areas (TBC)
3. Balance remaining expansion between *Improve Service Quality* and *Increase Access* to meet municipal partner needs

Additional bus service expansion may be considered for the Phase Two Plan (e.g., projects for 2022), depending on plan affordability and implementation feasibility.

Working assumptions for bus service expansion in the Phase Two Plan

Investment area	Phase One Plan			Assumed service hours	Phase Two Plan	
	2017	2018	2019		2020	2021
Incremental service hours (excluding run time)	210,000	36,000	148,000	139,000	80,000	

Note: Includes 25,000 hours approved in the 2017 CMBC base budget

Item 2

Phase Two - HandyDART service expansion

Allocate Phase Two HandyDART service hours in order to:

- Implement full 10-Year Vision expansion over 10 yrs through steady annual increases
- Consider accelerated expansion if new sr government funding for custom transit is available

Also implement measures identified in the Custom Transit Service Delivery Review to maximize availability of trips when needed (e.g., Family of Services, Eligibility Changes, Travel Training Program).

Working assumptions for HandyDART service expansion in the Phase Two Plan

			Phase One Plan			Phase Two Plan		Phase Three Plan		
			2017	2018	2019	2020	2021	2022	2023	2024
Total trips	Budget 2016	1,100,000	85,500	47,500	38,000	38,000	38,000	38,000	22,000	
	Expansion trips									
	% increase over 2016		8%	4%	3%	3%	3%	3%	2%	

Phase Two - Rail service expansion

Allocate Phase Two rail service hours in order to:

- Prepare for future growth and demand
- Implement system upgrades needed to support operations of the Millennium Line Broadway Extension and South of Fraser Rapid Transit Stage 1 and 2

	Entire 10-Year Vision	Phase One Approved / Underway	Phase Two Working Assumptions	Phase Three Remaining Investments
Expo & Millennium Lines	<p>63% service increase</p> <ul style="list-style-type: none"> • 114 cars (w/ MLBE) • System modernization & upgrades (power, control storage) • Station upgrades 	<p>16% service increase</p> <ul style="list-style-type: none"> • 28 cars • System modernization & upgrades (power, control) • Station upgrades 	<p>48% service increase</p> <ul style="list-style-type: none"> • 86 cars (w/ MLBE) • System modernization & upgrades (power, control, storage) • Station upgrades 	<ul style="list-style-type: none"> • Additional cars (TBC) • Station upgrades
Canada Line	<p>46% service increase</p> <ul style="list-style-type: none"> • 22 cars • System upgrades • Station upgrades 	<p>46% service increase</p> <ul style="list-style-type: none"> • 22 cars • System upgrades • Station upgrades 	<ul style="list-style-type: none"> • System upgrades • Station upgrades 	<ul style="list-style-type: none"> • System upgrades • Station upgrades
West Coast Express	<ul style="list-style-type: none"> • 10 cars + 1 locomotive • Operating pattern pending post-Evergreen analysis, upgrade requirements 	<ul style="list-style-type: none"> • 5 cars + 1 locomotive • Operating pattern pending post-Evergreen analysis, upgrade requirements 		<ul style="list-style-type: none"> • 5 cars (TBC) • Operating pattern pending post-Evergreen analysis, upgrade requirements

Note: Service increase percentages are: compared to the 2016 budget baseline and based on service km per additional car. Service for South of Fraser Rapid Transit not shown

Upcoming technical work

Bus

- Prepare service packages for engagement with municipal staff, Board, Mayors' Council, identifying *Improve Service Quality* and *Increase Access* investments by:
 - Sub-region
 - Service improvement category
 - Comparative key performance indicators
- Scenarios can be scaled as required (e.g., add or remove projects as needed)

Rail

- Complete update of Expo/Millennium Lines Upgrade Strategy to refine long range system needs
- Align fleet and service assumptions between Expo and Millennium Lines with Broadway Extension
- Refine service assumptions for Surrey-Newton-Guildford LRT

TO: Mayors' Council on Regional Transportation
FROM: Kevin Desmond, CEO, TransLink
DATE: June 22, 2017
SUBJECT: **Item 3.1** - Regional Goods Movement Strategy & Greater Vancouver Urban Freight Council

PURPOSE

Further to updates provided to the Mayors' Council at their October 2016 and March 2017 meetings, the purpose of this report is to provide an overview of the final Regional Goods Movement Strategy (RGMS) and an update on the work of the newly formed Greater Vancouver Urban Freight Council.

BACKGROUND

TransLink was created in 1999 with a mandate to provide a regional transportation system to move people and goods in support of regional and provincial environmental and economic objectives. In the subsequent years, while TransLink gave much attention to personal and passenger travel – it has given less attention to goods movement issues. In addition, while Metro Vancouver's Pacific Gateway functions have received considerable planning and investment attention, intra-regional urban freight issues have received less attention and coordination.

Responding to this gap, in 2014 TransLink launched a process with its partners in government and industry to collaborate on the development of a Regional Goods Movement Strategy - the first of its kind in Metro Vancouver. Following extensive consultation and iteration, on June 23, 2017 the TransLink Board approved and adopted the Regional Goods Movement Strategy which is attached to this memo (A: Context & Background, B: Strategies & Actions).

DISCUSSION

The Regional Goods Movement Strategy draws together actions for governments and agencies at all levels, the private sector, and other organizations. It also represents a major step forward for TransLink to fulfill its mandate of providing a regional transportation system that moves both people *and* goods.

Consultation

Multiple agencies and partners came together to collaborate on this Strategy over the past 3 years. In particular, the Regional Transportation Advisory Committee, which is comprised of transportation directors from each local government, provided ongoing guidance at key milestones and participated in several hands-on workshops and working sessions to help shape the final Strategy.

Phase 1 focused on discovering the key issues, challenges and opportunities and ran from early 2014 through early 2015. TransLink staff held more than a dozen meetings and workshop sessions with representatives from municipalities, senior government ministries, partner agencies and industry groups including:

- 23 Local Governments
- Metro Vancouver
- BC MoTI
- Transport Canada
- Port of Vancouver
- Vancouver Airport Authority
- Insurance Corporation of BC (ICBC)
- Greater Vancouver Gateway Council (GVGC)
- BC Trucking Association (BCTA)
- Greater Vancouver Board of Trade
- Surrey Board of Trade
- Vancouver Transportation Club
- Western Transportation Advisory Council (WESTAC)

Phase 2 Consultation ran through 2016 and included more than a dozen individual meetings with the same key partners, making the draft Strategy available online for wider public comment, and a major full-day stakeholder workshop that included representatives from over 30 government and industry organizations. The consultation draft of the Strategy, which at this stage was already very similar to the enclosed version, was further revised and largely finalized between January and March 2017.

Phase 3 consisted of a final review of the Strategy and submission to the TransLink Board of Directors for approval. The draft was presented to the Regional Transportation Advisory Committee (RTAC) in March 2017, the newly formed Greater Vancouver Urban Freight Council (GVUFC) and again to RTAC in May 2017.

Through this collaborative and iterative process, all of the substantive issues and concerns that arose during consultation have been addressed and there is now broad agreement with the attached draft of the Strategy, which was approved by the TransLink Board of Directors on June 23, 2017.

Greater Vancouver Urban Freight Council

One of the key early actions from the Regional Goods Movement Strategy was to launch a multi-partner Urban Freight Council (See Attachment C for Terms of Reference). The purpose of this 21-member Council (which includes rotating seats for four municipal CAOs) is to:

- Champion the priorities identified in the RGMS.
- Identify important urban freight issues, especially those requiring collective action but that lack collective understanding or consensus on appropriate solutions.
- Ensure effective implementation of key priorities through coordination on timelines, roles, responsibilities and working to remove any obstacles in the way of successful delivery.
- Exchange knowledge on urban freight issues, especially as they relate to the RGMS goals for: more efficient and reliable goods movement; and cleaner, safer, and quieter goods movement.

At its inaugural meeting held on May 2, 2017 the UFC reviewed the draft Strategy and supported moving forward with approval and adoption. The Council also agreed that it would base its work program on the six key implementation priorities identified in the RGMS, and described in more detail below.

RGMS Implementation Priorities

1. *Price the transportation system to reduce congestion and improve travel time reliability.*
 - *Problem:* Growing passenger and commercial vehicle volumes is causing congestion and making it difficult to reliably schedule commercial vehicle trips – which requires greater travel time buffers and reduced productivity. Meanwhile, road network capacity is underutilized during off-peak periods. Pricing can help to shift demand, reduce congestion and improve reliability for movers of goods and services.
 - *Roles/Scope:* The Mobility Pricing Independent Commission will lead engagement with the goods movement sector over the next year and deliver recommendations in Spring 2018 back to the public road authorities. TransLink will then facilitate dialogue between road authorities in the region to confirm approach forward, oversee a major field study, and launch the technology implementation phase together with partners.

2. *Develop a Regional Road Network Strategy (RRNS) to better define and manage performance of the region's road network.*
 - *Problem:* Decisions on managing and investing in the region's network of roads and bridges are uncoordinated and based on criteria that are not well defined or agreed upon across the region. In particular, TransLink's capital-cost sharing funding is allocated largely on a per-capita basis and not on a performance basis so money is not leveraged to best achieve objectives.
 - *Scope:* Define a functional hierarchy of roads with associated performance metrics and an on-going monitoring regime. Define hierarchy of corrective measures to apply when part of the road network is underperforming (e.g. manage access, then adjust pricing, then consider expansion). Define the Regional Truck Route Network and the expanded Major Road Network and updates to TransLink's capital cost-sharing criteria.
 - *Roles:* TransLink is leading this effort in close collaboration with government partners via RTAC.

3. *Streamline processes to improve freight efficiency including harmonizing vehicle weights and dimensions regulations and developing a centralized regional permit system.*
 - *Problem:* Inconsistent truck definitions and vehicle weights and dimensions regulations across municipal borders combined with multiple municipal specific permits add unnecessary administrative and compliance burden to industry and enforcement burden to government.
 - *Scope:* Establish common regional definition of a truck (for the purpose of limiting travel to designated truck routes) that is endorsed by all road authorities in the region, harmonize vehicle weights and dimensions limits, and establish centralized permitting system and enforcement regime within the region.
 - *Roles:* TransLink helped to launch and is providing coordination and staff support to the Commercial Vehicle Working Group (made up of local government staff) who is leading this effort in close consultation with provincial and federal governments and the trucking sector.

5. *Improve regional road network operations including improving freight wayfinding and trip planning tools, loading zone operations, and incident response.*
 - *Problem:* While the regional road network functions as one system - ITS, signal coordination, incident response and other system management measures tend to have an intra-jurisdictional focus and lack regional coordination – limiting their effectiveness.
 - *Scope:* Assess all system management measures currently in place within the region, assess opportunities for regional coordination to improve the flow of information, identify IT requirements to enable coordination, recommend necessary policy & protocols to ensure practices are actioned.
 - *Roles:* The Province operates the Regional Transportation Management Centre (RTMC) which offers the ideal platform to coordinate these initiatives in close partnership with TransLink and local governments.

6. *Protect the existing supply of accessible industrial land.*
 - *Problem:* Businesses face challenges finding available industrial land that also has good access to suppliers, customers, and transportation networks – leading to inefficient and excess travel on the region’s roadways.
 - *Scope:* Provide goods movement travel analysis / inputs into Metro Vancouver’s existing efforts to inventory, monitor, and protect industrial land.
 - *Roles:* Metro Vancouver to lead, other public and private partners to support.

7. *Raise awareness of the value and contribution of goods movement to the economy.*
 - *Problem:* While residents appreciate having access to the goods and services they want and need to provide a good quality of life, the fact that these goods and services need to be transported to and within the region isn’t always top of mind – often leading to misunderstandings and unnecessary conflicts.
 - *Scope:* Assess public perception on key goods movement issues, determine where improved communication and engagement may help to improve relationships and mutual understanding, and develop engagement strategy to action these findings.
 - *Roles:* Co-lead between Urban Freight Council and Gateway Council.

RECOMMENDATION

It is recommended that the Mayors’ Council on Regional Transportation receives this report.

Attachment below: Presentation of report

Moving the Economy

A Regional Goods Movement Strategy for Metro Vancouver

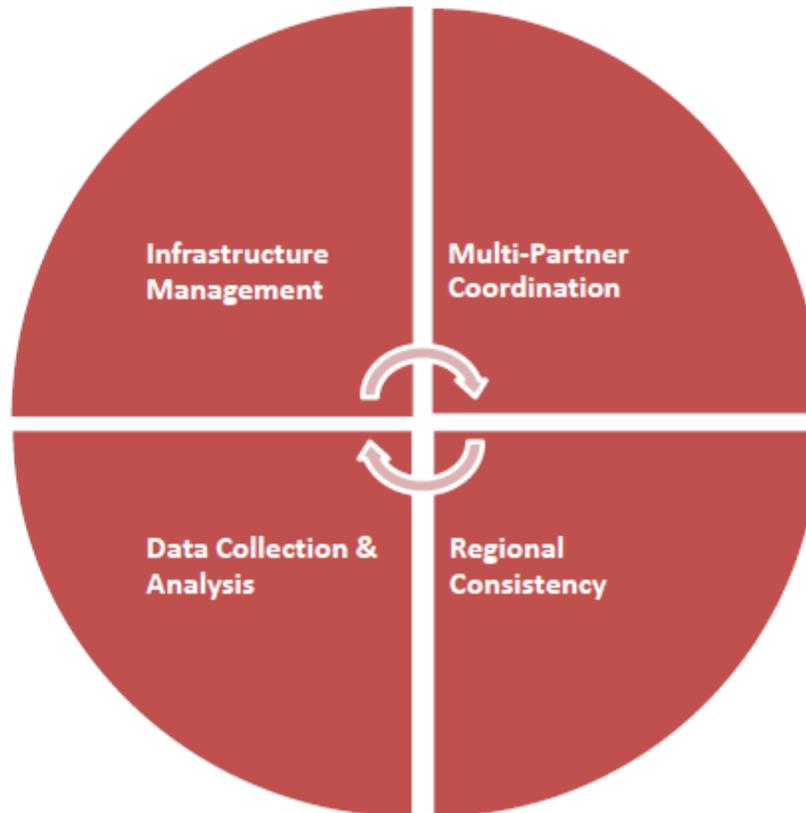
Mayors' Council on Regional Transportation
June 29, 2017

The legislated purpose of TransLink is to provide a regional transportation system that moves

People & Goods

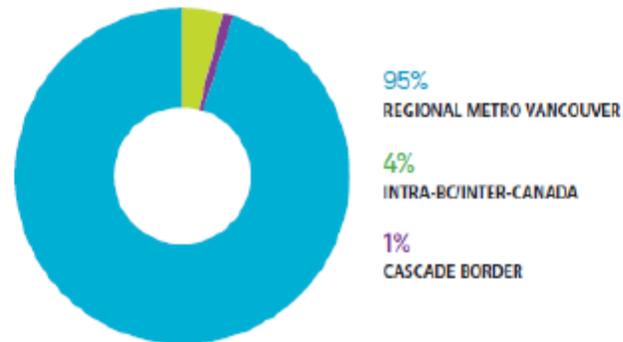


With respect to goods movement, TransLink plays
four key functions

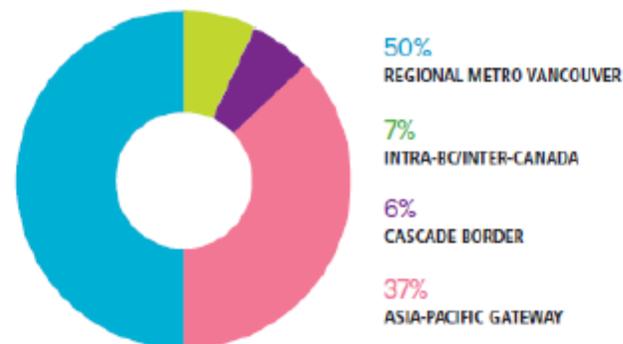


The region has lacked a coherent, agreed-upon, multi-partner **regional strategy for urban freight**

LIGHT TRUCKS



HEAVY TRUCKS



We have **collaborated with partners** over the past three years to develop and **agree on** this regional strategy

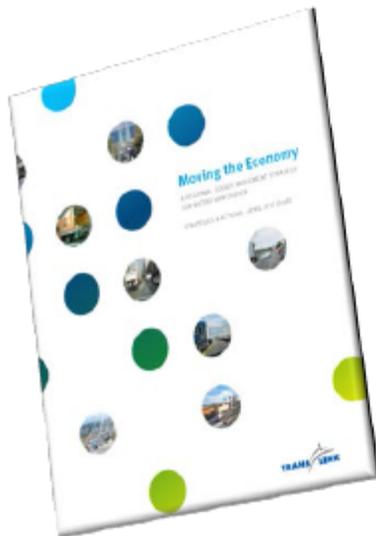


Some **key challenges** prevent the **private sector** from achieving its full potential



VISION

As a region, we maintain our economic competitiveness and global position as a great place to live and do business because we deliver goods and services efficiently and reliably in a way that supports our prosperity and protects the environment, health, safety, and livability of our communities.



GOALS

1. More **efficient and reliable** goods movement
2. **Cleaner, safer, and quieter** goods movement

RGMS

STRATEGIES & ACTIONS

1.0 INVEST

2.0 MANAGE

3.0 PARTNER

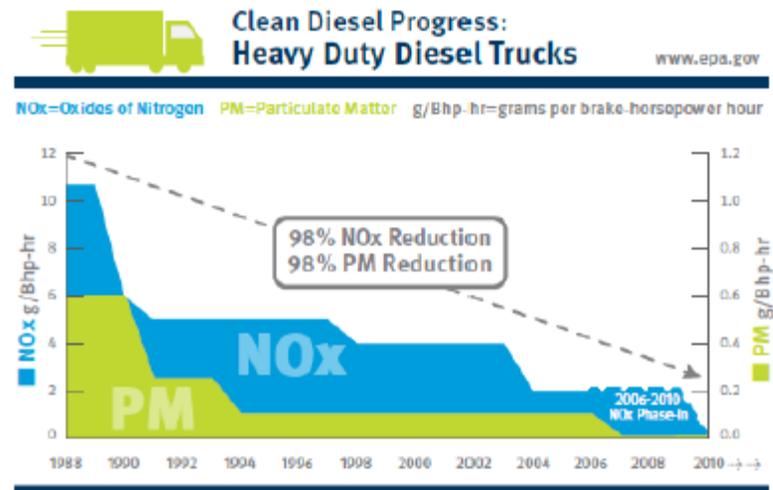
1.0 INVEST Strategically to Maintain & Grow the System

- 1.1 Maintain roads and bridges in good repair
- 1.2 Make strategic investments in the road network
- 1.3 Shift driving trips to walking, cycling and transit



2.0 MANAGE the System to be Efficient & User-Focused

- 2.1 Make travel safer
- 2.2 Make the system easy to navigate
- 2.3 Designate a Regional Truck Route Network
- 2.4 Implement mgmt solutions to improve reliability
- 2.5 Harmonize truck permitting & regulations
- 2.6 Balance intra-regional goods movement with community livability
- 2.7 Support quieter, cleaner, and lower-carbon goods movement
- 2.8 Create a policy and regulatory environment that supports innovation
- 2.9 Support the Port of Vancouver in optimizing container drayage
- 2.10 Price the transportation system more effectively



11

3.0 PARTNER to Make it Happen

- 3.1 Plan for land use and transport needs of business & industry
- 3.2 Integrate goods movement considerations into community planning and development
- 3.3 Ensure effective coordination through strong partnerships
- 3.4 Collect and share data for monitoring & decision-making



Greater Vancouver Urban Freight Council

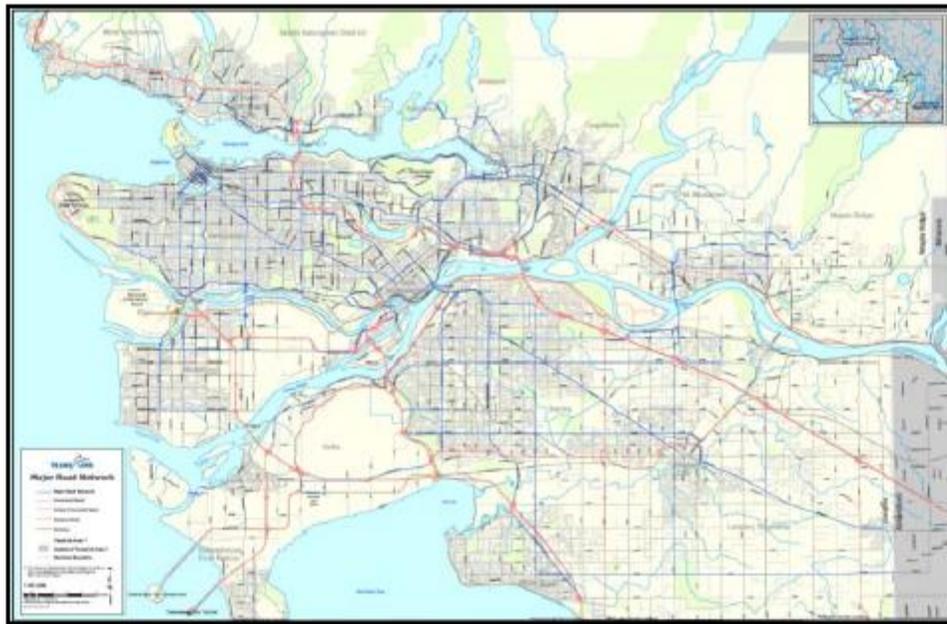


Implementation Priorities

1. Price the transportation system more effectively to reduce congestion and improve travel time reliability (Mobility Pricing).
2. Develop a Regional Road Network Strategy (RRNS).
3. Streamline processes to improve freight efficiency.
4. Improve regional road network operations and management.
5. Protect the existing supply of accessible industrial land.
6. Raise awareness of the value and contribution of goods movement to the economy.

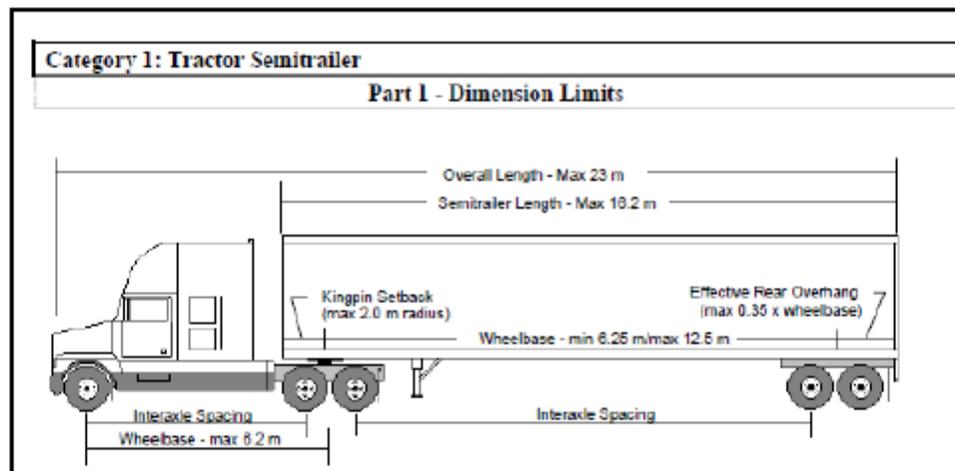
Implementation Priorities

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Implementation Priorities

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2. Develop a Regional Road Network Strategy (RRNS).
3. Streamline processes to improve freight efficiency.



Discussion



3.3 Reapplication to Greater Vancouver Regional Fund (GVRF) in July for Conventional Buses

TransLink is requesting an update to the Sept 2016 application for Federal Gas Tax Fund funding from the GVRF. Circumstances have changed since Sept:

- Approval of Phase One Plan which includes development of Low Carbon Fleet Strategy and ends prolonged period of constrained funding that assumed lowest cost price
- Bus vendor no longer indicates larger diesel engines available for buses that handle steep grades. Switch from diesel to hybrid for operational needs while lowering emissions
- New CNG fueling facility at Surrey Transit Centre to be in service in 2017 and will allow for fuel cost savings

New Proposal:

- Replace 109 diesel buses with combination of compressed natural gas and hybrid-electric buses
- Greater upfront capital costs (>\$20M) offset by lower fuel costs (\$2M/yr)

Item 3.4 2017 Ridership & Revenue

Off to a strong start – Year to Date exceeding 2016

		2017	2016
Average Weekday Boardings	+ 6.2%	1.26M	1.19M
Total Boardings	+ 5.3 %	165.3M	157.1M
Actual Revenue	+ 9.9%	\$227M	\$206.7M

2017 Actual Revenue up 3.9% (\$8.5M) over 2017 Budget (\$218.5M)

Item 3.4 Notable Changes



SeaBus

- Joined the **Frequent Transit Network** as of May!
- In January, Sunday/Holiday **service frequency doubled** to every 15 minutes
- **11% increase** in boardings on Sundays/Holidays compared to 2016



Northeast Sector

- **15% increase** in service hours (incl. new Burke Mountain connection)
- **20% increase** (or 5,000) in daily transit trips beginning in the NES
- **30,000** average weekday boardings on EGE