



PUBLIC MEETING AGENDA

Revised: June 24, 2019

June 27, 2019, 9:00AM to 10:40AM

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

Chair: Mayor Jonathan X. Coté Vice-Chair: Mayor Jack Froese

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards on the Mayors' Council's [Facebook](#) page.

9:00AM	1. PRELIMINARY MATTERS	
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	1.2. Approval of Minutes (May 23, 2019)	2
9:05AM	2. PUBLIC DELEGATE PRESENTATIONS	7
9:35AM	3. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE	
	3.1. Late Night Transit Service Review	ON TABLE
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	3.3. Update on Preliminary Report for Surrey Langley Skytrain	10
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10:10PM	4. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE	
	4.1. 10-Year Vision Implementation: Road, Bike & Walk and Cost Shared Funding	18
10:20AM	5. REPORT OF THE NEW MOBILITY COMMITTEE	
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10:40PM	6. OTHER BUSINESS	
	6.1. Next Meeting: July 25, 2019 at 9AM	
10:40PM	7. ADJOURN	

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 Thursday, May 23, 2019 at 11:20 a.m. in Rooms 427/428, TransLink Head Office, 400 – 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Jonathan Coté, New Westminster, Chair	Mayor Meghan Lahti, Port Moody
Mayor Jack Froese, Langley Township, Vice-Chair	Mayor Mike Little, North Vancouver District
Chief Ken Baird, Tsawwassen First Nation	Mayor John McEwen, Anmore
Mayor Neil Belenkie, Belcarra	Mayor Ron McLaughlin, Lions Bay
Mayor Malcolm Brodie, Richmond	Mayor Mike Morden, Maple Ridge
Mayor Linda Buchanan, North Vancouver City	Councillor Alison Morse, Bowen Island (alternate)
Councillor Craig Cameron, West Vancouver (alternate)	Mayor Kennedy Stewart, Vancouver
Mayor Bill Dingwall, Pitt Meadows	Mayor Richard Stewart, Coquitlam
Director Mike Feeley, Electoral A	Mayor Val van den Broek, Langley City
Mayor George Harvie, Delta	Mayor Darryl Walker, White Rock
Mayor Mike Hurley, Burnaby	

ALSO, PRESENT:

Mike Buda, Executive Director, Mayors' Council Secretariat
Gigi Chen-Kuo, General Counsel and Corporate Secretary
Derrick Cheung, Vice-President, Strategic Sourcing and Real Estate, TransLink
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink
Tony Gugliotta, Chair, TransLink Board
Andrew McCurran, Director, Strategic Planning and Policy, TransLink
Sarah Ross, Director, System Planning, TransLink
Steve Vanagas, Vice-President Communications
Sany Zein, Vice-President Engineering

PREPARATION OF MINUTES:

Megan Krempel, Recording Secretary, Raincoast Ventures Ltd.

CALL TO ORDER

A quorum being present, the meeting was called to order at 11:28 a.m.

1. PRELIMINARY MATTERS

1.1 Adoption of Agenda

Draft Agenda for the May 23, 2019 Public Meeting of the Mayors' Council on Regional Transportation, version dated May 17, 2019.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled May 23, 2019, version dated May 17, 2019.

CARRIED

1.2 Adoption of the Minutes

Draft Minutes of the April 25, 2019 Public Meeting of the Mayors' Council on Regional Transportation.

It was noted that the minutes were amended to correct the spelling of the name of one of the delegate speakers.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of its Public meeting held May 25, 2019, as amended.

CARRIED

2. REPORT OF THE REGIONAL TRANSPORATION PLANNING COMMITTEE

2.1 South of Fraser Rapid Transit Update

Report dated May 17, 2019, from Geoff Cross, Vice-President, Transportation Planning and Policy, titled "Item 2.1 – South of Fraser Rapid Transit Public Engagement Update".

Steve Vanagas, Vice-President Communications, TransLink, presented an overview of the results of a public engagement undertaken on the Surrey-Langley rapid transit refresh noting the objectives to: ensure broad engagement; obtain local insight and feedback to identify priority issues and provide direction on further engagement to advance the project. Online and in-person opportunities for participation reached a cross-section of community and cultural groups and resulted in over 21,000 survey responses and the attendance of 1000 people at the open houses.

Participants were surveyed on: familiarity with the plan to build rapid transit; the proposed Surrey-Langley SkyTrain; the level of project support and to inform of rapid transit plans on 104 Avenue and King George Boulevard. Survey responses indicated 85% support the Surrey-Langley SkyTrain project and 84% support rapid transit South of the Fraser. An engagement summary will be provided to the Mayors' Council at their July 2019 meeting.

Discussion ensued on:

- Further engagement will be conducted after the Mayors' Council review of the summary
- Concerns with the communication of changes to bus routes and times of operations
- The potential for using existing inter-urban rail lines to enhance transit
- Clarification of when public delegates are permitted to speak at Mayors' Council Public Meetings.

Action Item: Mike Buda to report back on the rules regarding the participation of public delegates at the Public Meetings of the Mayors' Council.

It was MOVED and SECONDED

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

CARRIED

2.2 GEORGE MASSEY CROSSING REVIEW

Report dated May 2, 2019 titled "Item 2.2 – George Massey Crossing Project Update".

It was MOVED and SECONDED

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

CARRIED

3. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE

3.1 Phase Three Plan: Funding Strategy Milestones

Report dated May 17 titled " Item 3.1 – Phase 3 Plan – Funding Strategy Milestones".

Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink, referenced the report, which highlights the development of a funding strategy to accelerate elements of Phase 3 of the Investment Plan. Staff is recommending that the strategy remains part of a longer-term sustainable funding strategy and ensures that any near-term decisions are aligned and informed. Staff will prepare a summary of historical transportation funding sources along with new sources of revenue for presentation to the Mayors' Council and with government.

It was MOVED and SECONDED

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

CARRIED

3.2 10-YEAR VISION IMPLEMENTATION: FLEET AND SERVICE PLANNING

Report dated May 17, 2019 titled " Item 3.2 – 10 Year Vision Update: Fleet and Service Planning".

Sarah Ross, Director, System Planning, TransLink, referenced a previous update provided on transit service performance reports, which illustrated the significant ridership growth within the region and the resulting overcrowding of the bus system. In order to address the immediate overcrowding issue, service improvements are being advanced ahead of the 2020 expansion and 48 routes will receive expanded service. Service enhancements include: additional weekend service; expanded service on the edge of peak times in September; additional SkyTrain cars for the Expo and Millennium lines; diversification of bus fleet to serve various routes and increased Seabus service.

Discussion ensued on:

- Safety concerns with people standing on the 601 bus route due to overcrowding
- Ensuring bus type allocations fit the appropriate service requirements

- No confirmed timeline for the commencement of increased Seabus service.

Action Item: *TransLink staff to report back on whether a double-decker bus service can be implemented on the 601 bus route to address safety concerns.*

It was MOVED and SECONDED

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

CARRIED

Mayor Hurley departed the meeting.

3.3 CURE CONGESTION CAMPAIGN

Report dated May 17, 2019 and titled "Item 3.3 – Cure Congestion Update and Resolution".

Mike Buda referenced the report and reviewed a selection of presentation slides. He informed that the Mayors' Council had agreed to pursue a public outreach campaign in advance of the federal elections to obtain long-term funding. The campaign supports a congestion relief fund, using a model similar to the federal gas tax fund, which delivers \$2 billion nation-wide based on population. The goal is for a permanent and predictable transit funding mechanism that would provide the ability to complete the remaining projects of the 10-Year Vision and kick-start Transport 2050 projects.

A contingent of Mayors visited Ottawa in April and met with Members of Parliament (MP) from all political parties to raise awareness of the role that the next federal government will have to continue to expand the transit system in Metro Vancouver. The public engagement phase will be launched on May 23, 2019 and will include various marketing elements in order to reach residents.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Adopt the *Its Time* to Cure Congestion Resolution and send it to local government councils in Metro Vancouver for consideration; and
2. Receive this report.

CARRIED

4. OTHER BUSINESS

The next Mayors' Council of Regional Transportation and Planning will be held on June 20, 2019.

5. ADJOURN

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation Public Meeting held May 23, 2019 adjourn.

CARRIED
(12:10 p.m.)

Certified Correct:

Mayor Jonathan X. Coté, Chair

Megan Krempel, Recording Secretary
Raincoast Ventures Ltd.

TO: Mayors' Council on Regional Transportation
FROM: Mike Buda, Executive Director, Mayors' Council Secretariat
DATE: June 20, 2019
SUBJECT: **ITEM 2 – Public Delegates**

RECOMMENDATION:

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

PURPOSE:

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

BACKGROUND:

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

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

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

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

DISCUSSION:

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum).

Each delegation will be given a maximum of five minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates.

TO: Mayors' Council on Regional Transportation

FROM: Joint Regional Transportation Planning Committee

DATE: June 4, 2019

SUBJECT: **ITEM 3.2** - Phase Two Investment Plan – Reallocation of Funds to Ironworkers Express

PROPOSED RESOLUTION:

That the Mayors' Council on Regional Transportation:

1. Endorse the reallocation of Mayors' Vision Phase Two Investment Plan funding from the 231 Harbourside route to a new priority identified in the Integrated North Shore Transportation Planning Project: a new express route connecting Phibbs Exchange across the Iron Workers Bridge to the SkyTrain network.;
 2. Receive this report.
-

PURPOSE:

This report provides an overview of a proposed reallocation of Mayors' Vision Phase Two Investment Plan funding to an emerging priority for transit services on the North Shore.

BACKGROUND:

Resources were identified within the Phase Two Investment Plan to provide new transit service to the North Shore to the 231 Harbourside route

Over the course of 2017 and 2018, the TransLink Board of Directors and Mayors' Council on Regional Transportation worked collaboratively with the region's local governments and other partner agencies to guide the development of the Phase Two investment plan. As part of this process City and District of North Vancouver staff, TransLink staff and North Shore elected officials identified a new transit service area on the North Shore.

Funding was allocated within the Phase Two Investment Plan (apx. 6,000 annual service hours) for a new service area served by 231 Harbourside commencing 2020 or 2021. This service was described in the Phase Two Investment Plan, which was consulted on and approved by the TransLink Board and Mayors' Council on June 28th, 2018. However, the planned mixed-use community has not developed at the rate initially anticipated. Shifting resources does not require an amendment to the Investment Plan; however, with the objective of public accountability, TransLink has been asking affected municipalities and the TransLink Board and Mayors' Council to formally endorse any significant changes.

DISCUSSION:

An express bus service from Phibbs Exchange to the SkyTrain network may make transit more competitive and reliable

The Integrated North Shore Transportation Planning Project (INSTPP), an inter-agency collaborative effort, made recommendations to address the transportation challenges impacting the North Shore. INSTPP recommended that steps should be taken to make transit more competitive and reliable. The INSTPP recommendations include:

“Implement a new, express bus service between Phibbs Exchange and the SkyTrain network, crossing the Second Narrows Bridge, beginning with a rush hour service to assess demand, working with local government partners to reprioritize timing and transit resources.”

City and District of North Vancouver staff have expressed a desire to reprioritize the funding identified in the Phase 2 Investment Plan to implement an express bus service connecting Phibbs Exchange and the SkyTrain network. TransLink and municipal staff have been working closely together to move this from a conceptual priority into an implementable service. On April 1, 2019 both Councils passed resolutions in support of pursuing the reallocation of Phase Two Investment funds from 231 Harbourside to a new express bus service connecting Phibbs exchange to the SkyTrain network. Currently TransLink, City and District staff are working to review potential route alignments and possible service levels within existing resources.

TransLink staff are seeking endorsement to reallocate the Phase Two Investment funds to the emergent priority of a new service connecting Phibbs Exchange to the SkyTrain network. We will be engaging in public consultation to solicit feedback about the design of the proposed new route this fall.

Conclusion

This report presents information on the request to reprioritizing transit resources identified within the Mayors’ Vision Phase Two Investment Plan to fund a new express bus service from Phibbs Exchange to the SkyTrain network.

TO: Mayors' Council on Regional Transportation

FROM: Joint Regional Transportation Planning Committee

DATE: June 13, 2019

SUBJECT: **ITEM 3.3** – Update on Preliminary Report for Surrey Langley SkyTrain

RECOMMENDATION:

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

PURPOSE:

This report provides an update on South of Fraser rapid transit planning work underway and describes the scope of the deliverable in July for direction from the TransLink Board and Mayors' Council.

BACKGROUND:

On December 13, 2018 the Mayors' Council endorsed a work plan to have TransLink proceed with project development work for a SkyTrain on Fraser Highway, and, concurrently, initiate a planning process to refresh the South of Fraser rapid transit strategy, consistent with the 10-Year Vision of building 27 km of rapid transit on three corridors. The workplan included a mid-year update to the TransLink Board and Mayors' Council.

DISCUSSION:

Information being prepared for the Mayors' Council's July meeting provides an update on the proposed Surrey Langley SkyTrain project and the refresh of the South of Fraser rapid transit strategy. The Mayors' Council has been kept apprised of rapid transit engagement activities and staff's progress developing an agreement with the City of Surrey to pay compensation related to the SNG LRT project.

Proposed Surrey Langley SkyTrain Project

The update will provide context, project objectives and define the scope of a SkyTrain extension connecting Surrey Centre with Langley Centre, as well as discussing outcomes, cost and schedule. The update will outline a staged delivery approach for the project to align with currently available funding and potential future funding opportunities.

Project outcomes for the identified rapid transit objectives will include ridership, new transit trips, and quantified benefits including assessments of travel time savings, auto accident and operating cost reductions, reductions in greenhouse gases and other air pollutants, and other economic and land use benefits. The public consultation in May included the opportunity for input on key values/objectives for South of Fraser Rapid Transit.

South of Fraser Rapid Transit Strategy Refresh

The update will put a Surrey Langley SkyTrain in the context of the South of Fraser rapid transit strategy, consistent with the Mayors' Vision for 27 kilometres of rapid transit on three corridors: 104 Avenue, Fraser Highway and King George Boulevard. It will discuss how a SkyTrain on Fraser Highway contributes to meeting the objectives of the strategy and what the implications might be for the development of rapid transit on the other two corridors.

An initial assessment of possible technology alternatives for 104 Avenue and King George Boulevard will provide a discussion of trade-offs based on forecast travel demand, transportation benefits, approximate costs and other impacts on the local economy, as well as on the built and natural environments.

NEXT STEPS

Should the Mayors' Council direct TransLink to complete the development of a business case for a SkyTrain on Fraser Highway, further work will be carried out on both projects:

Work to be completed prior to a final business case for a SkyTrain includes additional engagement, refinement of the design concept, completion of an environmental screening review, identification of a procurement approach, and confirmation of project funding. Supportive policies and contribution agreements will be developed in advance of project approval.

Further evaluation to identify a preferred rapid transit technology for the 104 Ave and King George Boulevard corridors will include additional engagement, more detailed transportation modelling and assessment and the development of concept designs to secure funding in a future investment plan.

TO: Mayors' Council on Regional Transportation

FROM: Joint Regional Transportation Planning Committee

DATE: June 6, 2019

SUBJECT: **ITEM 3.4** - Interurban Passenger Rail

RECOMMENDATION:

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

PURPOSE:

To provide the Mayors' Council with information on TransLink staff engagement with a group promoting 'South Fraser Passenger Rail'. The group's proposal includes the reintroduction of community passenger rail service on what is commonly referred to as the 'Interurban line' as an alternative to rapid transit investment. This report provides more information and background on this proposal which members may find helpful in answering questions from project proponents or community members.

BACKGROUND:

The rail corridor commonly known as the Interurban line is approximately 100 km of existing rail between Surrey, Langley, Abbotsford, and Chilliwack. The line is currently owned and operated by Canadian Pacific (CP) Railway and Southern Railway (SRY) for freight use.

A number of ideas regarding this line have been shared with TransLink through the years, including recently by a group promoting South Fraser Community Rail. The alignment and connections have been studied previously as part of other processes. All previous assessments have resulted in other priorities being advanced, due to challenges around projected demand, cost relative to bus alternatives, potential conflicts with freight movement, and limited alignment with regional land use plans.

The BC Ministry of Transportation and Infrastructure (MoTI) evaluated the corridor as a potential commuter rail service candidate in their [Strategic Review of Transit in the Fraser Valley in 2010](#). The review noted issues around high cost per ride and low projected ridership relative to bus alternatives. It did note that an inter-regional railway service between the Fraser Valley and Metro Vancouver may be part of a longer-term future, and opportunities should be retained for future services.

As part of the 2010-2012 Surrey Rapid Transit Study, TransLink assessed the Interurban section between Scott Road and Langley to explore merits of utilizing the Interurban corridor for fast, frequent, and reliable rapid transit service compared to Fraser Highway or King George Blvd. The 2012 Surrey Rapid Transit Alternatives Analysis Assessment of the Interurban Corridor study is attached as Appendix A. The Interurban corridor was not selected, nor recommended for further consideration because the corridor:

- does not directly connect relevant regional destinations (i.e. Surrey Central and Langley City),
- resulted in less attractive travel times between key destinations, and

- would require significant capital investments to meet safety requirements and reliability objectives, with resulting costs similar or higher than those along Fraser Highway or King George, but without commensurate benefits.

If there was a request to revisit previous assessment that this corridor could not effectively meet the objectives for rapid transit, the above and other challenges would need to be reviewed in the current context to provide an updated assessment of the transportation performance of the line. TransLink staff have not completed an updated assessment of this idea.

A new element of the Interurban proposal includes the potential use of hydrogen fuel cell trains, as being used in Germany for passenger service. This idea has not been evaluated.

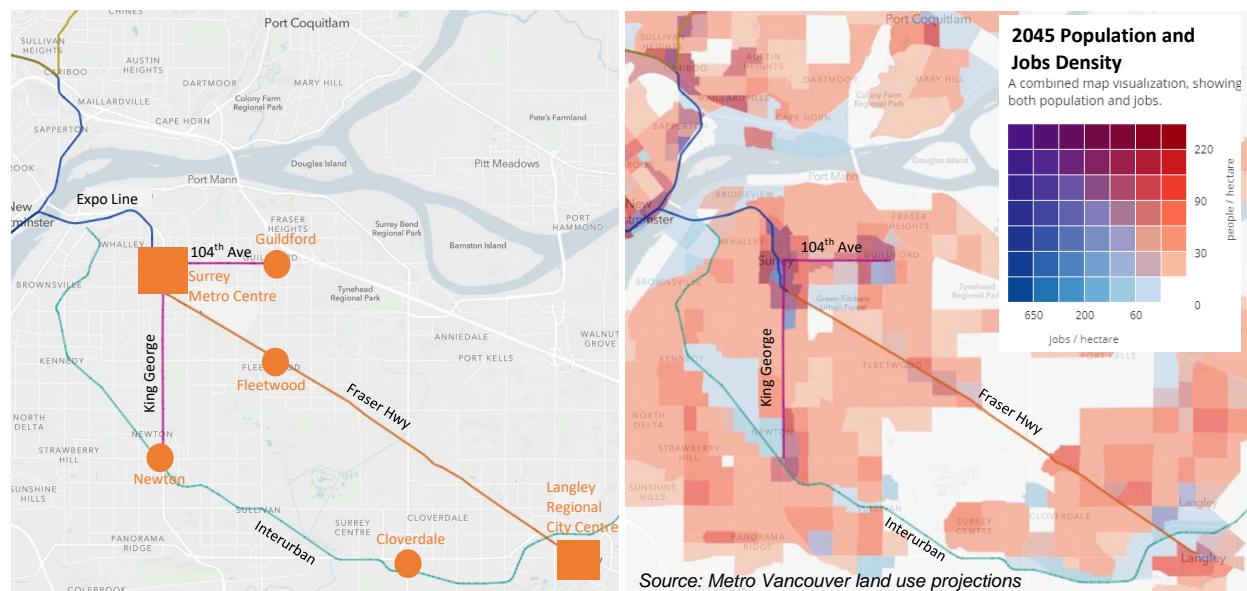
The concept of using existing rail corridors and infrastructure in the rapidly-growing Lower Mainland is one that TransLink will be exploring through the update to the long-range strategy, Transport 2050. Transport 2050 will examine the long-term demand for improved inter-regional connections between the Metro Vancouver region and the Fraser Valley and examine what corridors could viably serve that demand. TransLink staff have met with proponents of the idea twice in lengthy meetings to hear the proposal and have shared with the group that management will be recommending that the Interurban concept be considered through the Transport 2050 process.

DISCUSSION:

Land uses connected by Interurban are not as transit-supportive as those along FH, KGB, 104th:

The Interurban does not directly connect to the largest regional centre in the South of Fraser – Surrey Metro Centre – which is expected to be the focus of future population and employment growth. While it does connect to other regional centres, including Newton, Cloverdale, and Langley Regional City Centre, the Interurban alignment is indirect and through lower density and diverse areas. Both directness and density are critical factors in the performance of a successful rapid transit corridor. The corridor alignments and projected population and employment densities are presented in the figure below:

2045 Population and Jobs Density



The 2012 Assessment study concluded that land use along the Interurban corridor is lower density, including significant amounts of agricultural lands, resulting in lower potential ridership catchment near stations. Cloverdale is projected to be the one of the slowest growing urban centres in the South of Fraser. Estimates of potential ridership on the Interurban corridor were one-third that of a Fraser Hwy connecting Langley Centre to Surrey Metro Centre, due to the Fraser Highway route having a higher population and employment density and a more direct routing.

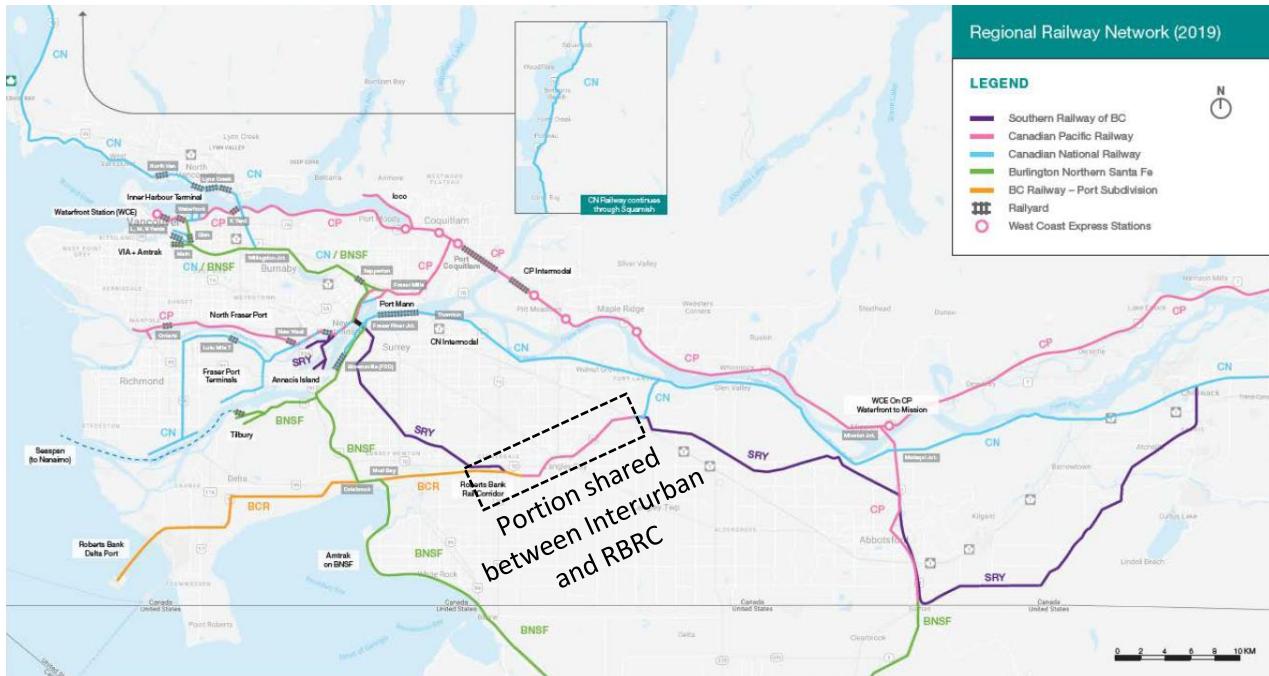
Interurban estimated travel times are not competitive with rapid transit along Fraser Highway or King George Blvd

Competitive travel times are important to transit investments, as they are a main factor in successfully attracting ridership. This is particularly important when connecting larger concentrations of people and jobs – such as the Surrey Metro Core and Langley Regional City Centre. When reviewed in the 2012 study, the Interurban was assessed in three segments for comparison with other potential rapid transit connections between urban centres. A summary of estimated travel times, presented below, suggests long travel times between centres along the Interurban corridor due to the less direct route. It was estimated that rapid transit on more direct alignments could achieve in the order of 50% travel time savings depending on segments and technology. Travel time estimates for Langley to Surrey Central from the 2012 studies are presented in the table below:

Interurban + Expo Line			Rapid Transit Options along Fraser Hwy		
	Distance (Km)	Travel Time (min)		Distance (Km)	Travel Time (min)
Interurban - Langley to Scott Road	27	53	Langley to Surrey Central - BRT or LRT	16	30
Expo Line - Scott Rd to Surrey Ctr. (Includes transfer time)	4	10	Langley to Surrey Central - SkyTrain	16	<25
	31	63			

Freight volumes are expected to increase along the Interurban corridor

Port of Vancouver is the largest port in Canada and is one of the drivers of a successful economy in the lower mainland. One of the corridors that has experienced growth in freight movements and is expected to grow is the Roberts Bank Rail Corridor (RBRC) that connects Delta Port with the CN heavy rail network and allows the movement of bulk materials and containers between the Vancouver Gateway and the rest of Canada. The RBRC utilizes a portion of the Interurban between Cloverdale, through Langley City, and to Hwy 1 near Fort Langley as presented in the figure below:



In the 2012 study, it was estimated that freight service on the RBRC would increase from 9 trains per day in each direction (18 total), ranging in length from 1,830 to 2,900 metres each, to up 28-38 trains per day by 2021, with some train lengths up to 3,660 metres. A 2016 Roberts Bank Trade Area Study confirmed this increased volume is occurring, with 12 trains per day noted. The 2012 Interurban study noted that operating passenger rail on the same tracks as freight would require physical and time separation for both regulatory and safety reasons.

Also, for consideration, there is a proposal to increase the Roberts Bank Delta Port, creating a new a new marine terminal that will create 108 hectares of new industrial land and 1,500 on-terminal jobs. The project is undergoing federal environmental approvals and if successful is expected to be fully operational by the late 2020s (next decade), further increasing utilization of rail for freight.

Interurban requires substantial infrastructure investments comparable to building rapid transit along urban arterials

To meet Transport Canada requirements for rail passenger safety, passenger rail vehicles must either be separated from freight train traffic through scheduling, or physically, by constructing separate tracks.

Due to freight traffic throughout the day on the Roberts Bank Rail Corridor, separate rail track would be needed to remove operational conflicts between passenger and freight, to ensure fast, frequent and reliable rapid transit service. While freight operations are less frequent on the SRY Fraser Valley Subdivision, there would still be a need for separate track to ensure reliable and frequent rapid transit service.

The 2012 study identified the following issues associated with construction of new track for passenger operations:

- Environmental Risks A long section of the corridor travels along the Agricultural Land Reserve and the floodplains of the Serpentine River. Adding track would create risks to biodiversity, water resources, and farmlands.
- Constructability Challenges The corridor has numerous challenges related to constructing new track. These include the constrained existing right-of-way, power lines, industrial lead tracks in Langley, grade crossings, narrow bridges, and poor soil conditions. Maintaining existing freight service would likely result in more complex and slower construction. To separate passenger from freight operations (providing reliability and enhancing safety), one grade separation would be required, and this would be in a section of the corridor constrained by existing and planned arterial bridges.
- Cost Constructing additional track and stations, acquiring right of way to add the tracks along the existing Interurban corridor, and overcoming related construction challenges would be costly.

In summary, these findings indicate that operation of passenger rail on this corridor is unlikely to be any easier to implement than on arterial corridors, because providing safe, frequent and reliable service would require construction of separate tracks along the corridor. Given that the construction would likely have similar order-of-magnitude costs to arterial passenger solutions (the range was slightly lower to slightly higher, depending on design), and the lower density land use and ridership potential of the corridor, the benefits of implementing rapid transit on the Interurban corridor were considered insufficient to warrant further consideration as a rapid transit alternative.

TransLink is committed to delivering the Mayors' Vision, including rapid transit south of the Fraser

The current regional priority for transit investment South of the Fraser, as set out in the Mayors' Vision, is connecting Surrey Metro Centre with other regionally designated centres via 27 km of rapid transit on Fraser Highway, King George Boulevard, and 104th Avenue. These regional priorities are designed to deliver high frequency, high speed and capacity, all-day rapid transit connections between designated town centres within our service region.

Previous assessments have determined that the Interurban line, as a single-track corridor that does not connect to Surrey Metro Centre, does not advance regional objectives as well as other options and as a result, other regional priorities have been advanced. TransLink remains committed to deliver the Mayors' Vision. The South Fraser Community Rail Interurban proposal is not an alternative or comparable option to rapid transit along Fraser Highway based on the objectives set out in the Vision. The historical alignment of the Interurban corridor within Surrey and Langley does not facilitate, quick, direct connections and as a single-track corridor the capacity is too limited for high frequencies. Further analysis would be required to understand the performance of the proposal in the current context of a new regional rail connection.

Passenger service along the Interurban corridor using hydrogen trains to connect Surrey with Abbotsford and Chilliwack is one of many ideas that will be included as part of Transport 2050

Transport 2050, the Regional Transportation Strategy update, has been initiated and represents an opportunity to review all bold and creative ideas for transportation in the region, including this one. The first phase of public and stakeholder consultation is now underway, intended to receive big ideas from the region. To ensure we're reaching a range of perspectives, TransLink will be promoting opportunities to get involved through the Lower Mainland, including outside the Metro Vancouver

areas. This will include targeted outreach in Abbotsford, Mission, Chilliwack, and Squamish, recognizing the travel patterns outside TransLink's established service area.

South Fraser Community Rail will be considered through the Transport 2050 process. TransLink staff have met with proponents of the proposal and committed to considering it through the process together with other ideas identified through public consultation and technical evaluation. We agree with the group's position that the Fraser Valley municipalities and Metro Vancouver, especially the South of Fraser, will be increasingly integrated in the longer term. Staff will be exploring what that demand could look like and the transportation options are to service it. The Interurban proposal, or elements of it, may have merit in serving and shaping that demand and supporting land uses and will be compared to other approaches.

NEXT STEPS

Mayors' Council and other stakeholders will be updated during the different phases of Transport 2050

A review of this and other ideas will be included in the evaluation phase of Transport 2050. TransLink staff will likely provide a more comprehensive review of the South Fraser Community Rail proposal at a future Mayors' Council meeting as part of the Transport 2050 process.

TO: Mayors' Council on Regional Transportation

FROM: Joint Finance & Governance Committee

DATE: June 6, 2019

SUBJECT: **ITEM 4.1** – Vision Implementation Update – Road, Bike and Walk Cost-share Funding

RECOMMENDATION:

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

PURPOSE:

To update the Joint Finance & Governance Committee on progress with implementing elements of the Mayors' Council Vision related to local government cost-share funding programs that are delivering improvements to roads, cycling, and walking access to transit.

BACKGROUND:

Historic levels of regional funding support for roads, cycling and walking

To support progress toward the regional objectives outlined in the Mayors' Council 10-Year Vision, the Phase One and Phase Two Investment Plans include significantly expanded cost-share funding programs. Regional funding of \$246 million in total over five years, which will be matched by local government contributions, will enable shared investments by TransLink and local government partners in the areas of roads, cycling and walking access to transit.

Table 1: Program funding enabled by Phase One and Two Investment Plans

	PHASE ONE (2017-2019)	PHASE TWO (2020-2021)
MRN Upgrades	\$50M	\$46M
Regional Cycling	\$34M	\$30M
Walking Access to Transit	\$12.5M	\$11M
MRN Seismic	\$32.5M	\$30M
TOTAL	\$129M	\$117M

Source: Phase Two Investment Plan, page 15.

These funding programs support investments such as:

- MRN Upgrades: Improving safety and bottlenecks on the Major Road Network (MRN)
- Regional Cycling: Protected bike lanes and multi-use paths
- Walking Access to Transit: New or upgraded sidewalks, crosswalks and pedestrian signals
- MRN Seismic: Rehabilitation and seismic retrofits to structure on the MRN, such as bridges, overpasses, and retaining walls

Substantial and ongoing local government engagement on funding program design

Beginning in 2016 through to 2018, substantial local government staff engagement through the Regional Transportation Advisory Committee (RTAC) and its subcommittees informed the development of new guidelines for the Major Road Network (MRN) Upgrades, Regional Cycling, Walking Access to Transit and MRN Seismic cost-share funding programs.

Through this local government engagement, it was determined that some of the regional funding contained within the cost-share programs would be distributed based on a formula that considers a municipality's share of regional population and employment ("allocated" funding), and some would be distributed based on a regionally-competitive evaluation process ("competitive" funding). More details on this can be found in Appendix A: Approach for Distribution of Program Funding.

Two of the objectives considered in developing the cost-share funding programs included providing greater certainty to local governments regarding funding levels and recognizing the diversity of local governments across the region, with a focus on the needs of smaller population municipalities. TransLink remains open to feedback on the design of the cost-share funding programs to make sure local governments can access funding and implement projects in support of regional objectives.

DISCUSSION:

To date, cost-share funding has been distributed to local governments for the 2017, 2018 and 2019 program years. In total, over the past three program years, nearly \$130 M in regional funding to support 217 projects across the region, has been combined with local government funding to support delivering about \$480 M of new and upgraded infrastructure related to roads, cycling and walking access to transit. Below is a summary table related to regional funding and Appendix B: Projects with Approved Funding provides more detail.

Table 2: Annual summary of approved projects and funding

	2017		2018		2019	
	# of projects	Amount of funding	# of projects	Amount of funding	# of projects	Amount of funding
MRN Upgrades	19	\$13,673,000	38	\$21,404,250	30	\$17,997,250
Regional Cycling	27	\$6,882,000	36	\$15,147,750	31	\$15,268,555
Walking Access to Transit	15	\$2,500,000	31	\$5,000,000	32	\$5,000,000
MRN Seismic	N/A	N/A	11	\$19,500,000	10	\$5,005,134

Note: Some projects include approved funding from multiple programs and/or program years, so summing up the "# of projects" for each funding program from the above table does not accurately represent the number of projects supported by regional funding due to double counting.

Appetite for additional regional funding

While applications for competitive funding for the Regional Cycling and Walking Access to Transit have been limited by the program guidelines to two applications per municipality and capped at limits of \$600,000 and \$400,000 respectively, TransLink is still regularly receiving applications for more funding than it has available to support local government requests.

This has been most acutely the case for Walking Access to Transit, where requests for competitive funding were at 110% in 2017, 450% in 2018, and 315% in 2019 as compared to the available funding. Requests

for Regional Cycling funding in 2019 were 155% of the available funding. This sends the message that there is clearly a high amount of demand from local governments to advance infrastructure improvements that will provide people with more and safer travel options in support of regional objectives to support more walking, cycling and transit.

Continuing challenges for funding program participation by smaller municipalities

Across the 23 local government partners that TransLink works with to deliver improvements through the cost-share funding programs there is diversity in needs and local context. Overall, the funding programs have been designed to be responsive to the diversity of local contexts across the region, and a number of elements are in place to support flexibility. Many of these elements also support the ability of smaller population municipalities to access cost-share funding.

1. Minimum allocation: Minimum levels of “allocated” funding has been identified for programs that include an allocated funding portion (e.g. \$40,000 for WITT, \$50,000 for BICCS, and \$70,000 for MRNB-eligible municipalities), which ensures smaller population municipalities receive more funding than they would otherwise receive under a strict formula approach.
2. Four years to complete projects: All municipalities can apply funding from multiple program years to an individual project, allowing them to “save-up” for larger projects, so long as a project can be completed within four years.
3. In-person meetings: Offered to meet with staff of all municipalities in advance of application deadlines to make sure they have projects identified that would meet program objectives.
4. Flexibility on criteria: Program funding can be considered for projects developed in collaboration with TransLink, even if they don’t strictly meet the defined program eligibility criteria.
5. Flexibility on deadlines: In the past and where possible, TransLink has worked with municipalities to allow the submission of project applications seeking to use allocated funding past the October 31 deadline.

More recently, the mayors of Anmore, Belcarra, Bowen Island, and Lions Bay engaged TransLink staff in discussion to explore what more can be done to support smaller population municipalities that have more limited financial capacity to access these allocated funds. Recognizing the interest in increasing smaller municipalities’ ability to access the allocated funding, the following principles were developed, for discussion:

1. Advance worthy projects by reducing the burden on smaller population municipalities
 - Currently TransLink provides up to 50% of funding for eligible projects.
 - There is precedent for TransLink to cost-share up to 75% for “regional priorities”.
 - BikeBC funding program cost-shares up to 75% for smaller communities (defined as under 15,000 population)
2. No additional cross-subsidization
 - Not asking other larger municipalities to reduce their allocated funding.
3. Ensure commitment to the programs and funded projects, by requiring municipalities to contribute some funding, i.e. not \$0.
4. Not re-opening full program eligibility and guidelines
 - Recognizing the substantial work with regional partners through RTAC in developing the funding programs, this work would not substantially revise the overall funding framework.

The outcome of discussion with the mayors of smaller municipalities was general agreement that allowing TransLink to cover up to 75% of eligible project costs for any projects in smaller population municipalities would be a beneficial change to the cost-share program guidelines. This is a change to cost-share funding

program guidelines that TransLink is working with RTAC to implement in advance of the 2020 program year.

Promoting shared investments in roads, cycling and walking

The local government cost-share funding programs play an important role in helping advance regional objectives outlined in the Mayors' Council 10-Year Vision and represent a significant amount of capital funding. TransLink would like to increase public awareness about these shared investments that TransLink and local governments are making in the areas of roads, cycling, and walking access to transit.

The amount of transportation funding enabled by the Phase One and Phase Two Investment Plans is large, and it is important that the public understand how this money is being used. It is well understood that new transit service and infrastructure investments have been taking place across the region, but less so that substantial investments are also being made – by TransLink and local government partners – to support people driving, cycling and walking.

There are currently several ways in which public awareness regarding road, cycling and walking improvements is supported, including program requirements for project signage and education and/or promotional activities that are required once construction of projects completes. It is proposed that generating greater public awareness would be further supported in part by:

1. Developing a public-friendly umbrella name for the road, bike and walk funding programs, and
2. Developing a communications strategy that identifies tactics that may be utilized (e.g. TransLink website, social media, media releases, press events) and a process for working with local government staff to ensure coordination and amplify the message.

TransLink is currently targeting a press event for July 2019 (date TBC) to announce the local government cost-share projects approved and funded for the 2019 program year, and it is expected that this would serve as the kick-off for a promotional effort which would then operate on an ongoing basis. For example, it is anticipated that there would be future announcements – whether they be press events or less formal social media communication – related to some of the cost-share projects as they complete construction and the improvements are open to the public.

This will help reinforce the message that TransLink does more than just transit, and that TransLink and local governments are delivering on the Mayors' Council Vision.

NEXT STEPS:

The next annual call for local government cost-share project applications is planned for September 1 to October 31, 2019 as part of the 2020 program year.

TransLink will continue working with local governments to ensure the design of regional cost-share funding programs continues to support local government investment in infrastructure that is supportive of regional objectives and achieving the Mayors' Council Vision.

Attachments:

- Appendix A: Approach for Distribution of Program Funding
- Staff presentation

APPENDIX A: APPROACH FOR DISTRIBUTION OF PROGRAM FUNDING

The approach for distribution of program funding was developed to support program objectives aimed at increasing certainty of funding for local governments and ensuring that regional objectives and a performance-based investment approach were also advanced. Additionally, projects seeking to use “allocated” portions of program funding still need to meet basic program eligibility criteria to ensure investments are aligned with regional objectives.

Table A-1: Approach for distribution of program funding

	Allocated	Competitive
MRN Upgrades	<ul style="list-style-type: none"> - All program funding is allocated to municipalities that have MRN, based on their share of forecast future regional growth of population and employment. - Minimum allocation of \$70,000 identified for smaller communities. 	n/a
Regional Cycling	<ul style="list-style-type: none"> - Two-thirds of program funding allocated to municipalities, based on their share of current regional population and employment. - Minimum allocation of \$50,000 identified for smaller communities. 	<ul style="list-style-type: none"> - One-third of program funding available based on a regionally competitive process. - Maximum of two applications per municipality, with requests capped at \$600,000 per application.
Walking Access to Transit	<ul style="list-style-type: none"> - Two-thirds of program funding allocated to municipalities, based on their share of current regional population and employment. - Minimum allocation of \$40,000 identified for smaller communities. 	<ul style="list-style-type: none"> - One-third of program funding available based on a regionally competitive process. - Maximum of two applications per municipality, with requests capped at \$400,000 per application.
MRN Seismic	n/a	<ul style="list-style-type: none"> - All program funding available based on a regionally competitive process. - Requests capped at \$5,000,000 per application.

How cost-share funding has been put to use

Over three program years, nearly \$130 M in regional funding to support 217 projects across the region, combined with local government funding to deliver about \$480 M in infrastructure investments

	2017		2018		2019	
	# of projects	Amount of funding	# of projects	Amount of funding	# of projects	Amount of funding
MRN Upgrades	19	\$13.7 M	38	\$21.4 M	30	\$18.0 M
Regional Cycling	27	\$6.9 M	36	\$15.1 M	31	\$15.3 M
Walking to Transit	15	\$2.5 M	31	\$5.0 M	32	\$5.0 M
MRN Seismic	N/A	N/A	11	\$19.5 M	10	\$5.0 M



Together all the way



Item 4.1: Vision Implementation – Road, Bike, Walk Funding

Historic levels of regional funding to support local government investments in roads, cycling, and walking access to transit

	PHASE ONE (2017-2019)	PHASE TWO (2020-2021)
MRN Upgrades	\$50 M	\$46 M
Regional Cycling	\$34 M	\$30 M
Walking to Transit	\$12.5 M	\$11 M
MRN Seismic	\$32.5 M	\$30 M
TOTAL	\$129 M	\$117 M

Source: Phase Two Investment Plan, page 15.



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Appetite for additional cost-share funding

Despite limiting competitive funding applications to two per municipality, still receiving requests for more funding than is available to support demand

2019 PROGRAM YEAR	Number of projects applications	Amount applied for	Available funding	Percent subscribed
MRN Upgrades - Allocated	30	\$18.0 M	\$20.0 M	90%
Regional Cycling - Allocated	25	\$8.3 M	\$9.0 M	93%
Regional Cycling - Competitive	15	\$6.9 M	\$4.5 M	155%
Walking to Transit - Allocated	25	\$3.1 M	\$3.3 M	94%
Walking to Transit - Competitive	18	\$5.3 M	\$1.7 M	313%



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Promoting shared investments in roads, cycling, and walking access to transit

Objective: Increase public awareness about TransLink's multi-modal mandate and local government partnerships

Current activities: Project signage; education and promotion activities

Proposed activities:

- Public-friendly "umbrella name" for road, bike, walk funding programs
- Communications strategy identifying:
 - **Tactics** – e.g. TransLink website, social media, media releases, press events
 - **Process** – working with local government staff to ensure coordination and amplify the message



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Being responsive – considering the needs of smaller population municipalities

- Several of the smaller population municipalities have had difficulty participating in cost-share funding programs
- Mayors of Anmore, Belcarra, Bowen Island, and Lions Bay met with Mayors' Council and TransLink staff to discuss challenges
- **Upcoming program change:** Allow TransLink to provide municipalities of less than 15,000 population with up to 75% of the funding for cost-share projects



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TO: Mayors' Council on Regional Transportation

FROM: Chairs of the Joint New Mobility Committee

DATE: June 21, 2019

SUBJECT: **ITEM 5.1** – Transport 2050 Update

RECOMMENDATION:

That the Mayors' Council receive this report.

PURPOSE:

To provide an overview of the Transport 2050 agenda items that were discussed at the June 5, 2019 meeting of Joint New Mobility Committee.

DISCUSSION:

Direction and feedback is being sought on the following items:

Vision and Goals: Propose to develop a unifying theme

The Project team proposes to develop a unifying theme, informed by the public engagement results, as a way to provide a clear, easy-to-communicate, storyline for Transport 2050 that resonates with residents and policy-makers, articulates the most important priorities, and provides a clear laser focus for generating and evaluating ideas and then implementing them. Other jurisdictions have used unifying themes effectively such as: London, UK, 'Healthy Streets'; Stockholm, Sweden, 'Walkable City Plan'; Los Angeles, USA, 'Transportation Happiness Through Freedom'; and City of Vancouver's 'Greenest City Plan'.

The unifying theme will help shape and frame the:

- **Vision:** description of the future we aspire to
- **Goals:** desired results in specific areas – specific and measurable
- **Principles:** how we will go about doing business as we implement the Strategy

Next Steps:

- Develop and refine initial set of options based on public/stakeholder/policy-maker input & market research
- Review and seek input on options at September New Mobility Committee meeting
- Determine preferred option at November Joint Board and Mayors' Council meeting

Vision and Goals: Proposed method of defining and measuring equity

Purpose is to get early feedback on the proposed approach to measuring equity, which will be an important objective in the Transport 2050 evaluation process and help inform final decision-making by

the Mayors' Council. Management is seeking specific feedback on whether the proposed approach effectively captures both your and your constituents' perspectives and concerns.

Equity will be considered as one objective, to be balanced alongside a range of other criteria in the evaluation framework for Transport 2050. The proposed approach is to primarily focus the equity analysis on 'ease of access to opportunity', and to explore how ease of access differs by income, auto ownership and neighbourhood. Further work will explore how these distributions change for different portfolios; the goal of this analysis is to support an informed values-based dialogue on the best balance for the region.

Vision & Goals: Defining & Measuring Equity

Input requested from the Mayors' Council:

1. When you think about equity, does our proposed approach effectively capture your perspectives and concerns?
2. Will it effectively capture your constituents' perspectives and concerns?

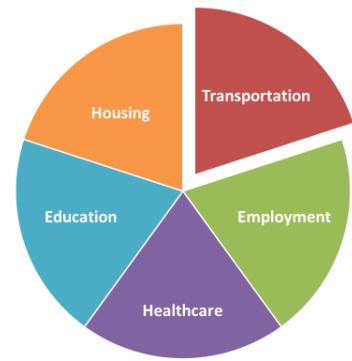


Why consider equity?

- Growing issue of concern in our region.
- In Spring 2018, Mayors' Council received report from Mobility Pricing Independent Commission. Expressed interest in findings but primary concerns were related to equity.
- Mayors' Council directed staff to do further work to:
 - define and measure equity impacts; and
 - propose solutions to address any negative equity impacts from pricing or any other transportation proposals.



Transportation policies and investments impact equity but cannot, on their own, solve all regional equity and affordability challenges



Transportation equity is concerned with the distribution of transportation-related costs and benefits and whether that distribution is desirable.

To assess transportation equity impacts of any project or portfolio, we first need to answer three questions:

- 1. Distribution for whom?**
- 2. Distribution of what?**
- 3. What is a ‘desirable’ distribution?**

Distribution for Whom?

- Potential demographic categories of interest
 - Household income
 - Household auto availability
 - Home tenure (rent vs. own)
 - Disabled vs. non-disabled
 - Language spoken at home
- Potential geographic scales of interest
 - Between Traffic Analysis Zones
 - Between Neighbourhoods
 - Between Municipalities
 - Between Sub-Regions



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Distribution for Whom?

- Potential demographic categories of interest
 - **Household income**
 - **Household auto availability**
 - Home tenure (rent vs. own)
 - Disabled vs. non-disabled
 - Language spoken at home
- Potential geographic scales of interest
 - Between Traffic Analysis Zones
 - **Between Neighbourhoods**
 - Between Municipalities
 - Between Sub-Regions

PROPOSED APPROACH:

Compare distribution of costs & benefits between:

1. Household incomes
2. Household auto availability
3. Neighbourhoods

RATIONALE:

- All can be easily measured;
- In our region, low-income households and households where no car is available are groups that are likely transportation disadvantaged
- Neighbourhoods are the most meaningful unit of geography to residents' day-to-day lives
- In our region, the difference within municipalities is greater than the difference between municipalities.



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Distribution of What?

INPUT

Relates to transportation-related inputs directed towards a given group
(e.g. transit funding allocated adjacent to low-income households)

OUTPUT

Relates to transportation-related products and services available to a given group
(e.g. transit service hours delivered adjacent to low-income households)

OPPORTUNITY

Relates to the opportunities and destinations that a given group could access
(e.g. ease of access to opportunities by transit for low-income households)

OUTCOME

Relates to the opportunities and destinations that a given group actually does access
(e.g. destinations actually accessed on transit by low-income households, and at what cost)



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Distribution of What?

INPUT

PROPOSED APPROACH:

Focus on “Ease of Access to Opportunity”

RATIONALE:

- There is no theoretically defensible way to assign *Inputs* and *Outputs* to specific groups or geographies.
- *Ease of Access to Opportunities* and *Outcomes* can both easily be assigned to specific groups or geographies.
- From an equity perspective – what matters most is that a particular group or geography has the *Opportunity* (e.g. meaningful transportation choices) not whether they actually take advantage of those choices (i.e. *Outcomes*)

OUTPUT

OPPORTUNITY

OUTCOME



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Distribution of What?

INPUT

OUTPUT

OPPORTUNITY

OUTCOME

Ease of Access to Opportunity: the **ease** by which a given group can reach **destinations** from a given location

Our evaluation will take into account costs *and* benefits contributing to 'ease of access':

Benefits:

- # of destinations
- Quality of those destinations
- Available modes to reach destinations

Costs:

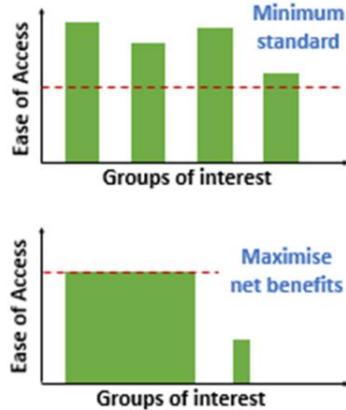
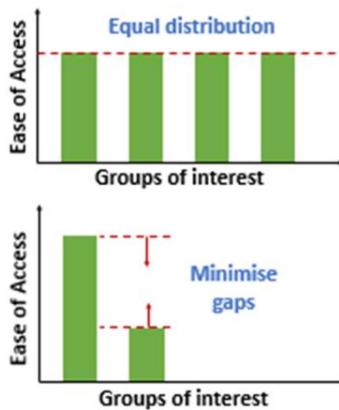
- Out-of-pocket costs to reach destinations
- Travel times to reach destinations
- Value of time vs. money



Together all the way



What is a desirable distribution?



Together all the way



PROPOSED APPROACH:

Measure and report on the performance of portfolios against each of these four possible distribution objectives

RATIONALE:

- Decision-makers will each have their own preferences which may vary in each circumstance.
- Measuring for all four objectives allows decision-makers to decide what is most important to them.

What is a desirable distribution?

We have begun to quantify these approaches and develop metrics to evaluate alternatives against them

Metric	Preferred Direction
Net economic benefits	↑
Average ease of access	↑
Gap in ease of access between the most and least advantaged groups	↓
Minimum level of ease of access across people and region	↑
Out-of-pocket costs in taxes and fees	↓



Recap: proposed approach to T2050 equity analysis

1. Equity will be considered as one objective to be balanced alongside a range of other criteria in the evaluation framework
2. Equity analysis is primarily focused on ‘ease of access’
 - i. We are exploring how ease of access differs by income, auto ownership and neighbourhood.
 - ii. We are exploring how these distributions change for different portfolios
3. The goal of this analysis is to support an informed values-based dialogue on the best balance (of ease of access) for the region



TO: Mayors' Council on Regional Transportation

FROM: Joint New Mobility Committee

DATE: May 30, 2019

SUBJECT: **ITEM 5.2** - Rail~Volution: Building Livable Communities with Transit

RECOMMENDATION:

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

PURPOSE:

To provide an overview of the Rail~Volution conference on transit and community development being hosted by TransLink, September 8-11th, 2019, and identify opportunities for involvement.

DISCUSSION:

Rail~Volution is a large, multi-disciplinary conference about building livable communities with transit.

The annual event uniquely brings together transportation, new mobility, housing and community development sectors, with sessions focused on planning, design, finance, communications, policy, community engagement and innovations in technology. The conference is known for cross-sector collaboration and for creating opportunities for leaders, professionals and advocates to share challenges and real-world solutions.

Rail~Volution is built around the values of impact and results, inclusivity, collaboration and partnership, innovation, and quality. A core plank of Rail~Volution is creating meaningful impacts in conference host regions – building capacity, addressing uniquely local challenges, and generating lasting post-conference legacies.

2019 marks the 25th anniversary of Rail~Volution and is the first time it is being held outside of the United States. TransLink is the local host agency. The local organizing committee includes representation from local government and the private sector and is responsible for delivering several key conference elements. These include:

- Scholarships for Metro Vancouver residents requiring financial assistance
- 25 mobile workshops to transit-oriented communities across Metro Vancouver
- Welcoming reception
- Regional Day, focussed on local land use and transportation planning (co-hosted by TransLink and Metro Vancouver)

There are many opportunities to be involved.

By [registering](#) for the conference, municipal staff and elected officials will benefit from the innovative program and networking with peers from across Canada and the United States. Regional Day will provide a forum for local dialogue and will bridge between the Rail~Volution conference and long-range planning initiatives such as *Transport 2050* and *Metro 2050*. A number of volunteer opportunities also exist, both in an organizing capacity and during the conference itself.

[Sponsorships](#) are available that offer visibility in electronic and physical media, along with benefits such as complimentary registrations. TransLink has already requested financial support from Metro Vancouver in the amount of \$15,000 and staff are currently preparing to report back to the Board with a recommendation.

TO: Joint New Mobility Committee

FROM: Geoff Cross, Vice President, Transportation Planning and Policy

DATE: May 28, 2019

SUBJECT: **ITEM 5.3** - New Mobility Program Update

RECOMMENDATION:

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

PURPOSE

The purpose of this report is to provide an update on the On-Demand Transit Pilot on Bowen Island, which may have broader regional applications in the future.

DISCUSSION

Bowen Island On-Demand Transit Prototype

Advances and uptake of smartphone technologies open up new possibilities in terms of more customized and flexible “on-demand” transit services. A number of transit agencies are exploring on-demand transit as a service offering in use cases such as first/last mile, paratransit, late night, and for replacing and/or enhancing fixed-route community shuttles.

TransLink developed the Bowen Island Prototype Project to understand how an online, app-based booking tool may be used by transit as a means of customer interaction and provision of on-demand transit services. As part of this learning process, TransLink aims to explore technical attributes, customer response, logistical and procedural issues.

This prototype project builds a framework and gains experience that could be replicated in other lower density parts of the region. The long-term goal of TransLink in introducing flexible services through staged pilots is to evaluate the relative effectiveness of flexible services compared to conventional fixed route services in certain environments, especially where transit demand is lower. This project is executed in two phases.

Phase 1 (December 2018 - May 2019): The first phase is ongoing and focused on beta-testing the ride-booking software (TapRide), getting feedback from drivers and riders, and developing an understanding of effective marketing communication. The beta-test started December 27, 2018 and will close in May 31, 2019. Ten beta testers downloaded the TapRide smartphone app and use it to book their trip in advance. This phase contains no on-demand element and buses run only on the fixed route; however, the app allows riders to track the bus in real-time and communicate to the driver where they wished to board and alight. Beta-testers complete weekly surveys and the information is used to improve the pilot execution plan.

Phase 2 (July-September 2019): The second phase will take place in form of a summer campaign during July and September 2019 with two extra community shuttles to exclusively service on-demand requests booked through the TapRide app. No alteration is made to the fixed-route service which is continuing in parallel. In Phase 2 two on-demand service concepts will be tested – Evening Service (one-to-many, with vehicle servicing multiple locations on-demand but always originating from and returning to the ferry dock) and Weekend Service (many-to-many/free floating service, where vehicles can both pick up and drop off anywhere within a defined service area):

- **Evening Service (one-to-many) (Mon-Fri, 4.30 PM - 9.30 PM)** – Riders will be picked up at the ferry terminal and can be dropped off at a destination of their choice. This will be stop-to-stop service, meaning people might need to walk to their final destination once they are dropped off. It is anticipated that one bus will be needed to provide this service.
- **Weekend Service (many-to-many, free floating) (Sat, Sun, Holidays, 10AM-5.30PM)** – Riders will be able to request a ride and be picked up anywhere within a defined geofenced area on the island and dropped off anywhere within this area. This will also be a stop-to-stop service. Two busses are planned for this service to maintain reasonable waiting times.

Riders will be able to book their trips through the smartphone app, the web, or by calling a dedicated phone number. Riders will use regular forms of payment (Compass or cash) when they board the bus as no payment option is available through the app for this pilot.

The prototype will be evaluated in terms of organizational learning, customer experience, and operational efficiency. Based on the outcomes, TransLink staff will make recommendations to the Board in late 2019 on next steps for the transit on-demand program. The program has the potential to improve customer experience by enriching the traditional public transport offer, diversifying the service portfolio, creating new channels of communication, and providing a more convenient service in lower density, lower-demand areas.

Item 5.3: New Mobility Program Update: Flexible Transit Pilot

Flexible / On-Demand Micro-Transit

- flexible routing and scheduling
- small/medium vehicles picking up and dropping off at bus stops
- operating in shared-ride mode between pick-up and drop-off locations.

Spectrum of Flexible Transit Services



Many-to-Many
(Free Floating Zone)



One-to-Many
(Strong Anchor + Zone)



Semi-Flexible
(Fixed then Zone)



Flexible Fixed Route



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Bowen Island Pilot

- Two flexible service concepts to be tested this summer by bringing on two additional vehicles to exclusively service on-demand requests booked through an app.
- Existing fixed bus routes run as usual.



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Bowen Island Pilot



What is our goal?

- Test an online, app-based booking tool
- Build a framework to be replicated into other suburban cities.



How to Book?

- Smartphone App
- Web portal
- Phone



When?

July to September 2019



How to pay?

- Compass Card
- Cash



Evening Service (one-to-many)

Days: Mon-Fri

Time: 4.30 PM - 9.30 PM

Description: Riders will be picked up at the ferry terminal and can be dropped off at a destination of their choice. This will be curb-to-curb service, meaning people might need to walk to their final destination once they are dropped off. It is anticipated that one bus will be needed to provide this service.



Weekend Service (free floating)

Days: Sat, Sun, Holidays

Time: 10AM - 5.30 PM

Description: Riders will be able to request a ride and be picked up anywhere within a designated geofenced area on the island and dropped off anywhere within this area. This will be curb-to-curb service, meaning people might need to walk to their final destination once they are dropped off. Two busses are planned for this service to maintain reasonable waiting times.



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TRANS LINK

Bowen Island Pilot

Identify residents needs

Select and customize app

Sept-Oct 2018
Test concept Beta testers
Dec-Jan
Identify resources constraints

We are here



Jan 2018
Feb
Apr
May
Jun
Jul
Aug
Nov

Option Analysis
Plan Marketing campaign and engagement
Wrap Buses and train drivers
Launch Pilot

Evaluate and adapt!
Aug
Close out Pilot

Lessons Learned & Recommendations



Service Design based on:

- Residents needs captured by two surveys
- Local reality – interviews with residents and bus operators
- Historical data
 - Compass card taps
 - BC Ferries foot passengers
 - Water taxi passengers
- Demographic density and land use
- Current road network and transit
- New Mobility learning goals – effective and replicable system.



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On-Demand Transit – Potential Use Cases In Our Region



FIRST/LAST MILE



PARATRANSIT



LATE NIGHT SERVICE



(LOW RIDERSHIP)
COMMUNITY
SHUTTLE SERVICES



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