



PUBLIC MEETING AGENDA

Version: March 8, 2019

March 15, 2019, 9:00AM to 9:45AM

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 TransLink’s [Periscope](#) and [Facebook](#) pages.

Note that times for each agenda item are estimates only.

9:00AM	1. PRELIMINARY MATTERS	
	1.1. Adoption of agenda	Page 1
	1.2. Approval of Minutes (February 15, 2019)	2
9:05AM	2. REPORT OF THE FINANCE AND GOVERNANCE COMMITTEE	
	2.1. Delivering the Next Investment Plan	10
9:40AM	3. REPORT OF THE NEW MOBILITY COMMITTEE	ORAL
9:45AM	4. 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 Friday, February 15, 2019 at 9:00 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 Jack Froese, Langley Township,
Vice-Chair
Mayor Neil Belenkie, Belcarra
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Craig Cameron, West Vancouver
(alternate)
Mayor Bill Dingwall, Pitt Meadows
Mayor George Harvie, Delta
Mayor Mike Hurley, Burnaby
Mayor Mike Little, North Vancouver District
Mayor Doug McCallum, Surrey

Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Mayor Mike Morden, Maple Ridge
Councillor Alison Morse, Bowen Island
(alternate)
Mayor Kennedy Stewart, Vancouver
Mayor Richard Stewart, Coquitlam
Mayor Rob Vagramov, Port Moody
Mayor Val van den Broek,
Langley City
Mayor Darryl Walker, White Rock
Mayor Brad West, Port Coquitlam

ALSO PRESENT:

Mike Buda, Executive Director, Mayors' Council Secretariat
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink
Kevin Desmond, Chief Executive Officer, TransLink

PREPARATION OF MINUTES:

Megan Krempel, Recording Secretary, Raincoast Ventures Ltd.

CALL TO ORDER

A quorum being present, the meeting was called to order at 9:00 a.m.

1. PRELIMINARY MATTERS

1.1 Adoption of Agenda

Draft Agenda for the February 15, 2019 Public Meeting of the Mayors' Council on Regional Transportation, version dated February 8, 2019.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the agenda for its Public meeting scheduled February 15, 2019, version dated February 8, 2019.

CARRIED

1.2 Adoption of the Minutes

Draft Minutes of the January 24, 2019 Public Meeting of the Mayors' Council on Regional Transportation.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation adopts the minutes of its Public meeting held January 24, 2019, as circulated.

CARRIED

2. PUBLIC DELEGATES

The following items were provided on-table:

- *Report dated February 14, 2019, from Gemma Lawrence, Coordinator, Mayors' Council Secretariat, titled "Item 2 (On-Table) – Public Delegates: Names, Topics and Presentations"*
- *Report dated February 15, 2019 titled "On-Table Presentations from Public Delegates".*

Roderick Louis expressed his concerns with TransLink's annual costs for debt servicing and its capabilities to deal with any unexpected occurrence of a reduction of income or loans over the next decade. He proposed that a letter be written to the Minister of Transportation requiring the standardization of the legislation for the Mayors' Council and TransLink Board to seek debt increase approval from Metro Vancouver and that this legislation contain basic information on costs and annual income estimates. He suggested it is the intention of TransLink staff to build the SkyTrain to the University of British Columbia (UBC) and that the study conducted did not evaluate the potential for an above-ground SkyTrain option. He requested that a hold be put on the Rail to UBC project until an independent engineering consultant is hired to evaluate an above-ground option that uses electric engines, which could save \$6 - \$7 billion.

Nigel Malkin, a resident of West Vancouver, opposed the Main-Marine B-Line service connecting North Vancouver to West Vancouver, noting particular concerns regarding: lack of community engagement; existence of a Blue Line bus servicing that route; proposed 24-hour bus lane will eliminate significant retail parking; service will impact the charm and character of the area; and the route will go directly past an elementary school. Mr. Malkin's research indicated the B-Line would benefit 700 people, which is not enough to warrant implementation of the service. A TransLink survey had only 73 respondents from West Vancouver from a total 42,000 participants. He suggested there was no meaningful consultation with seniors groups, schools businesses or emergency services and no detailed design drawings provided. He recommended: the B-Line service not extend past Park Royal; bus "bulges" on Marine Drive be removed to improve traffic flow, increase the amount of #250 buses, and better align the #257 bus with the ferry schedule.

Lazina Sahib discussed challenges that Save-on-Foods at UBC employees face in getting to work on time for their 5:00 a.m. shifts. The SkyTrain from Arbutus to UBC would be beneficial to minimum-wage works and allow them a safe way to get to work.

Karen Ranalletta, one of over 1,500 support staff at UBC, supported the extension of the SkyTrain from Arbutus to UBC. Many UBC employees commute from Maple Ridge and White Rock and do not make large salaries. Easing their commute and reducing their travel times would be a significant improvement to their quality of life.

Angela Chiasson is an early childhood educator working at UBC. She informed that the staff

auxiliary list is short as people cannot afford to live in the area. The early childhood education industry is prone to staff burn-out, which makes the lack of available support staff an even bigger challenge. Ms. Chiasson commented that the buses along the Commercial – Broadway Corridor are often full and will pass by designated stops as they are at maximum capacity. UBC Childcare is considered an essential service as without it, the other university services would not be able to function. The SkyTrain to UBC would mean that less people would need to drive to work and would save money by using the available transit.

Nathan Davidowicz referred to his submission to the Select Standing Committee on ride-hailing. He expressed concerns that TransLink's recommendations on the ride-hailing legislation will be denied by the provincial government and that TransLink was not well-informed on Bill 55. He suggested there be an increase in the number of taxi licenses issued and that the government annually review whether additional taxis are needed. Mr. Davidowicz expressed gratitude to TransLink for implementing the extra bus service to UBC and stated that enhancing transit service to the Arbutus to UBC Corridor should be the number one priority.

Hilda Ramos, a Surrey resident, works at the UBC Hospital and her lengthy commute involves multiple changes between bus and SkyTrain. She is in support of the Rail to UBC project as it will significantly reduce commute time and allow her to spend more time with her family.

Cristina Illnitchi, Vice-President of the External Affairs Alma Matter Society, is a student at UBC and supports the Rail to UBC project. She advised that there are 56,000 students and 15,000 staff members at UBC and 40% of them live outside the City of Vancouver. UBC is an important part of Vancouver and needs to be connected to the region. Ms. Illnitchi commented that neither LRT nor increasing the number of buses to UBC would address long-term capacity issues. SkyTrain: would reduce greenhouse gas (GHG emissions); alleviate the travelling burden of many; offer a greater pool of housing options for students; and promote accessibility and equity in employment and education.

Student Devon Wong's daily commute to UBC takes him 3-4 hours and he is unable to live closer to the university as it is too expensive. The SkyTrain to UBC will cut his commute in half and result in better life-work balance and provide economical and sustainability benefits.

Peter Ladner is a member of a transit coalition, comprised of 135 organizations in the Lower Mainland. The group is passionate about improvements to transit and infrastructure and its membership is a testament to the impact and importance of transit in people's lives. The coalition endorses the Mayors' Council committees and encourages them to remain transparent, accountable and inclusive of the public. He suggested that the members of the Mayors' Council regularly take transit to experience the challenges riders face. He informed that the coalition is willing to work with the committees on transit congestion and is supportive of advancing Phase 3 work. He suggested that growing ridership must be continually addressed. He was in support of the Regional Transportation Strategy (RTS), encouraged a strong link with Metro Vancouver's Regional Growth Strategy (RGS), and stressed the importance of appropriate public consultation.

Colin Fowler, a student at Simon Fraser University (SFU), recalled several incidents where traffic accidents or weather had affected transit service to SFU resulting in missed exams and the inability to get to classes. Mr. Fowler strongly supports the Burnaby Mountain Gondola project noting it will double the capacity of the current bus services and will reduce travel time. He believes that the new Burnaby council may be more supportive of the project than the previous

council, and he is using social media to attract more supporters with the involvement of many students. Mr. Fowler expects that approximately 26,000 people will be connected to the university with the implementation of the gondola and feels that this project will alleviate the commuting worries of a significant number of students and faculty members and should be included in the 10-Year Vision.

Greg Pattipas commented that the SkyTrain is a fixed system and is limited to the number of people it can carry. He suggested that with the current system capacity of 203 cars, it will not be enough to support the capacity for two 45-storey buildings at the Expo and Millennium Line stations. The linear induction motor includes a part that is built within the track at a cost of \$29 million/kilometre. Mr. Pattipas informed that the Calgary subway system can transport more people with only 63 cars. He questioned why capacity was not being addressed and the increase in housing pricing associated with SkyTrain stations. Private industry does not pay for roads or transit leaving it to the taxpayers to pay for. The cost of the motor is too expensive.

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 Committee Terms of Reference and 2019 Work Plan

Report dated February 2, 2019, from Mike Buda, Executive Director, Mayors' Council Secretariat and Geoff Cross, Vice-President, Transportation Planning and Policy, titled "Item 3.1 – Committee Terms of Reference and Work Plan"

The Finance and Governance Committee is structured to enable the Mayors' Council and the TransLink Board to jointly collaborate on work plan items and also meet independently when necessary. It was suggested that the Term of References of each of the committees be placed on the TransLink website, along with copies of meeting agendas and minutes.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Approve the Mayors' Council Finance and Governance Committee Terms of Reference and Work Plan;
2. Approve the Joint Finance and Governance Committee Terms of Reference and Work Plan;
3. Receive this report.

CARRIED

3.2 10-Year Vision Implementation Update

Report dated February 7, 2019 from Geoff Cross, Vice-President Transportation Planning and Policy, titled "Item 3.2 – 10-Year Vision Implementation Update".

Mr. Cross provided an update on the implementation and funding status of projects in the 10-Year Vision. The Joint Finance and Governance Committee endorsed the staff recommendation to accelerate some of the work of Phase 3 of the 10-Year Vision, such as addressing the issue of overcrowding as a result of the continued growth in bus ridership and accommodate the prioritization of the Surrey-Langley SkyTrain service.

Discussion ensued on:

- Phase 2 included the purchase of 203 SkyTrain cars to be used for expansion and replacement
- Phase 2 is fully funded assuming the revenue sources from increases to the fuel tax and development cost charge (DCC) are fulfilled
- DCC increases will generate \$20 million in 2021 and an additional \$10 million each year after
- Suggestion that a precise definition be given to what equates to “chronic overcrowding on transit routes”
- TransLink staff recommends accelerating expansion of bus service on all routes
- Suggestion that investing in bus service is easily supportable.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation:

1. Request staff to accelerate planning of some Phase Three improvements for the next Investment Plan;
2. Receive this report.

CARRIED

3.3 Green Infrastructure Fund

Report dated February 7, 2019 from Geoff Cross, Vice-President Transportation Planning and Policy, titled “Item 3.3 – Green Infrastructure Fund”.

Mr. Cross advised of the availability of a portion of \$9.2 billion in federal funding to support regional and municipal projects that mitigate GHG emissions. Municipalities can apply for a share of the province’s \$62 million in allotted funding for climate resiliency projects. Candidates for this funding were identified as the Low Carbon Fleet strategy and the Burnaby Mountain Gondola to SFU. Due to further work being required on the gondola project, the Joint Finance and Governance Committee recommends that funding be sought for the Low Carbon Fleet strategy and charging infrastructure.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation:

1. Ask staff to submit a CleanBC Communities Fund application to secure federal and provincial funding for electric vehicle charging infrastructure as outlined in the Low Carbon Fleet Strategy;
2. Receive this report.

CARRIED

4. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE

4.1 Committee Terms of Reference and 2019 Work Plan

Report dated February 2, 2019 from Mike Buda, Executive Director, Mayors’ Council Secretariat and Geoff Cross, Vice-President, Transportation Planning and Policy, titled “Item 4.1 – Committee Terms of Reference and Work Plan”.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Approve the Mayors' Council Regional Transportation Planning Committee Terms of Reference and Work Plan;
2. Approve the Joint Regional Transportation Planning Committee Terms of Reference and Work Plan;
3. Receive this report.

CARRIED

4.2 Rail to UBC

The following items were provided in the agenda package:

- *Report dated February 6, 2019 from Geoff Cross, Vice-President Planning and Policy, titled "Item 4.2 – Rail to UBC"*
- *Annex A: Staff presentation*
- *Annex A: January 24, 2019 Report*
- *Annex B: Technical Report*

Mr. Cross referenced the provided report and presentation, which highlighted the rationale for supporting SkyTrain as the preferred technology for rail to UBC including: alternatives for technology and corridor perspectives; station locations; vertical or horizontal alignment; costings and business case for future funding decisions. Use of Light Rapid Transit (LRT) was considered and it was determined that it would not meet the long-term needs of the system and was substantially more expensive than SkyTrain.

The next phase of work will evaluate:

- How the project compares with other regional priorities
- The developmental impacts
- Effects to congestion relief and reduction in drivers
- Costs comparison for tunnel and elevated systems.

Discussion ensued on:

- The cost analysis of SkyTrain to UBC via 41st Avenue
- Concerns the project does not address regional growth issues and has no defined funding
- Project costs must be borne by UBC and Vancouver as the line is not a regional priority
- Clarification that this project does not reprioritize projects in the 10-Year Vision or the RTS
- That the use of an alternative supplier to SNC Lavalin and Bombardier be considered
- Although not proprietary technology, the extension will require trains that are compatible with those used on the Millennium Line
- Multiple companies will bid on the project as part of the open procurement process
- A cost breakdown will be provided on both vertical and horizontal alignments
- Cost for development of the line from Commercial-Broadway to UBC could reach \$7 billion
- TransLink must communicate to the public that SNC-Lavalin and Bombardier do not own SkyTrain technology
- If technically required, the cost of tunneling will be paid for by the community
- Suggestion that a lifecycle cost analysis be done on both SkyTrain and LRT options
- Concerns with regional equity and fairness, lack of public consultation and funding

- The funding model for this project should be specific to the jurisdiction as it will ultimately reap the benefits of the transit investment
- The decision-making framework used in identifying projects for the 10-Year Vision was developed with input from the Mayors' Council
- The need for a sustainable provincial transportation funding model
- The project framework should allow for a more competitive procurement process
- Inequity with the development around SkyTrain stations
- Population projections, automation and employment scenarios used in RTS modelling
- This project will have little effect on reducing congestion caused by automobile use
- The project area is already well-served by transit
- Connecting housing affordability to transit service.

Action Item: *TransLink staff to provide the Mayors' Council with a presentation on the SkyTrain technology, the rapid transit system design and construction and relevant vendors and suppliers.*

It was MOVED and SECONDED

That TransLink staff report back to the Mayors' Council with information on the proprietary nature of the SkyTrain technology and available options for expanding the project procurement process to be more competitive.

CARRIED

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Endorse a SkyTrain Millennium Line extension from Arbutus Street to UBC as the technology basis to advance to the next stage of project development for Rail to UBC, including development of alternative concept designs and preliminary business case inputs; and
2. Receive this report.

CARRIED

(Mayors' Vagramov and Walker voting in opposition.)

5. REPORT OF THE NEW MOBILITY COMMITTEE

5.1 Committee Terms of Reference and 2019 Work Plan

Report dated February 2, 2019 from Mike Buda, Executive Director, Mayors' Council Secretariat and Geoff Cross, Vice-President, Transportation Planning and Policy, titled "Item 5.1 – Committee Terms of Reference and Work Plan".

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Approve the Mayors' Council New Mobility Committee Terms of Reference and Work Plan;
2. Approve the Joint New Mobility Committee Terms of Reference and Work Plan;
3. Receive this report.

CARRIED

5.2 Provincial Ride-Hailing Legislation

Report dated February 6, 2019 from Geoff Cross, Vice-President, Planning and Policy, titled "Item 5.2 – Provincial Ride-Hailing Legislation".

Kevin Desmond, Chief Executive Officer, TransLink, advised that he had testified at a provincial government Select Standing Committee on the Provincial Ride-Hailing Legislation, specifically how it can be shaped to ensure that mobility works in the region and with regional policy. TransLink responded specifically to: the criteria for establishing boundaries; managing congestion and the balance of supply and demand and fare structure.

Discussion ensued on:

- TransLink's comments were specific to ride-hailing and not to the taxi industry
- In light of equity and fairness, the ride-hailing boundaries should be the same for taxis
- More services during peak times and late evenings
- Less regulation and more flexibility for the consumer is needed
- The fee structure can generate revenues for accessibility to those areas that taxis are not servicing adequately
- Fares that are too low could result in more frequent short trips and increase congestion
- The province should increase the number of taxi licenses issued to support the demand.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Endorse TransLink's recommendations to the Select Standing Committee on Crown Corporations regarding operating regulations for transportation network services (i.e. ride-hailing);
2. Receive this report.

CARRIED

(Mayor McCallum voting in opposition.)

6. ADJOURN TO CLOSED MEETING

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation Public Meeting held February 15, 2019 adjourned to in-camera.

CARRIED

(11:41 a.m.)

Certified Correct:

Mayor Jonathan X. Coté, Chair

Megan Krempel, Recording Secretary
Raincoast Ventures Ltd.

Item 2

Delivering the next Investment Plan

Mayors' Council

March 15, 2019

Purpose and context

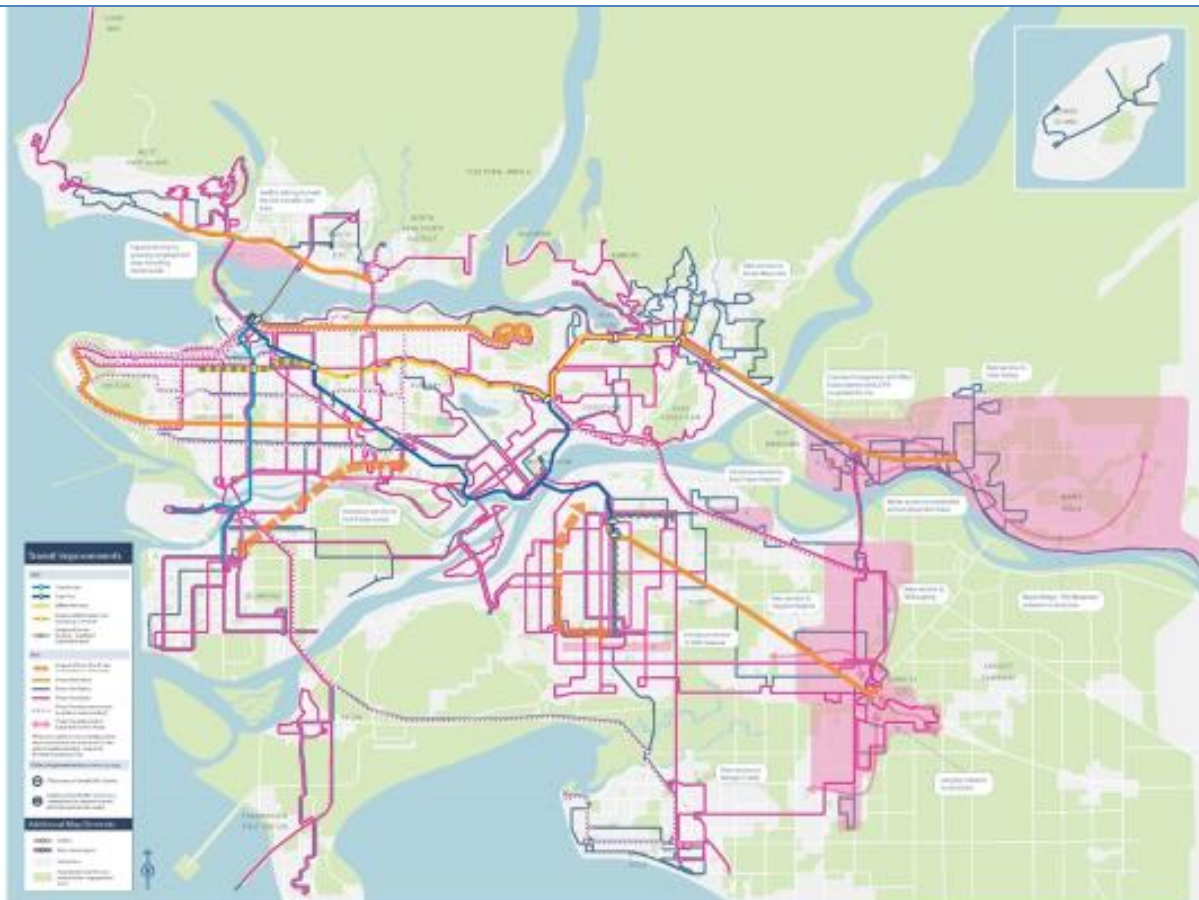
- To provide an overview of the process for delivering a Phase Three investment plan, to complete delivery of the 10-Year Vision
- Through this process, the Mayors' Council will:
 - Confirm the scope and funding of the Phase Three plan
 - Consider to what extent we can accelerate delivery of some elements of the Phase Three plan

Delivering the 10-Year Vision through three phases



2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2017 INVESTMENT PLAN Phase 1													
	2018 INVESTMENT PLAN Phase 2												
		2020 INVESTMENT PLAN Phase 3											

Phases One and Two are funded, and delivery is well underway



T Together all the way



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

ENTIRE 10 YEAR VISION	APPROVED/UNDERWAY FUNDED		REMAINING INVESTMENTS UNFUNDED Phase Three
	Phase One	Phase Two	
BUS SERVICE <ul style="list-style-type: none"> • 25% increase • 12 B-Lines • 10 new service areas 	<ul style="list-style-type: none"> • 10% increase • 5 new B-Lines • 5 new service areas 	<ul style="list-style-type: none"> • 8% increase • 2 new B-Lines • 3 new service areas + 4 additional service areas 	<ul style="list-style-type: none"> • 7% increase • 5 new B-Lines • 2 new service areas
SEABUS SERVICE <ul style="list-style-type: none"> • 1 new SeaBus • 10-minute peak frequency, 15-minute all day 	<ul style="list-style-type: none"> • 1 new SeaBus • 10 minute peak frequency, 15-minute all day 		
HANDYDART SERVICE <ul style="list-style-type: none"> • 30% increase 	<ul style="list-style-type: none"> • 15% increase 	<ul style="list-style-type: none"> • 7% increase 	<ul style="list-style-type: none"> • 8% increase
SKYTRAIN & WEST COAST EXPRESS (WCE) <ul style="list-style-type: none"> • 164 Expo/Millennium Line cars • 74 Canada Line cars • 10 WCE cars + locomotives • Upgrades of power and control systems, stations 	<ul style="list-style-type: none"> • 56 Expo/Millennium Line cars • 24 Canada Line cars • 2 new + 6 refurbished WCE locomotives • Upgrades to Expo/Millennium & Canada Line Stations and stations 	<ul style="list-style-type: none"> • 108 Expo/Millennium Line cars (including Broadway Extension) • Upgrades to Expo/Millennium Stations and systems 	<ul style="list-style-type: none"> • Upgrades to Expo/Millennium Stations • 10 WCE cars • Upgrades to Canada Line Stations and systems
MAJOR PROJECTS <ul style="list-style-type: none"> • Millennium Line Broadway Extension • South of Fraser Rapid Transit (SOFRT) • Pattullo Bridge Replacement 	<ul style="list-style-type: none"> • Pre-construction of Broadway Extension • Pre-construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) • Design for Pattullo Bridge replacement 	<ul style="list-style-type: none"> • Construction of Broadway Extension • Construction of Stage 1 of SOFRT (Surrey-Newton-Guildford LRT) • Construction of Pattullo Bridge replacement (by the province) • Planning for Stage 2 of SOFRT (Surrey-Langley Line) • Planning for rapid transit to UBC Point Grey campus • Planning for a potential gondola to SFU Burnaby campus 	<ul style="list-style-type: none"> • Planning + construction of Stage 2 of SOFRT (Surrey-Langley Line)
MAJOR ROADS NETWORK (MRN) <ul style="list-style-type: none"> • MRN upgrades: \$200M • MRN seismic: \$130M • MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> • \$50M (25% of Vision) • \$32.5M (25% of Vision) • MRN expansion: 1% annual increase + one-time 10% increase 	<ul style="list-style-type: none"> • \$40M (20% of Vision) • \$26M (20% of Vision) 	<ul style="list-style-type: none"> • \$110M (55% of Vision) • \$71.5M (55% of Vision)
WALKING & CYCLING <ul style="list-style-type: none"> • Regional Cycling: \$97M • TransLink-owned Cycling: \$34M • Walking Access to Transit: \$35M 	<ul style="list-style-type: none"> • \$30M (31% of Vision) • \$12M (35% of Vision) • \$12.5M (36% of Vision) 	<ul style="list-style-type: none"> • \$24M (25% of Vision) • \$9M (27% of Vision) • \$10M (29% of Vision) 	<ul style="list-style-type: none"> • \$43M (44% of Vision) • \$13M (38% of Vision) • \$12.5M (36% of Vision)
TRANSIT EXCHANGES <ul style="list-style-type: none"> • 13 new or expanded transit exchanges 	<ul style="list-style-type: none"> • 4 updated transit exchanges 		<ul style="list-style-type: none"> • 9 upgraded transit exchanges
MOBILITY INNOVATION <ul style="list-style-type: none"> • Integrated travel planning + payment • New technologies + services 	<ul style="list-style-type: none"> • Vanpool pilot • Innovation Lab to explore mobility concepts 	<ul style="list-style-type: none"> • Pilot and field test flexible shared-use services 	<ul style="list-style-type: none"> • Scale flexible shared-use services

tenyearvision.translink.ca

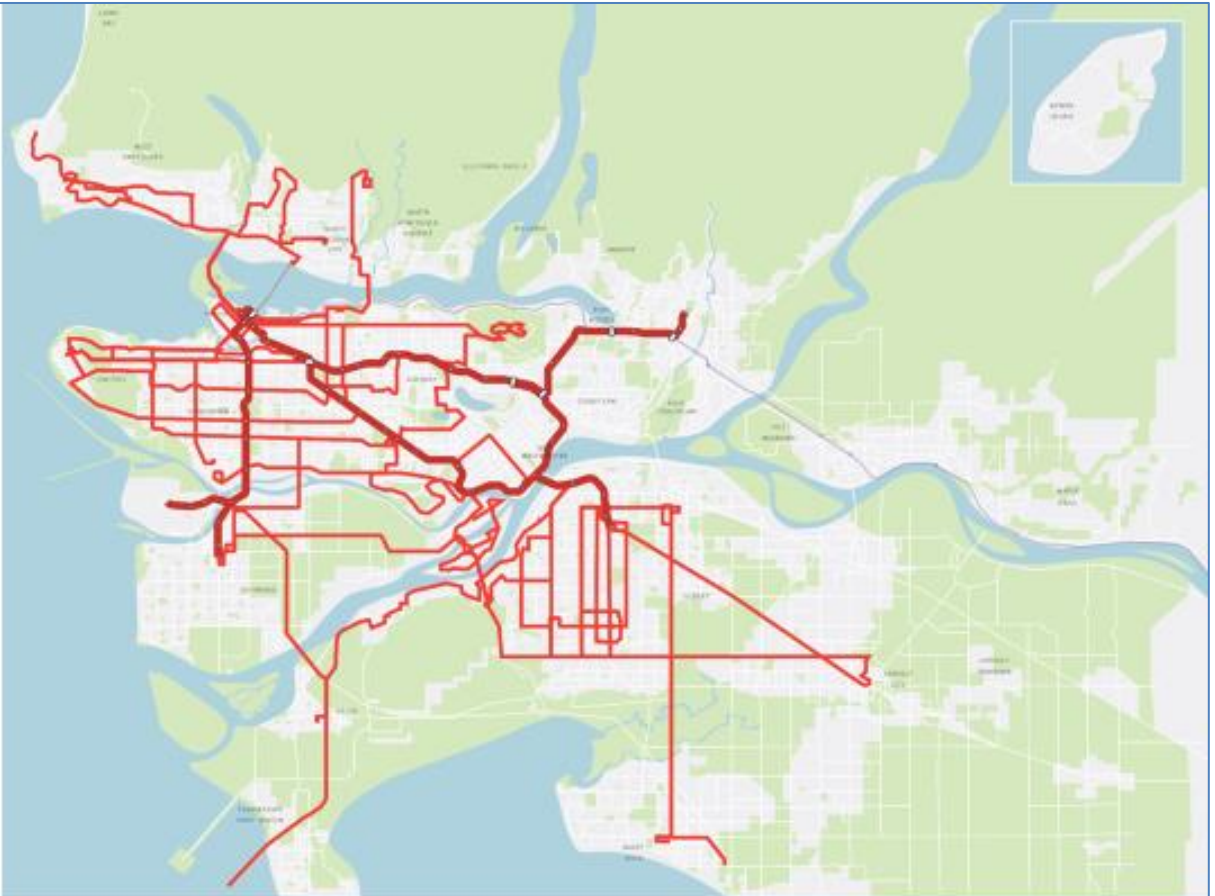
Note: some investments go beyond the scope of the original 10-Year vision



Even with Phase One and Two improvements, there is growing demand for transit service across the region.

In February, the Mayors' Council directed staff to suggest ways to accelerate some elements of the Phase Three Plan

Note: Service has increased by 6% between 2016 and 2018, but ridership has increased by 15%



T Together all the way



Phase Three Plan projects

Starting point for next investment plan

Rail

- Upgrades to Expo/Millennium and Canada Line stations
- 10 West Coast Express cars
- Upgrades to Canada Line systems
- Surrey-Langley Rapid Transit

Bus

- 7% service increase
- 5 new B-Lines
- 2 new service areas
- 8% HandyDart service increase
- Upgrades to 9 transit exchanges

MRN/walking/cycling

- \$110 million for MRN safety upgrades
- \$71.5 million for MRN structures/seismic
- \$12.5 million for walking access to transit
- \$43 million for regional cycling projects
- \$13 million for TL-owned cycling projects

Options for delivery: determine scope and priorities

- Options for delivering the Phase Three plan include:
 - 1) Hold on Phase Three development until further senior government funding is committed
 - 2) Deliver Phase Three in two parts:
 - Address immediate transit needs and overcrowding through increased service in one investment plan in 2020
 - Complete remaining Vision projects (and potentially early projects identified in RTS) in a subsequent investment plan in 2022/23

Funding strategy for delivering next investment plan

- Senior government capital grants have funded ~60-70% of capital costs in Phase One and Two Plans, leaving TransLink to cover 30-40% of capital and 100% of operating costs of those plans
- Mayors' Council has previously used modest increases to the TransLink property tax, fares, Regional DCC for Transit, and parking sales tax to fund region's share of Phase One and Two

Potential regional funding sources (currently used and/or previously proposed) for region's share of next investment plan:

	Property-related sources	Transportation-related sources	Sales
Higher revenue potential (more than \$20 M per year)	<ul style="list-style-type: none"> • TransLink property tax • Land value capture tools 	<ul style="list-style-type: none"> • Mobility pricing • Vehicle registration fee • Regional carbon tax • Motor fuel sales tax 	<ul style="list-style-type: none"> • Regional sales tax
Lower revenue potential (less than \$20 M per year)	<ul style="list-style-type: none"> • TransLink DCC • Land value capture tools 	<ul style="list-style-type: none"> • Ridehailing fee • Goods movement fee 	<ul style="list-style-type: none"> • Hospitality tax • Online retail tax

Next steps / upcoming decisions

- Confirm the overall scope and priorities for the Phase Three plan
- Confirm preferred funding sources, including regional tools and senior government funding commitments
- Assess which projects and services TransLink has technical and operational capacity to deliver in the near-term
- Determine potential phased approach
- Initiate first phase of investment plan development, resolving next level of detail for potential investments and funding sources

Once approach is determined, exploratory phase will start to look at potential investments and funding sources in more detail

