



PUBLIC MEETING AGENDA

Version: September 16, 2017

September 21, 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 (April 7, 2017)	2
	1.4. Approval of Minutes (July 27, 2017)	10
9:05PM	2. REPORT OF THE JOINT COMMITTEE ON TRANSPORTATION PLANNING AND FUNDING	
	2.1. Completing the 10-Year Vision	15
	• Fall 2018 work plan	
	• Next steps on federal, provincial and regional funding	
	• Pattullo Bridge Investment Plan	
	• Service Expansion & New Rapid Transit Expansion Investment Plan	
	2.2. Phase One Investment Plan	23
	• Next steps on DCC for Transportation	
	• Gas Tax Fund application to Metro Vancouver	
10:05PM	3. REPORT OF TRANSLINK MANAGEMENT	
	3.1. Progress Report on Phase One Plan Implementation	ON TABLE
10:25AM	4. OTHER BUSINESS	
	4.1. Upcoming Mayors’ Council meeting: October 19, 2017	
10:30AM	5. 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 Friday, April 7, 2017 at 1:00 p.m. in Rooms 427/428, TransLink Offices, 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Gregor Robertson, Vancouver, Chair
(arrived at 1:47 p.m.)

Mayor Linda Hepner, Surrey, Vice-Chair

Mayor Wayne Baldwin, White Rock

Mayor Malcolm Brodie, Richmond

Mayor Karl Buhr, Lions Bay (departed at 2:53 p.m.)

Mayor Mike Clay, Port Moody

Mayor Derek Corrigan, Burnaby

Mayor Jonathan Coté, New Westminster

Mayor Ralph Drew, Belcarra

Maria Harris, Electoral Area A

Mayor John McEwen, Anmore

Mayor Greg Moore, Port Coquitlam (arrived at 1:29 p.m.)

Mayor Darrell Mussatto, North Vancouver City

Mayor Ted Schaffer, Langley City

Mayor Murray Skeels, Bowen Island

Mayor Michael Smith, West Vancouver

Mayor Richard Stewart, Coquitlam (arrived at 1:47 p.m.)

Mayor Richard Walton, North Vancouver District (arrived at 2:00 p.m.)

Chief Bryce Williams, Tsawwassen First Nation (arrived at 1:18 p.m.)

REGRETS:

Mayor John Becker, Pitt Meadows

Mayor Jack Froese, Langley Township

Mayor Lois Jackson, Delta

Mayor Nicole Read, Maple Ridge

ALSO PRESENT:

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

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Raincoast Ventures Ltd.

1. Preliminary Matters

1.1 Call to Order

In the absence of the Chair, Vice-Chair Linda Hepner called the meeting to order at 1:06 p.m. and assumed the chair. Due notice having been given and a quorum being present, the meeting was properly constituted.

1.2 Adoption of Agenda

Draft Agenda for the April 7, 2017 Public Meeting of the Mayors' Council on Regional Transportation, version dated April 6, 2017, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled April 7, 2017, as presented.

CARRIED

1.3 Approval of Minutes – March 9, 2017

Draft Minutes of the March 9, 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 March 9, 2017, as circulated.

CARRIED

2. Mayors' Council Rules of Procedure

Report dated April 3, 2017 from Michael Buda, Executive Director, and Carol Lee, Recording Secretary, regarding "Revising the Mayors' Council Rules of Procedure" was provided with the agenda material.

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, highlighted the report provided with the agenda material. It was noted that an error has been identified, requiring an amendment to delete the words "Under the Act" in Section 12.2.

Main Motion

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the Rules of Procedure for the Conduct of Meetings, dated April 7, 2017, with the amendment to delete "Under the Act" from Section 12.2.

Amendment to the Main Motion

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation amends Section 3.1 of the Rules of Procedure to replace "Regularly scheduled meetings of the Mayors' Council will be at the call of the Chair" with "The Chair will establish a schedule of regular meetings".

CARRIED

Amendment to the Main Motion

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation amends the Rules of Procedure to include a requirement that the election of Chair and Vice-Chair be determined on the basis of one vote per member of the Mayors' Council on Regional Transportation.

CARRIED

Question on the Main Motion, as Amended

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the Rules of Procedure for the Conduct of Meetings, dated April 7, 2017, with the following amendments:

1. Include a requirement that the election of Chair and Vice-Chair be determined on the basis of one vote per member of the Mayors' Council on Regional Transportation;
2. Replace Section 3.1 with "The Chair will establish a schedule of regular meetings"; and
3. Delete "Under the Act" from Section 12.2.

CARRIED

Chief Bryce Williams arrived at the meeting at 1:18 p.m.

3. Report on TransLink Police

Presentation titled "Mayors' Council Briefing 2017" was provided with the agenda material.

Doug LePard, Chief Constable, Transit Police, led the review of the presentation titled "Mayors' Council Briefing 2017" and highlighted:

- Transit Police service delivery model
- Vulnerable populations on the transit system
- Changes to the Greater Vancouver Transit Conduct and Safety Regulations to enhance safety
- Collaboration with Transit Security and the TransLink enterprise
- Safety partnerships
- Leveraging of technology to create efficiencies
- Trends in crimes against person and property.

Mayor Greg Moore arrived at the meeting at 1:29 p.m.

Discussion ensued on:

- The accountability of the Transit Police given its unique governance structure
- Influence of the TransLink Board of Directors over Transit Police Board decisions
- Concern regarding the number of officers employed by TransLink who are retired from other police agencies
- Suggestion that a member of the TransLink Board of Directors be appointed to the Transit Police Board.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation recommends that the TransLink appointee to the Transit Police Board be a member of the TransLink Board of Directors.

CARRIED

There was concern expressed regarding the requirement for Metro Vancouver municipalities that do not receive direct benefits to provide funding for the Transit Police.

It was MOVED and SECONDED

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

CARRIED

Chair Gregor Robertson arrived at the meeting at 1:47 p.m. and assumed the chair.

Mayor Richard Stewart arrived at the meeting at 1:47 p.m.

4. Report on 10-Year Vision Implementation

Presentation titled "4. Report on 10-Year Vision Implementation" was provided with the agenda material.

Sarah Ross, Director, System Planning, TransLink led the review of the presentation titled "4. Report on 10-Year Vision Implementation" and highlighted:

- Spring service change bus improvements that will commence on April 24, 2017
- Service change improvements planned for the remainder of 2017
- Application submitted to Metro Vancouver for funding from the Greater Vancouver Regional Fund (Gas Tax) for the 2017 and 2018 fleet expansions.

It was MOVED and SECONDED

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

CARRIED

5. Report of the Funding Strategy Committee

Mayor Jonathan Coté, Chair, Mayors' Council Funding Strategy Committee, reported that there has been one meeting of the Funding Strategy Committee since the March 9, 2017 Mayors' Council meeting.

The Chair noted that the recent funding announcement of \$2.2 billion for Phase Two of the 10-Year Vision (Phase Two) from each of the Federal and Provincial Governments is an historic demonstration of support to build better transit in the Metro Vancouver region. Nevertheless, additional support is required to achieve full funding of Phase Two projects, including HandyDART service improvements, Pattullo Bridge replacement project and upgrading the existing SkyTrain system.

5.1 Provincial Property-based taxes in Metro Vancouver

John Merkley, Cascadia Partners, led the review of a presentation titled "Provincial Property-Based Taxes" and highlighted:

- Focus of the report on the Home Owner Grant, School Property Tax and Property Transfer Tax (PTT)
- Metro Vancouver homeowners shoulder 45% of the provincial property tax burden
- Metro Vancouver homeowners pay three times more School Taxes than the rest of BC:
 - School taxes collected in Metro Vancouver are outpacing school expenditures

Mayor Richard Walton arrived at the meeting at 2:00 p.m.

- \$1.5 billion of PTT has been collected in Metro Vancouver:
 - 75% of provincial PTT is collected in Metro Vancouver, compared to 25% in the rest of BC
- Recommendations to the Provincial Government:
 - Set the Home Owner Grant threshold within Metro Vancouver to match the provincial average
 - Calculate the School Property Tax annually on a regional basis to reflect the provincial average threshold of school district expenditures
 - Invest the unbudgeted revenue generated within the Metro Vancouver region from the PTT collection back into local government infrastructure, transit and affordable housing.

It was suggested that the unbudgeted revenue generation from the PTT be allocated to fund the regional share of the 10-Year Vision.

It was MOVED and SECONDED

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

CARRIED

5.2 Federal Budget Analysis

Presentation titled "5.2. Report of the Funding Strategy Committee" was provided with the agenda material.

The Chair commented that the recent funding announcements for Phase Two and the previously committed \$600 million for Phase One of the 10-Year Vision (Phase One), results in combined allocated or committed funding of over \$5 billion from the Federal and Provincial Governments.

Andrew McCurran, Director, Strategic Planning and Policy, TransLink, led the review of the presentation titled "5.2. Report of the Funding Strategy Committee" and highlighted:

- Commitment in the 2017 Federal Budget of \$2.2 billion over 11 years for public transit in Metro Vancouver:
 - Additional budget for green infrastructure, renewable energy and modernizing the transportation system
- Potential funding sources for Pattullo Bridge replacement:
 - Canadian Infrastructure Bank (CIB)
 - National Trade Corridors Fund
 - Current gap of \$150 million in grant funding
- Ineligible costs for the federal funding includes property acquisition, financing charges, provincial sales tax and Goods and Services Tax/Harmonized Sales Tax:

- Expectation that the federal commitment will equal approximately 33% of the total costs
- Phase Two Investment Plan development work plan
- Status of the 10-Year Vision investments.

Kevin Desmond, Chief Executive Officer, TransLink, and Mr. Buda responded to questions regarding:

- Clarification that the CIB would be loaning money for the Pattullo Bridge Replacement Project at a yet undetermined term
- The rationale for the change in federal funding from 50% to 40% of the rapid transit projects
- Confirmation that the federal and provincial funding cannot be applied to the rapid transit project expenditures until the projects are fully funded i.e. the regional share of the funding is secured
- Local governments can borrow money at a lower rate than what would be offered by the CIB
- Concern that the regional share will be funded through property taxes
- Concern regarding TransLink's capacity to construct the Broadway Extension and Surrey-Newton-Guildford Light Rapid Transit (LRT) lines simultaneously.

It was MOVED and SECONDED

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

CARRIED

5.3 Public Education and Outreach Campaign

Presentation re "Cure Congestion Campaign" was provided with the agenda material.

Mr. Buda led the review of the presentation and highlighted:

- Call to action to all provincial parties
- Questionnaire to be sent to all provincial parties
- The six "asks" made to all provincial parties.

Discussion ensued regarding the need to address the funding for the regional portion of the 10-Year Vision.

It was MOVED and SECONDED

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

CARRIED

6. Report of TransLink Management

Presentation titled "Custom Transit Service Delivery Review", dated April 4, 2017, was provided with the agenda material.

Mr. Desmond and Ms. Ross led the review of the presentation titled "Custom Transit Service Delivery Review" and highlighted:

- Objectives of the review:
 - Increase availability of HandyDART

- Improve customer satisfaction
- Optimize service cost efficiency to maximize service availability
- Stakeholder engagement
- Policy recommendations
- Service delivery model recommendations
- HandyDART service provided per capita in Metro Vancouver falls below other regions however, Metro Vancouver has the most accessible system in North America
- Differences in the provincial funding provided in Metro Vancouver compared to other municipalities
- The Interior and Northern Health Authorities provide 100% of the funding for dialysis trips:
 - In Metro Vancouver, approximately 67% of the HandyDART trips are to access health related services, resulting in a downloading of health care costs to the region.

Discussion ensued on:

- The facts regarding the disparity in provincial HandyDART funding will be part of the messaging in the Cure Congestion campaign
- Whether the inequity in HandyDART funding is the result of the Province vacating the Regional Hospital Tax when TransLink was created.

It was MOVED and SECONDED

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

CARRIED

Mayor Karl Buhr departed the meeting at 2:53 p.m.

7. Public Delegations

7.1 Maria Robinson

Ms. Robinson spoke on behalf of the Metro Vancouver Alliance. A proposal has been submitted to the provincial political parties requesting funding to increase HandyDART service hours by 5% per annum over the next four years.

7.2 Albert Melenius

Mr. Melenius provided advice on the transition of the HandyDART service, including:

- Implement an entirely new governance system for HandyDART
- Increase the authority of the HandyDART users in the service planning
- Commit to a fully accessible region
- Clarify the message that a taxi is HandyDART service
- Maintain the separation of HandyDART from the regular fleet.

7.3 Bob Chitrenky

Mr. Chitrenky, President, Amalgamated Transit Union Local 1724, representing HandyDART workers, suggested that the HandyDART service be either solely contracted out or brought in-house. Mr. Chitrenky recommended that the HandyDART system be provided through TransLink, rather than being contracted out.

7.4 Francis Jameson

Mr. Jameson spoke in opposition to the Broadway Extension, stating that the potential ridership and the minimal reduction in travel time does not warrant the investment.

8. Termination

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation on Regional Transportation Public Meeting held April 7, 2017, be now terminated.

CARRIED

(Time: 3:10 p.m.)

Certified Correct:

Mayor Gregor Robertson, Chair

Carol Lee, Recording Secretary
Raincoast Ventures Ltd.

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, July 27, 2017 at 10:00 a.m. in Rooms 427/428, TransLink Offices, 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Gregor Robertson, Vancouver, Chair
Mayor Linda Hepner, Surrey, Vice-Chair
Mayor Wayne Baldwin, White Rock
Mayor John Becker, Pitt Meadows
Mayor Malcolm Brodie, Richmond
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
Mayor Lois Jackson, Delta

Councillor Craig Keating, North Vancouver City
(alternate) (departed at 10:53 a.m.)
Mayor John McEwen, Anmore
Councillor Ron McLaughlin, Lions Bay (alternate)
Mayor Greg Moore, Port Coquitlam
Mayor Ted Schaffer, Langley City
Mayor Richard Stewart, Coquitlam
Mayor Nicole Read, Maple Ridge
Mayor Murray Skeels, Bowen Island
Mayor Michael Smith, West Vancouver
Mayor Richard Walton, North Vancouver
District

REGRETS:

Chief Bryce Williams, Tsawwassen First Nation

ALSO PRESENT:

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

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Raincoast Ventures Ltd.

6. Preliminary Matters

1.4 Call to Order

The Chair called the meeting to order at 10:08 a.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

1.5 Adoption of Agenda

Draft Agenda for the July 27, 2017 Public Meeting of the Mayors' Council on Regional Transportation, version dated July 26, 2017, was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled July 27, 2017, with the amendment to include Item 6.2 – Presentation on the George Massey Tunnel Replacement Project.

DEFEATED
(Mayor Jackson voting in favour)

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled July 27, 2017, as circulated.

CARRIED

1.6 Approval of Minutes – June 29, 2017

Draft Minutes of the June 29, 2017 Joint Public Meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors was provided with the agenda material.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of the Joint Public Meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors held June 29, 2017, with the amendment to add the title "Director" to Maria Harris' name.

CARRIED

7. Report of TransLink Management

Report titled "2016 Transit Service Performance Review" was provided with the agenda material.

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, led the review of a presentation highlighting the report provided with the agenda material:

- Record ridership recorded in 2016
- Bus ridership growth:
 - 10% growth in the south of the Fraser
 - Actions to address crowding on buses
- SkyTrain ridership growth.

Discussion ensued on:

- The factors that have led to the decrease in ridership in other major cities
- Consideration of the use of double-decker buses on specific routes.

***Action Item:** TransLink staff was requested to provide information on the rationale for the cancellation of the 480 route to UBC.*

It was MOVED and SECONDED

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

CARRIED

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

3.1 Update to the 2017 Phase One Investment Plan

Provided with the agenda material:

- *Memorandum dated July 20, 2017 from Kevin Desmond, CEO, TransLink, regarding "Item 3.1 – Approval of the Update to Phase One 2017 Investment Plan"*
- *Document titled "Update to Phase One of the 10-Year Vision, 2017 – 2016 Investment Plan", dated July 27, 2017*
- *Presentation titled "Update to the Phase One Investment Plan".*

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

- Amendment to include 28 additional cars and storage facility expansion to be funded with Public Transit Infrastructure Fund dollars in the Phase One
- Process to update the 2017 Phase One Investment Plan
- Benefits of updating the 2017 Phase One Investment Plan.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation approves the 2017 – 2026 Investment Plan, attached as Appendix A to the report titled "Approval of the Update to Phase One 2017 Investment Plan".

CARRIED

3.2 Looking Beyond the 10-Year Vision: Updating the Regional Transportation Strategy

Presentation titled "Updating the Regional Transportation Strategy (RTS)" was provided with the agenda material.

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

- Requirement to update the Regional Transportation Strategy (RTS) by August 1, 2018
- History of transportation and land use planning in the Metro Vancouver region
- Public dialogue on the next major transit infrastructure projects to be undertaken over the next 30 years will commence in fall 2017.

Discussion ensued on:

- Importance of starting dialogue on investment priorities beyond the 10-Year Vision of Metro Vancouver Transit and Transportation (10-Year Vision) to serve the growing region
- Importance of the RTS to note the relationship between density and transit investment
- Need to include consideration of additional services for residents of Delta and east of Surrey over the next 30 years.

Councillor Craig Keating departed the meeting at 10:53 a.m.

It was MOVED and SECONDED

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

CARRIED

9. Notice of Motion

Memorandum dated July 19, 2017 from Mike Buda, Executive Director, Mayors' Council Secretariat, regarding "Item 4 – June 29, 2017 Notice of Motion by Mayor Jackson".

Mayor Lois Jackson introduced the motion and commented on the need to commence planning for a rapid transit service from Richmond to Chilliwack as an alternative mode of transportation to vehicular traffic travelling through the George Massey Tunnel to downtown Vancouver.

Main Motion

It was MOVED and SECONDED

BE IT RESOLVED THAT in Year Five of the 10-Year Vision for Metro Vancouver Transit and Transportation, a preliminary study be undertaken formulating a comprehensive plan which would see the construction of a light rapid transit (LRT) rail line from Brighthouse Station, in Richmond, and subsequently run southward over the new bridge crossing of the Fraser River. The new LRT rail line would then travel through Delta, South Surrey/White Rock, and on through the Township of Langley, culminating at Chilliwack.

Amendment to the Main Motion

It was MOVED and SECONDED

BE IT RESOLVED, prior to amending the 10-Year Vision for Metro Vancouver Transit and Transportation, with a preliminary study to formulate a comprehensive plan which would see the construction of a light rapid transit (LRT) rail line from Brighthouse Station, in Richmond, and subsequently run southward over the new bridge crossing of the Fraser River. The new LRT rail line would then travel through Delta, South Surrey/White Rock, and on through the Township of Langley, culminating at Chilliwack that the Evergreen Line be extended to Port Coquitlam, Pitt Meadows and Maple Ridge.

Motion to Refer

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation refers the motions to TransLink staff as part of the development of the Regional Transportation Strategy.

CARRIED

10. Public Delegations

5.1 Albert Melenius

Mr. Melenius requested that the Mayors' Council intervene with TransLink to develop an alternative to the contracting model that is currently utilized by TransLink to deliver HandyDART service. Mr. Melenius recommended that the input of the disabled community be sought in the planning of the customer transit service.

6. Other Business

6.1 Upcoming Meetings

The proposed schedule for upcoming meetings was noted in the agenda material:

- September 21, 2017 at 9:00 a.m.

7. Termination

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation on Regional Transportation Public Meeting held June 29, 2017, be now terminated.

CARRIED
(Time: 11:14 a.m.)

Certified Correct:

Mayor Gregor Robertson, Chair

Carol Lee, Recording Secretary
Raincoast Ventures Ltd.

Item 2.1

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

	Entire 10-Year Vision	Approved / Underway	Funding Discussions In Progress	Remaining Investments
Bus	 <ul style="list-style-type: none"> 25% increase in service 11 new B-Lines 10 new service areas 	<ul style="list-style-type: none"> 10% increase in service 5 new B-Lines 5 new service areas 	 <ul style="list-style-type: none"> 6% increase in service 2 new B-Lines 	 <ul style="list-style-type: none"> 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	 <ul style="list-style-type: none"> 30% increase in service 	<ul style="list-style-type: none"> 15% increase in service 	 <ul style="list-style-type: none"> 7% increase in service 	 <ul style="list-style-type: none"> 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"> 56 Expo/Millennium Lines cars Upgrades to Expo/Millennium stations Upgrades to power and control systems 	<ul style="list-style-type: none"> 58 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	 <ul style="list-style-type: none"> 10 WCE cars + locomotive 	<ul style="list-style-type: none"> 2 new locomotives 	<ul style="list-style-type: none"> 10 WCE cars 	
Transit Exchanges	 <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 2 upgraded transit exchanges 	<ul style="list-style-type: none"> 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 Burnaby Mt Gondola 	<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) Pattullo Bridge Replacement Pre-construction on Stage 2 SOFRT (Surrey-Langley Line) Pre-construction of Burnaby Mt Gondola 	<ul style="list-style-type: none"> Construction of Stage 2 SOFRT (Surrey-Langley Line) Construction of Burnaby Mountain Gondola
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

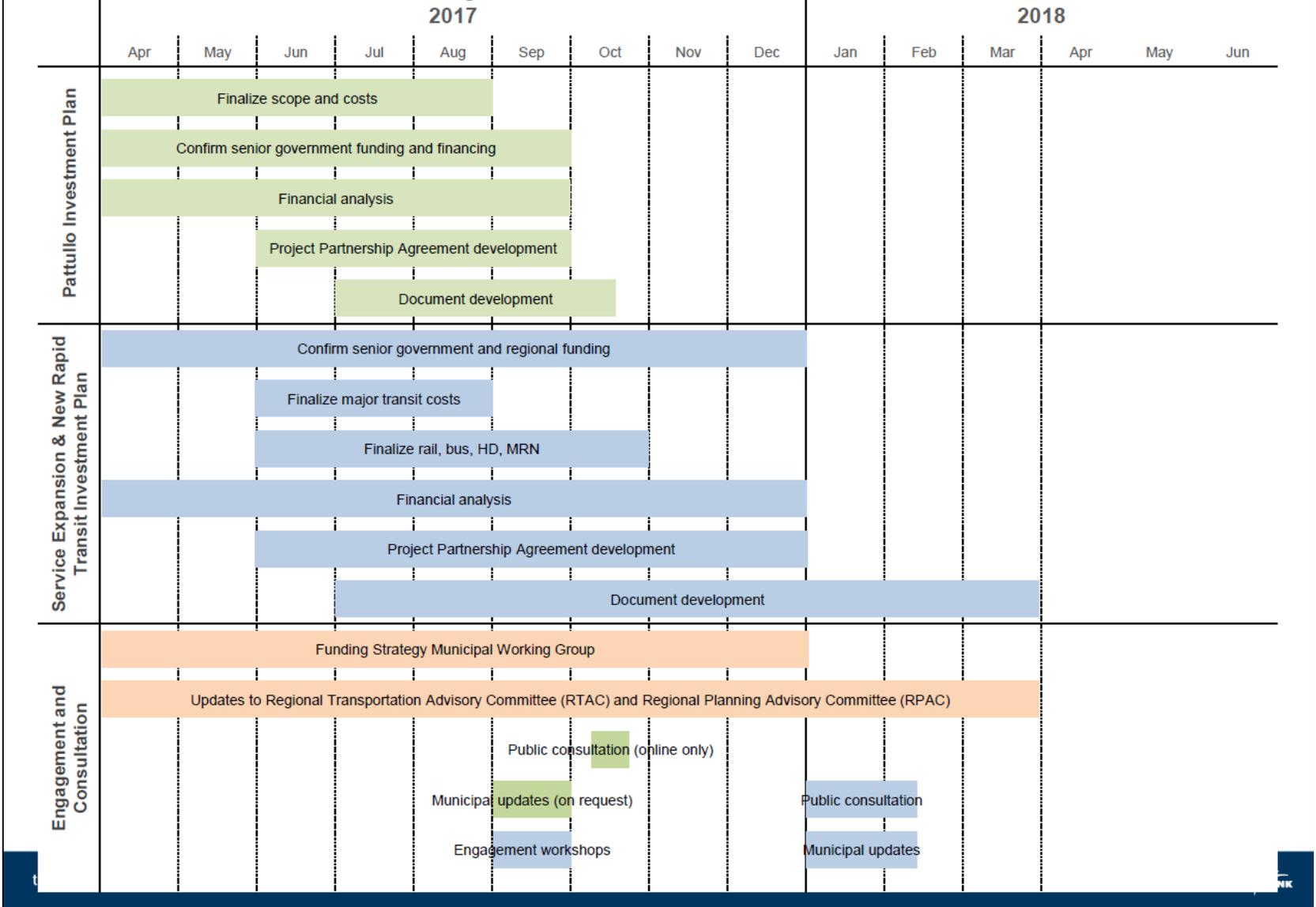
Approved investments dependent on enabling legislation for new regional development fee

Working assumptions as of August 2017

Subject to refinement

Item 2.1

Timeline to Complete the 10-Year Vision



Completing the 10-Year Vision

Funding required for next phase

Federal capital funding:

- ~\$2.2B, or about 33% of total costs, for three rapid transit projects in the “Phase Two” plan: Millennium Line Broadway Extension (MLBE), 27KM Surrey-Langley LRT, SkyTrain Upgrade Strategy
- To be confirmed once business cases are finalized this fall

Provincial capital funding:

- Commitment of **40%** of capital costs for all projects in 10-Year Vision
- Confirmation of capital funding for Phase Two projects to come once business cases are finalized this fall and a regional funding solution is found
- Committed to 40% of capital costs of Pattullo Bridge plus operating subsidy in-lieu of tolls

Completing the 10-Year Vision Regional Funding Gap

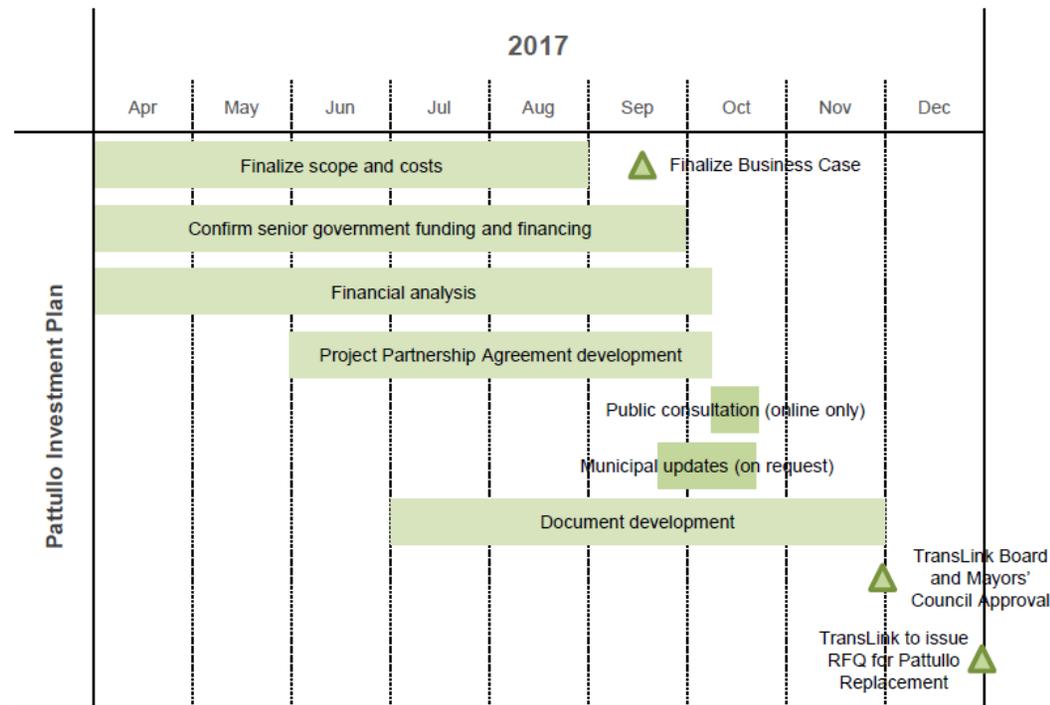
Regional capital and operating funding required:

- 27% of capital costs of the three rapid transit projects,
- 60% of capital costs for other projects in the next phase of Vision
- plus 100% of operating costs of Vision projects
- (Plus ongoing TransLink operations of all existing services)

Regional funding gap:

- This funding required for the operating and remaining capital costs to deliver the next phase of 10-Year Vision is the “regional funding gap”
- Mayors’ Council has called on the province to work together to identify a fair, affordable revenue source to fill this gap
- Discussions underway with the Province of BC to identify a new regional revenue source(s), for announcement this fall

Pattullo Bridge Replacement Investment Plan Timeline & Key Milestones



Pattullo Bridge Replacement Project

Update on business case

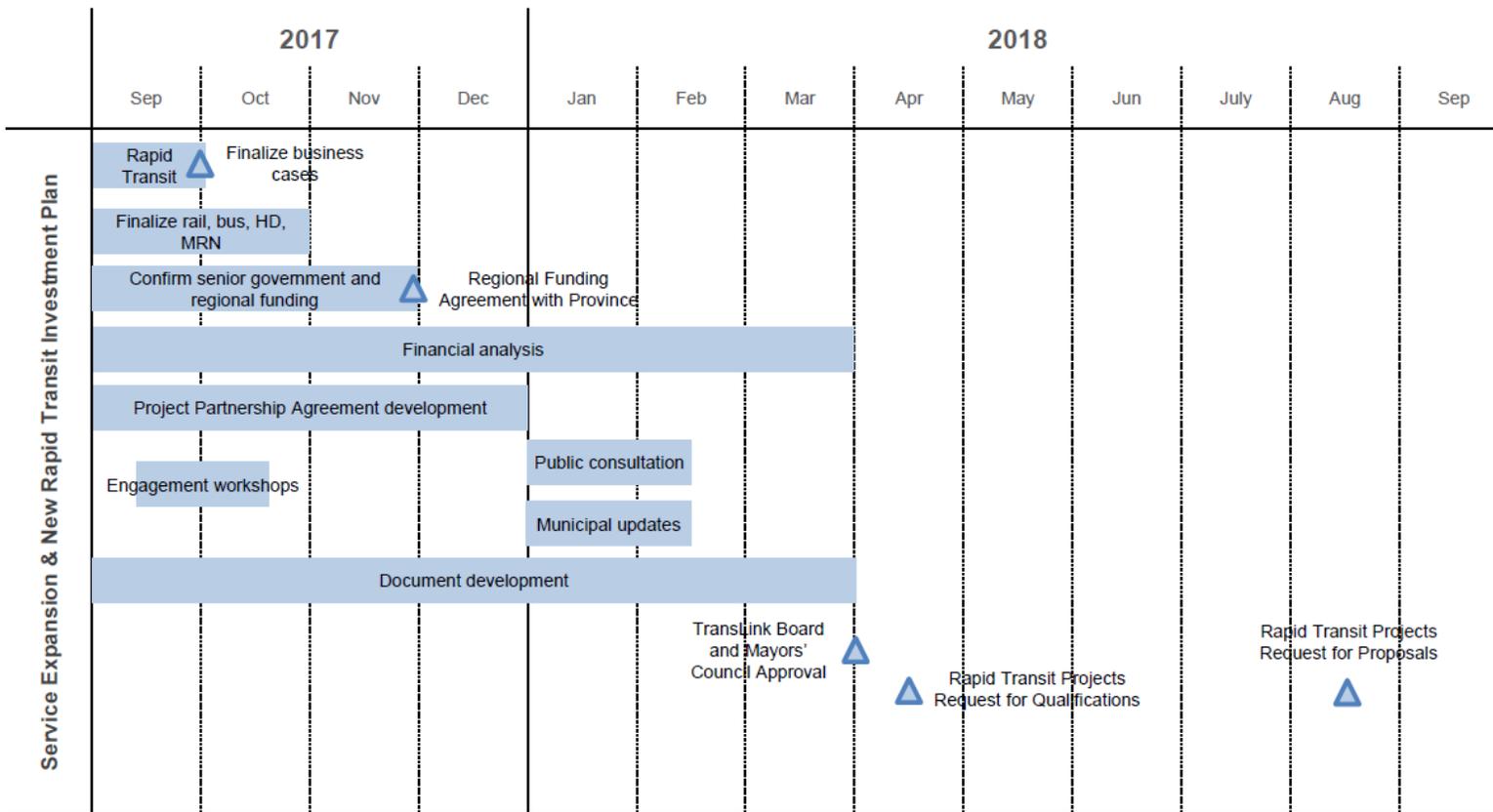
- **Scope:** 4 Lane Bridge (expandable to 6), full scope road connections
- **No Tolls**, still pursuing Mobility Pricing
- **Procurement:** Design Build Finance (DBF)
- **Project Cost:** update to come once Business Case approved by Province of BC
- **Funding Ask:**
 - 40% provincial capital contribution
 - annual operating subsidy from province in lieu of toll revenue
 - TransLink applied to National Trade Corridors Fund

Pattullo Bridge Replacement Investment Plan

Other Key Elements

- Tie to Regional Road Network Strategy: establish role of Strategy to establish road-related performance objectives, metrics and targets to manage performance, including Pattullo Bridge
- Commitment to Mobility Pricing: develop path forward for pricing based on recommendations from the Mobility Pricing Independent Commission

Service Expansion & New Rapid Transit Investment Plan (aka "Phase Two Plan")



Phase One Investment Plan

DCC for Transportation

- Request to the province for draft DCC legislation in the Spring 2018 legislative session to remove conditions on Phase One service expansion
- Municipal working group process
- Stakeholder and public consultations
- Policy development:
 - Preference to have new funding source enabled within TransLink's legislation
 - Preference for municipalities to collect the DCC on TransLink's behalf, similar to Greater Vancouver Sewerage and Drainage District DCC
- Without a DCC approved by mid-2018, \$15M to \$20M/year worth of Phase One Plan projects will be cancelled or deferred

Phase One Investment Plan

Federal Gas Tax Fund – application to Metro Vancouver

TransLink is requesting \$123.22 million in Federal Gas Tax Fund funding from the GVRF for 180 new transit vehicles to:

- Deliver the **service expansion** in the 2017-26 Investment Plan;
- Ensure transit fleet remains in **state of good repair** and maintain **transit system reliability**;
- Support the region's **environmental policies**
 - TransLink's Low Carbon Fleet Strategy
 - Metro Vancouver's Integrated Air Quality and Greenhouse Gas Management Plan
 - Metro Vancouver 2040 Shaping Our Future

Summary of Projects, Total Costs, and GVRF Request

Projects	Scope	(\$ millions)	
		Total Project Budget	GVRF Funding Request
2019 40-ft Conventional Bus and Double Decker Bus Purchase – Expansion	• 5 42' diesel double decker buses	\$6.3	\$5.7
	• 7 40' hybrid buses	\$8.1	\$7.3
2019 Conventional 60-ft Bus Purchase – Expansion	• 42 60' hybrid articulated buses	\$67.6	\$60.8
2019 HandyDART Vehicle Purchase – Expansion	• 10 HandyDART vehicles	\$1.5	\$1.4
2019 Double Decker Bus Purchase – Replacement	• 27 42' diesel double decker buses	\$33.3	\$30.0
2019 HandyDART Vehicle Purchase – Replacement	• 40 HandyDART vehicles	\$5.8	\$5.2
2019 Community Shuttle Purchase – Replacement	• 49 low floor community shuttles	\$12.0	\$10.8
Total	180 vehicles		



Rationale for Propulsion Choices

- **Diesel** for double decker buses
 - Vehicles would serve highway coach routes
 - Height of buses will be 13'6" to allow operations through George Massey Tunnel, which would preclude other fuel options:
 - CNG fuel tanks would increase height
 - Hybrid engines not available at this height

- **Hybrid** for 40-foot and 60-foot buses
 - Hybrid remains best propulsion option for supporting lower emissions operations while serving a wide range of operating conditions
 - Electric-battery 60-foot buses have not been evaluated, but will be as part of Low Carbon Fleet Strategy currently under development

- **Gasoline** for HandyDART vehicles and community shuttles
 - Hybrid propulsion not available for these vehicles
 - Moving to gasoline from diesel results in lower greenhouse gas emissions

Highway Double Decker Purchase

- Highway Coach fleet nearing the end of service life
- Future fleet serving routes will need to accommodate future ridership growth, serving longer distance routes where travel time typically exceeds 40 minutes; focus is improving seated capacity for longer trips
- Double decker trial approved to start Oct/Nov 2017, to understand operational characteristics and limitations, and evaluate bus depot requirements
- TransLink starting to plan additional double decker bus purchases for delivery in 2019, as Highway Coach fleet is retired

Shifting to a Low-Carbon Fleet

- Phase One investment plan included development of low-carbon fleet strategy; expect to purchase more battery, hybrid, and CNG over diesel as shift to low-carbon fleet
- Current estimate to move to low-carbon fleet approximately \$300 million in capital costs greater than estimated in Phase One investment plan due to higher unit costs
- Next investment plan will account for this additional cost, as expansion or as increase in base costs
- Lower fuel costs