



# PUBLIC MEETING AGENDA

**Version:** October 23, 2020

**October 29, 2020, 9:00AM to 10:30AM**

Via Videoconference (live streamed to [Mayors' Council YouTube Channel](#))

**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 YouTube channel](#).

|                |   |        |
|----------------|---|--------|
| <b>8:50AM</b>  | <b>Technology Test:</b> Please connect to the meeting early, by 8:50AM, to provide time to trouble-shoot any connection problems. |        |
| <b>9:00AM</b>  | <b>1. PRELIMINARY MATTERS</b>   |        |
|                | 1.1. Adoption of agenda .....   | Page 1 |
|                | 1.2. <a href="#">Approval of Minutes (October 1, 2020)</a> .....  | 2      |
| <b>9:05AM</b>  | <b>2. <a href="#">PUBLIC DELEGATES</a></b> .....  | 8      |
| <b>9:15AM</b>  | <b>3. REPORT OF THE MAYORS' COUNCIL CHAIR</b> .....   | ORAL   |
| <b>9:30AM</b>  | <b>4. REPORT OF JOINT FINANCE AND GOVERNANCE COMMITTEE</b>  |        |
|                | 4.1. <a href="#">2021-22 Mandate Renewal: Implementation Work Plan</a> .....  | 9      |
|                | 4.2. <a href="#">Application to Greater Vancouver Regional Fund for Low-Carbon Fleet Strategy</a> .....                           | 16     |
|                | 4.3. <a href="#">2021 Investment Plan</a> .....   | 20     |
| <b>10:00AM</b> | <b>5. REPORT OF THE JOINT TRANSPORTATION PLANNING COMMITTEE</b>   |        |
|                | 5.1. <a href="#">Improving Travel Times for Bus Customers</a> .....   | 25     |
| <b>10:20AM</b> | <b>6. REPORT OF THE EXECUTIVE DIRECTOR</b>  |        |
|                | 6.1. <a href="#">Voting procedures for 2021 Chair and Vice-Chair Elections</a> .....  | 32     |
| <b>10:30AM</b> | <b>7. OTHER BUSINESS</b>  |        |
|                | 7.1. Next Meeting (via videoconference) – December 3, 2020  |        |
| <b>10:30AM</b> | <b>8. ADJOURN</b> to closed session   |        |

*Note that Mayors' Council members and Public Delegates will be participating via Zoom videoconferencing. Zoom connection information sent separately via e-mail.*

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

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Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, October 1, 2020 at 9:00 a.m. via videoconference.

### **PRESENT:**

Mayor Jonathan Coté, New Westminster, Chair

Mayor Jack Froese, Langley Township,  
Vice-Chair

Chief Ken Baird, Tsawwassen First Nation

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

Director Mike Feeley, Electoral Area A  
(alternate)

Mayor John McEwen, Anmore

Mayor Ron McLaughlin, Lions Bay

Mayor Mike Morden, Maple Ridge

Councillor Alison Morse, Bowen Island

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:**

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

Geoff Cross, Vice-President, Transportation and Planning, TransLink

Kevin Desmond, Chief Executive Officer, TransLink

Andrew McCurran, Director Strategic Planning and Policy, TransLink

Sarah Ross, Director, System Planning, TransLink

### **PREPARATION OF MINUTES:**

Carol Lee, Recording Secretary, Mosaic Writing Group

### **CALL TO ORDER**

Chair Jonathan Coté declared that a quorum was present, called the meeting to order at 9:03 a.m.

### **1. PRELIMINARY MATTERS**

#### **1.1 Adoption of the Agenda**

*Draft agenda for the October 1, 2020 Public Meeting of the Mayors' Council on Regional Transportation, version dated September 29, 2020, was provided with the agenda material.*

#### **It was MOVED and SECONDED**

That the agenda of the October 1, 2020 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**1.2 Approval of Minutes (July 30, 2020)**

*Draft minutes of the July 30, 2020 Public Meeting of the Mayors’ Council on Regional Transportation was provided with the agenda material.*

**It was MOVED and SECONDED**

That the minutes of the July 30, 2020 Public Meeting of the Mayors’ Council on Regional Transportation be adopted, as presented.

**CARRIED**

**2. PUBLIC DELEGATES**

*The following documents were provided on table:*

- *Report titled “Item 2 (updated) – Public Delegates: names, topics and presentations”, dated September 29, 2020*
- *Document titled “Item 2 – Presentations from Public Delegates”, dated October 1, 2020.*

**2.1 Nathan Davidowicz**

Mr. Davidowicz provided comments on the time limits for Public Delegates, the timing of meetings, bus service reductions during the pandemic, governance, the printing of transit schedules, and free transit for youth.

In response to Mr. Davidowicz’s comments about bus service levels, Sarah Ross, Director, System Planning, TransLink, reported that, at a system level, TransLink is providing bus service at 100% of pre-COVID-19 levels. There may be changes to the frequency of service of some individual bus routes due to the need to reallocate capacity from high frequency routes to those with lower frequency to address ridership demand.

**2.2 Joe Kunzler**

Mr. Kunzler provided a written submission about bus lanes, diversity of TransLink staff and the online format of Mayors’ Council meetings.

**It was MOVED and SECONDED**

That the Mayors’ Council on Regional Transportation receive the reports of the Public Delegates.

**CARRIED**

**3. REPORT OF TRANSLINK MANAGEMENT**

**3.1 Update on Regional Transportation Trends**

*Presentation titled “CEO Report” was provided with the agenda material.*

Kevin Desmond, Chief Executive Officer, TransLink, provided an update on the COVID-19 response and recovery and noted:

- The Safe Operating Action Plan (SOAP) continues to evolve to incorporate worldwide best practices:
  - Masks became mandatory on board all transit vehicles on August 24, 2020
  - There is 95% compliance with the policy
- Ridership recovery:
  - Current ridership compared to pre-COVID-19 levels, by mode

- Vehicular traffic is increasing more quickly than transit ridership
- Bus ridership has varied across the region
- Speed of recovery of TransLink's ridership compared with other global transit systems
- Launch of fall ridership campaign
- The public consultation on the Burnaby Mountain gondola completed on September 30, 2020
- The public engagement on the Surrey Langley SkyTrain (SLS) line will commence after the October 24, 2020 provincial election
- Appreciation for the \$644 million of senior government funding received from the Provincial and Federal Governments:
  - The funding will stabilize TransLink and allow the current service levels and the core capital program to be retained in 2021.

Discussion ensued on:

- Disappointment in the plateau in the ridership recovery:
  - TransLink will be participating with the International Association of Public Transport (UITP) to investigate the factors in the plateauing of ridership recover
- The implementation of the mandatory mask policy has not resulted in increased ridership:
  - The requirement for masks may have prevented a further reduction in ridership when the number of COVID-19 cases increased.

**It was MOVED and SECONDED**

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

**CARRIED**

**3.2 Update on Safe Restart Funding**

*Presentation titled "TransLink COVID-19 Relief and Recovery" was provided with the agenda material.*

Mr. Desmond and Geoff Cross, Vice-President, Transportation and Planning, TransLink, led the review of the presentation provided with the agenda material and highlighted:

- There is a long-term structural problem with TransLink's finances despite the provision of \$644 million of senior government funding:
  - The relief funding addresses the most acute period of loss
  - Near and medium and long-term regional funding will be investigated under the MOU between the Province and TransLink
- Projected COVID-19 revenue losses of \$2 to \$4.5 billion over ten years
- Although planned service expansion was cancelled, transit will operate at 100% of pre-COVID-19 service levels in 2021
- Actions that will be taken by TransLink to reduce 2020-21 costs by \$136 million to close the remaining gap:
  - A rebalanced investment plan will be developed for approval by the Board of Directors and the Mayors' Council in 2021
- Combined contributions required to close the 2020-21 gap in the medium scenario
- The relief funding buys time to stabilize TransLink over the long-term.

Discussion ensued on:

- Concern regarding the ability to make decisions with the current level of uncertainty
- The bailout from the senior levels of government was a political decision resulting from extensive, collective advocacy efforts by mayors
- Concern that TransLink's decision to cancel the Major Road Network (MRN) maintenance funding to municipalities in 2020 will impact bus operations and ridership growth:
  - Request that TransLink consider applying a portion of the relief funding to reinstate the 2020 MRN maintenance funding to municipalities
- Request that the Province restructure the TransLink governance model to return responsibility to the mayors of the region:
  - The TransLink Board's involvement in the development of SOAP, the development of the mandatory mask policy and to obtain funding relief.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive the reports for Items 3.1 and 3.2 for information.

**CARRIED**

**4. REPORT OF THE JOINT NEW MOBILITY COMMITTEE**

**4.1 T2050: Progress Report on COVID-19 Impacts on Long-Term Planning**

*Report titled "Item 4.1 – Transport 2050: Progress Report on COVID-19 Impacts and Opportunities on Long-term Planning", dated September 15, 2020, was provided with the agenda material.*

Andrew McCurran, Director Strategic Planning and Policy, TransLink, referenced the report provided with the agenda material and highlighted the near-term actions to address key observations on the impact of the COVID-19 pandemic:

- Reduced transit ridership
- Increased walking and cycling
- Increased driving.

Discussion ensued on:

- There is an outstanding request for the Transportation Safety Board to meet with the Mayors' Council regarding ride hailing
- Suggestion that Metro Vancouver is the more appropriate organization to investigate the development of a regional wi-fi network.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

1. Ask management to continue to explore and advance all the near-term actions identified within this report as part of the TransLink 2021 budgeting process;
2. Send a letter to Metro Vancouver to request that it engage in a discussion on the development of a regional wi-fi network; and
3. Receive the report for information.

**CARRIED**

#### **4.2 2020 Regional Road Performance Monitoring Report**

*Report titled "Item 4.2 – 2020 Regional Road Performance Monitoring Report", dated September 16, 2020 was provided with the agenda material.*

Ms. Ross referenced the report provided with the agenda material and highlighted:

- No single agency is responsible for all the region's roadways
- The report provides an understanding of the complexities of the region's road network
- Future plans to include information on livability and the health impact of roads
- The report is available on TransLink's website.

#### **It was MOVED and SECONDED**

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

**CARRIED**

### **5. REPORT OF THE JOINT FINANCE AND GOVERNANCE COMMITTEE**

#### **5.1 Update on Broadway Subway Project**

*Report titled "Item 5.1 – Broadway Subway Project (BSP) Status Update", dated September 14, 2020, was provided with the agenda material.*

Mr. Cross referenced the report provided with the agenda material and highlighted:

- Full capital funding confirmation for the BSP was announced on September 4, 2018 by the Federal and Provincial governments
- TransLink's continued roles and responsibilities are documented in the BSP Support Agreement (SA) between the Province and TransLink.

#### **It was MOVED and SECONDED**

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

**CARRIED**

#### **5.2 2019 Annual Report on Broadway Subway Supportive Policies Agreement**

*Report titled "Item 5.2 – Broadway Subway Supportive Policies Agreement – 2019 Annual Report", dated September 1, 2020, was provided with the agenda material.*

Mr. Cross referenced the report provided with the agenda material and highlighted:

- This is the first annual report on the Broadway Subway Supportive Policies Agreement (SPA)
- A SPA is signed between the municipalities and TransLink when a project is approved:
  - Municipalities are required to make commitments regarding land use changes, etc. to ensure the success of the project
- The Province is involved and is supportive of the SPA framework.

It was suggested that the SPA include commitments to reduce the number of diesel buses that integrate with rapid transit lines.

**It was MOVED and SECONDED**

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

**CARRIED**

**6. OTHER BUSINESS**

**6.1 Next Meeting**

The next Public Meeting of the Mayors' Council was scheduled for October 29, 2020 and will be held via videoconference.

**7. ADJOURNMENT**

There being no further business, the October 1, 2020 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 10:33 a.m.

Certified Correct:

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Mayor Jonathan X. Coté, Chair

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Carol Lee, Recording Secretary  
Mosaic Writing Group

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Gemma Lawrence, Coordinator, Mayors' Council Secretariat  
**DATE:** October 22, 2020  
**SUBJECT:** **ITEM 2 – Public Delegate Presentations**

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**RECOMMENDATION:**

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

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**PURPOSE:**

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

**BACKGROUND:**

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting 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](mailto: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 three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).

**TO:** Mayors' Council on Regional Transportation

**FROM:** Geoff Cross, Vice-President, Transportation Planning & Policy

**DATE:** October 22, 2020

**SUBJECT:** **ITEM 4.1 – Implementation Plan for Renewed 2021-22 Mayors' Council Mandate**

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**APPROVED JOINT COMMITTEE RESOLUTION:**

That the Mayors' Council on Regional Transportation:

1. Endorse the implementation plan for the renewed 2021–22 Mayors' Council Mandate, as described in this report, with the amendment of the final sentence of the section titled "Renewing the 10-Year Vision | Long-Term & Medium-Term Strategies" to read:  
*"At the October 1, 2020 meeting, the Mayors' Council confirmed that Phase Three of the current 10-Year Vision should be considered as the starting point for this new Medium-Term Strategy".*
  2. Receive this report.
- 

**BACKGROUND**

The COVID-19 pandemic has had significant impacts on our regional transportation system including a steep decline in transit ridership and associated financial uncertainty for TransLink. This disruption led us to defer previously planned service expansion, and it has also interrupted planning processes and timelines. In recognition of this disruption, at their October 1, 2020 meeting the Mayors' Council endorsed a vision to renew their 2021-2022 mandate with a more focused work program and directed staff to develop an implementation plan to this end. The amendment by the committee is shown in track changes at the bottom of the report's second page, below.

**DISCUSSION**

At the October 1, 2020 meeting, the Mayors' Council agreed to focus most of their effort and work program between now and the end of their term in October 2022 on two areas: COVID recovery and rebuilding; and, renewing the 10-Year Vision.

Management recommends that the former workstream be overseen by the Joint Finance and Governance Committee and the latter workstream be overseen by the Joint Planning Committee, per the report in the October Joint Finance Committee agenda package entitled, "Revised Committee Structure and Work Plan." Given the short timelines and the intensive work ahead, Management recommends monthly meetings of each Committee that include both formal decisions and deliberations and workshop-style discussions.

**1. COVID Recovery and Rebuilding | 2021 Investment Plan**

The main task of this work stream is to develop and approve an Investment Plan that fills the remaining COVID-related losses, delivers the remaining elements of the Phase Two Plan and Phase Two Update Plan (for Surrey-Langley-SkyTrain swap), and funds studies to enable costing and prioritization of the next tranche of major projects.

Unlike recent Investment Plans, which were focused primarily on expansion and delivering new major projects, this next Investment Plan will need to focus first and foremost on financial stabilization – especially through new regional revenues and additional senior government funding. This Investment Plan will need to validate the service and investment priorities in the Phase Two Investment Plan are optimized to serve a travel demand context that will be altered by COVID and related effects.

The \$644 M of senior government funding allocated to help cover TransLink’s pandemic-related losses for 2020-2021 will go a substantial way towards offsetting the near-term financial challenge and providing breathing room for the region and Province to agree on a longer-term funding strategy to cover further shortfalls of anywhere from \$1-3 billion over the 2021-2030 period, or \$100-\$300 M annually.

## 2. **Renewing the 10-Year Vision | Long-Term & Medium-Term Strategies**

In early 2014, the Provincial Government challenged the Mayors’ Council to produce a fully costed 10-Year Vision and to propose revenue tools to fund that Vision that would be put to the public in a plebiscite. In Spring of that year, the Mayors’ Council and TransLink staff worked intensively to produce and adopt this Vision, building on the framework of the recently approved 2013 Regional Transportation Strategy. The TransLink Board then adopted this Vision as the Implementation Blueprint for subsequent Investment Plans.

While a 10-Year Implementation Blueprint is not a legislatively required document, the 2014 Mayors’ Vision has proven a tremendously useful mechanism to develop and sustain consensus on more detailed investment priorities over the course of a decade and over the course of multiple Investment Plans.

In the early 1990s, the Regional Transportation Strategy (Transport 2021) was published in two separate documents that followed in quick succession: a Long-Term Strategy (30-years) and a Medium-Term Strategy (10-years). The second document flowed seamlessly from the first and provided more refinement, prioritization and detail on the more general policy direction and network concepts outlined in the first document.

For clarity, legibility and continuity, Management proposes to take a similar approach this time around with a Long-Term Strategy that lays the policy foundation and 30-year network concepts and a Medium-Term Strategy that costs and prioritizes investments for the next decade, and outlines a proposed transition path to achieve some of the longer-term aspirations.

At the October 1, 2020 meeting, the Mayors’ Council confirmed that Phase Three of the current 10-Year Vision should be considered as the starting point for this new Medium-Term Strategy, ~~alongside additional priorities that are identified via modelling and forecasting, in-depth municipal consultation, and broader public and stakeholder engagement under the banner of Transport 2050.~~

## Timeline and Work Program

As the last Investment Plan was approved in June 2018 and the South Coast British Columbia Transportation Authority Act specifies that a new Investment Plan must be produced at least every three years, this financial stabilization plan must be completed by June 2021. After which the focus for the Joint Finance Committee can shift towards funding solutions to advance in the Medium-Term Strategy.

If the Joint Planning Committee is able to drive towards a consultation-ready draft of the Long-Term Strategy for June 2021, this timing would align with Metro Vancouver’s consultation period on a draft of Metro 2050, strengthening the important land use – transportation connection and allowing for more iterative dialogue between the two Strategies. This timing would also allow for a full year for the Joint Planning Committee to develop, refine and approve a Medium-Term Strategy by Spring 2022, before the end of the current Mayors’ Council term.

The proposed timing for these planning initiatives is shown in Figure 1. The timing of key work program elements is illustrated in Figure 2.

Figure 1 – Timing and Scope for Upcoming Plans and Strategies

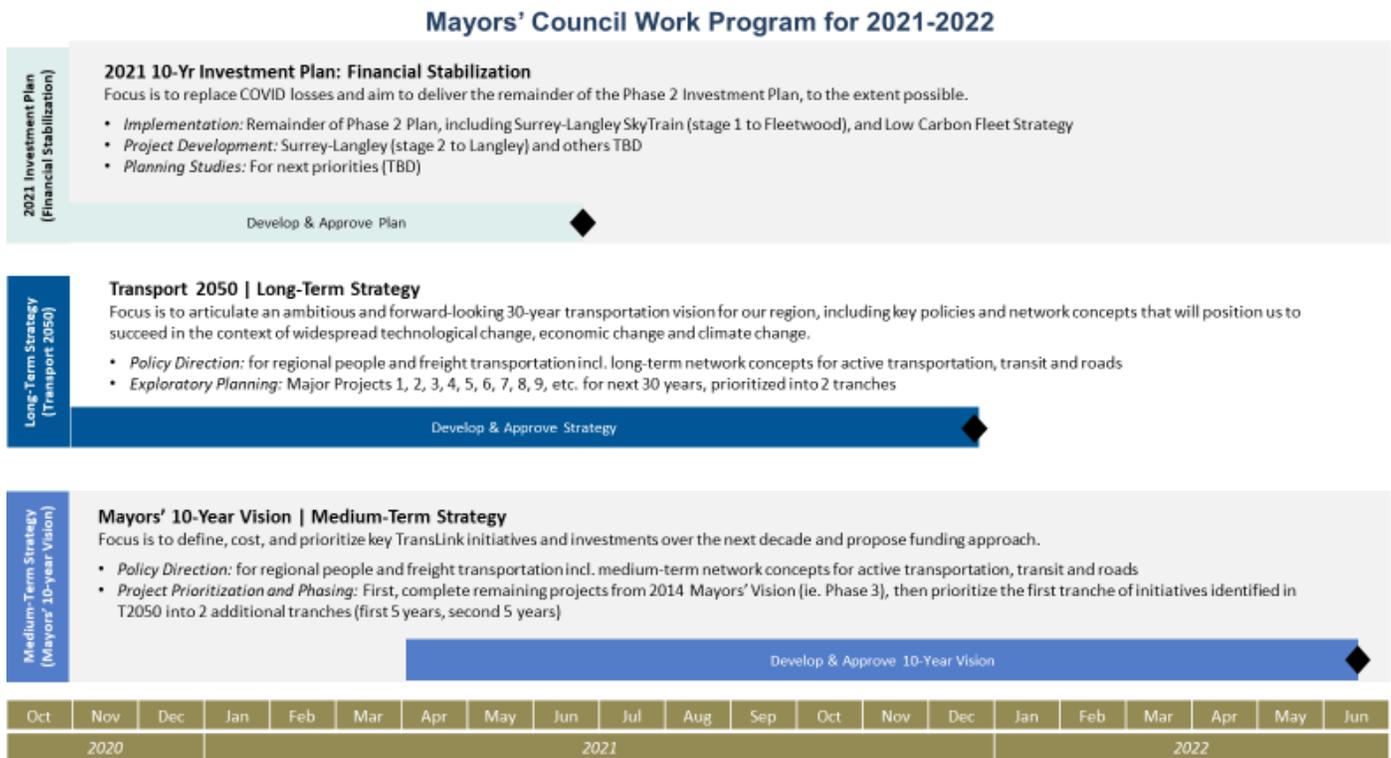
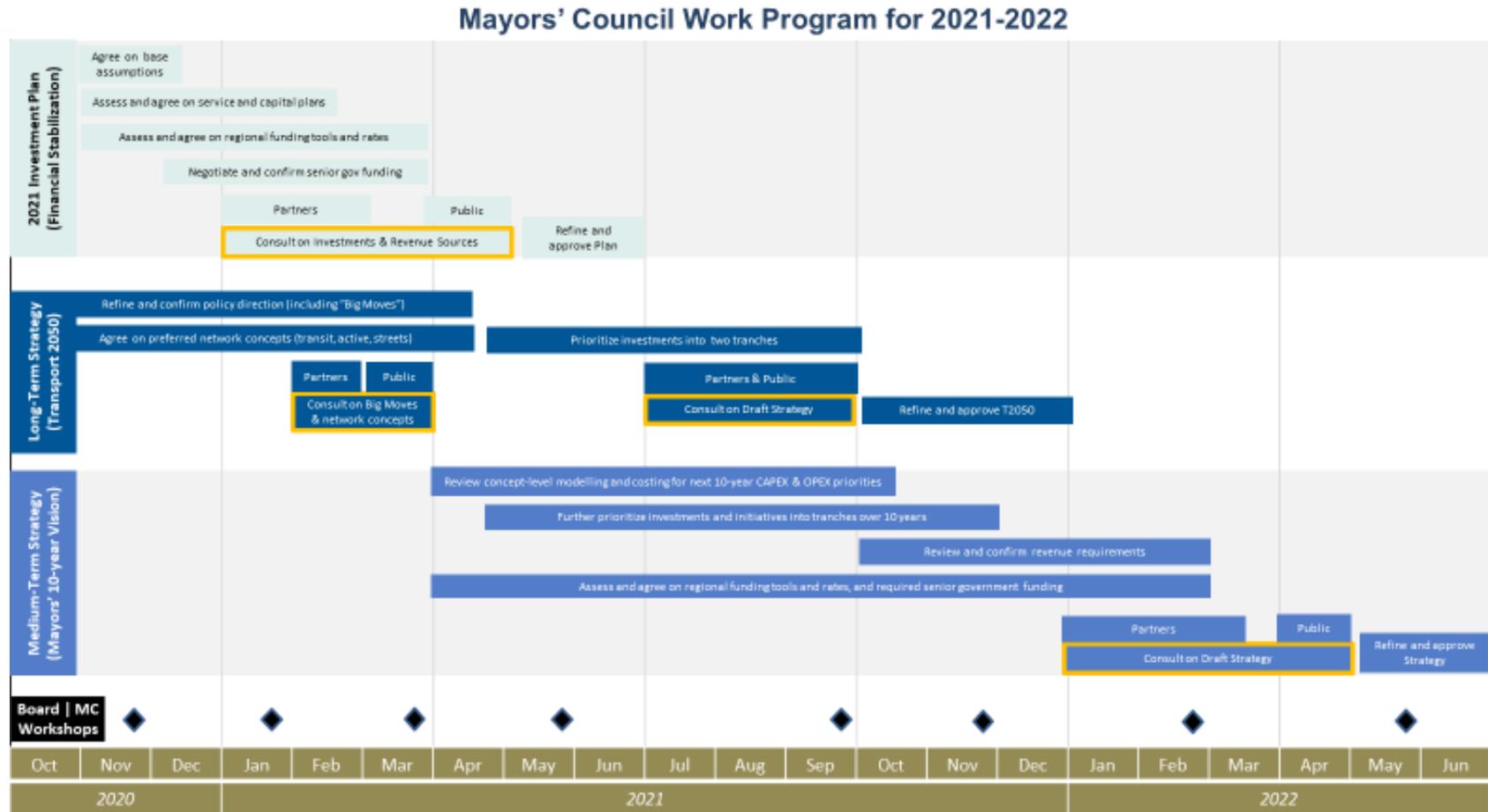


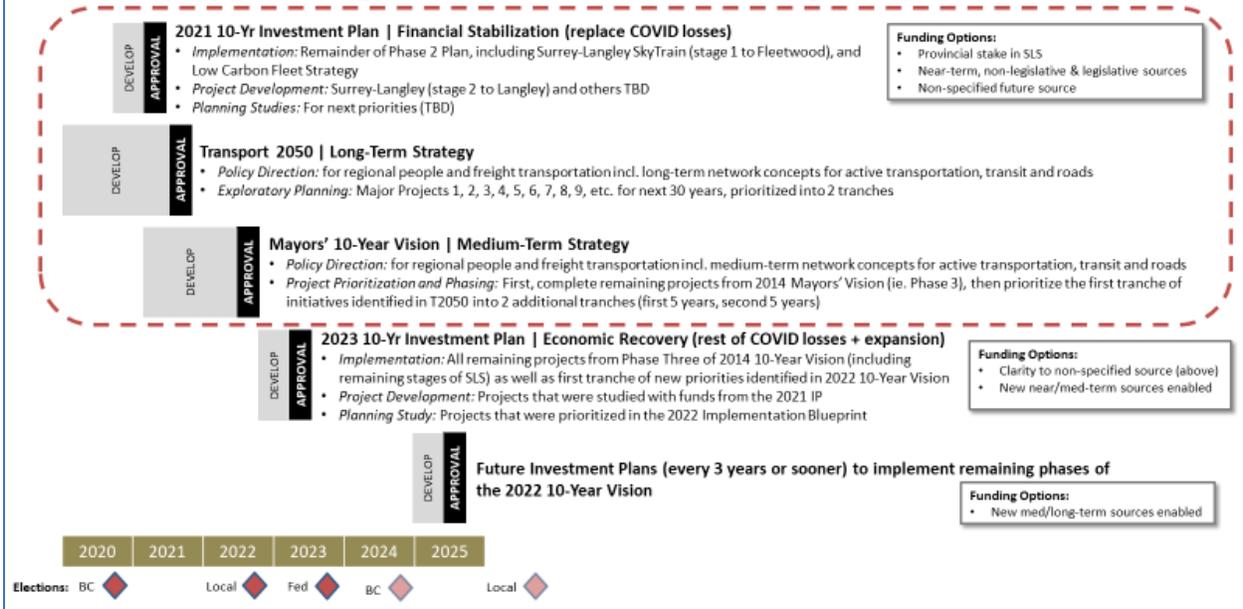
Figure 2 – Proposed Mayors' Council Work Program 2021-2022: Timing of Key Elements



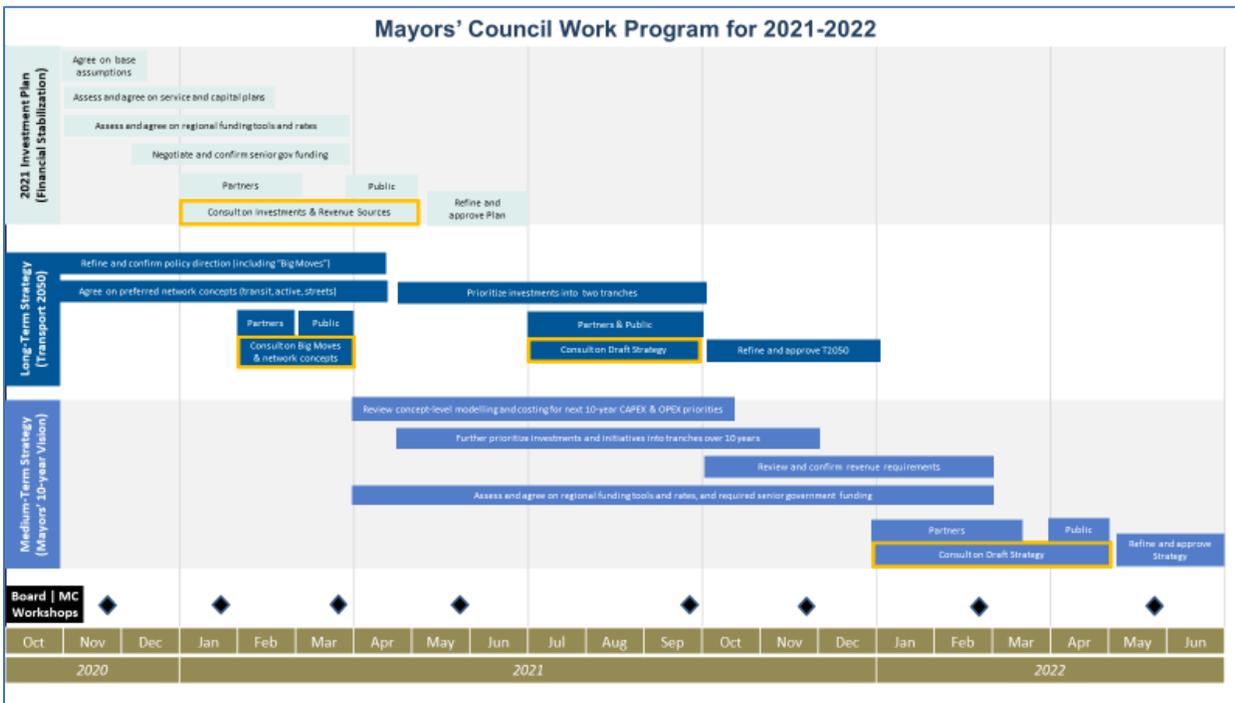
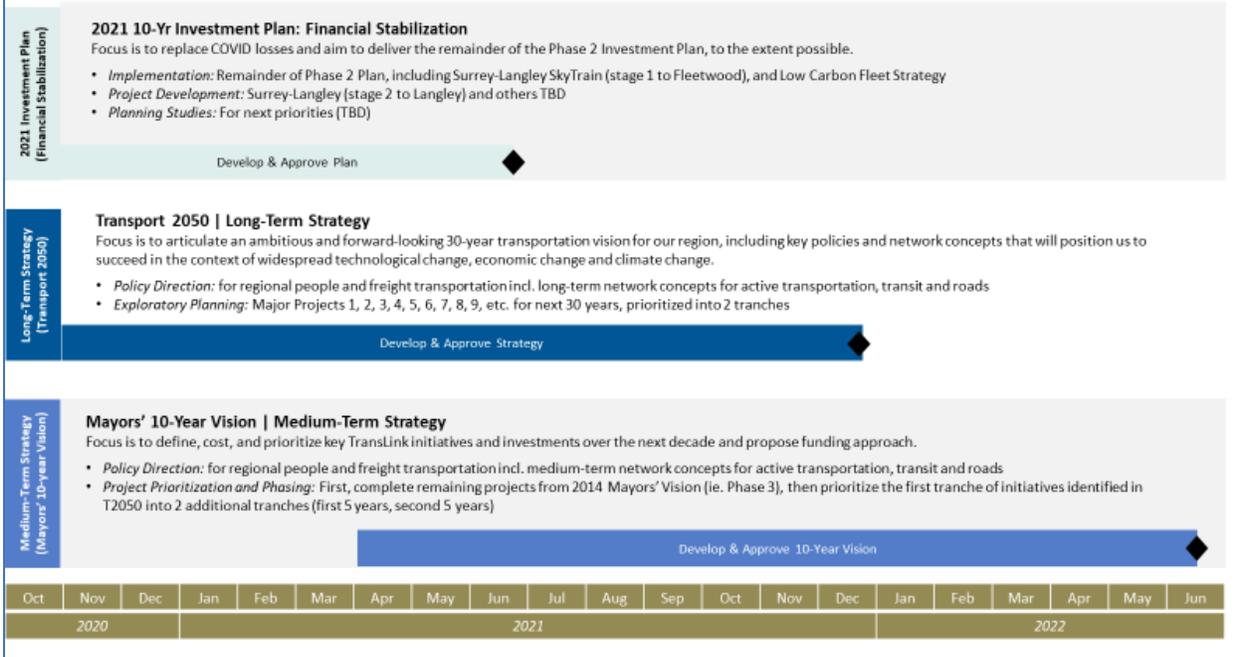
# MAYORS' COUNCIL MANDATE RENEWAL WORK PROGRAM 2021-2022



## Upcoming TransLink-led Strategies & Plans will advance planning studies, project development and implementation for key transport initiatives



## Mayors' Council Work Program for 2021-2022



## Proposed Joint Committee Work Program 2021-2022

### Joint Finance Committee

- 2021 10-Yr Investment Plan | Financial Stabilization**
- Assess and recommend service increases / cuts
  - Assess and recommend potential capital investments
  - Assess and recommend studies for next major projects
  - Confirm senior government funding
  - Develop and recommend new regional funding
  - Review public consultation findings and recommend final Plan for approval by Board & Mayors' Council by June 2021.
- Update to Mayors' 10-Year Vision: Funding**
- Work with Province to develop and confirm new regional revenue tools
  - Review and confirm financial requirements to complete new 10-Year Vision (including remainder of 2014 10-Year vision as the starting point + any new priorities to be implemented subsequently)
  - Assess and agree on regional funding tools and rates, and required senior government funding to deliver updated 10-Year Vision
  - Review public consultation findings related to new revenue tools and recommend final 10-Year Vision for approval by Mayors' Council & Board by June 2022.

### Joint Planning Committee

- Transport 2050**
- Assess and recommend key policy direction including on universal access, active transportation, shared mobility and transit, urban freight, new technology, mobility management, land use coordination, and street design.
  - Assess and recommend network concepts for active transportation, transit and streets/roads. Prioritize investments over next 30 years into 2-3 tranches.
  - Review public consultation findings and recommend final Strategy for approval by Board & Mayors' Council
- Update to Mayors' 10-Year Vision: Project Prioritization**
- Review concept-level modelling and costing for next 10-year investment and service priorities
  - Completing remainder of 2014 10-Year Vision is first priority; then prioritize first tranche of investments & service expansion identified in T2050 into 2 tranches (e.g. first five years, second five years).
  - Review public consultation findings related to project prioritization and recommend final 10-Year Vision for approval by Mayors' Council & Board by June 2022.

## November 2020 committee workplan

### Mayors' Council & Committees

| Committee               | Agenda  |
|-------------------------|---|
| Joint Planning (Nov 20) | <ul style="list-style-type: none"> <li>• Transport 2050:                             <ol style="list-style-type: none"> <li>1. <b>Workshop V1 draft strategy</b> – focusing on Big Moves &amp; Network Concepts:                                     <ul style="list-style-type: none"> <li>• Objective: Provide first full draft, but focus meeting discussion on key areas for review and input from Planning Committee to help prepare for public engagement in Q1 2021</li> </ul> </li> </ol> </li> </ul> |
| Joint Finance (Nov 19)  | <ul style="list-style-type: none"> <li>• Funding Strategy Workshop: Update on work with Province since beginning of pandemic, Updated Post-COVID Evaluation framework, reflecting joint TL-Prov input, Funding source evaluation with focus on near-term sources</li> </ul>   |
| Mayors' Council (Dec 3) | <ul style="list-style-type: none"> <li>• Transport 2050:                             <ul style="list-style-type: none"> <li>• Summary of input and direction received at Joint Planning Committee on first draft of full strategy</li> </ul> </li> </ul>  |

*Dates and topics subject to further refinement*

**TO:** Mayors' Council on Regional Transportation

**FROM:** Geoff Cross, VP, Transportation Planning & Policy

**DATE:** October 9, 2020

**SUBJECT:** **ITEM 4.2 - Update on Greater Vancouver Regional Fund (GVRF) Application and Low Carbon Fleet Strategy Transition Plan**

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**RECOMMENDATION:**

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

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**PURPOSE:**

Provide an update on the 2021 Greater Vancouver Regional Fund (GVRF) application including a change in the sequence of depot electrification projects to ensure TransLink's stays on track with the Low Carbon Fleet Strategy (LCFS) transition plan.

**BACKGROUND:**

In March 2019 the Federal government announced a one-time GVRF "top-up" of \$138M to Metro Vancouver.

At their January 15, 2020 meeting, the Metro Vancouver Board adopted a new target of 45% reduction in GHG by 2030 and carbon neutrality by 2050 and requested that TransLink align the LCFS with these new regional targets. The Metro Vancouver Board later voted to revise the GVRF application guidelines, with a new requirement for TransLink to demonstrate a project's impact on regional GHG emissions reduction.

At their February 27, 2020 in-camera meeting, the Mayors' Council directed staff to apply a minimum of \$104 million of the GVRF top-up to advance the Low Carbon Fleet Strategy to ensure electric buses will arrive by 2023.

At their February 27, 2020 public meeting, the Mayors' Council resolved to recommit to its earlier direction to pursue the "Aggressive" approach in order to meet TransLink's greenhouse gas emissions targets and support Metro Vancouver's 2030 climate goals; and 2. Continue to advocate for \$447 million in Federal and Provincial funding over the first ten years of the LCFS to support the "Aggressive" approach.

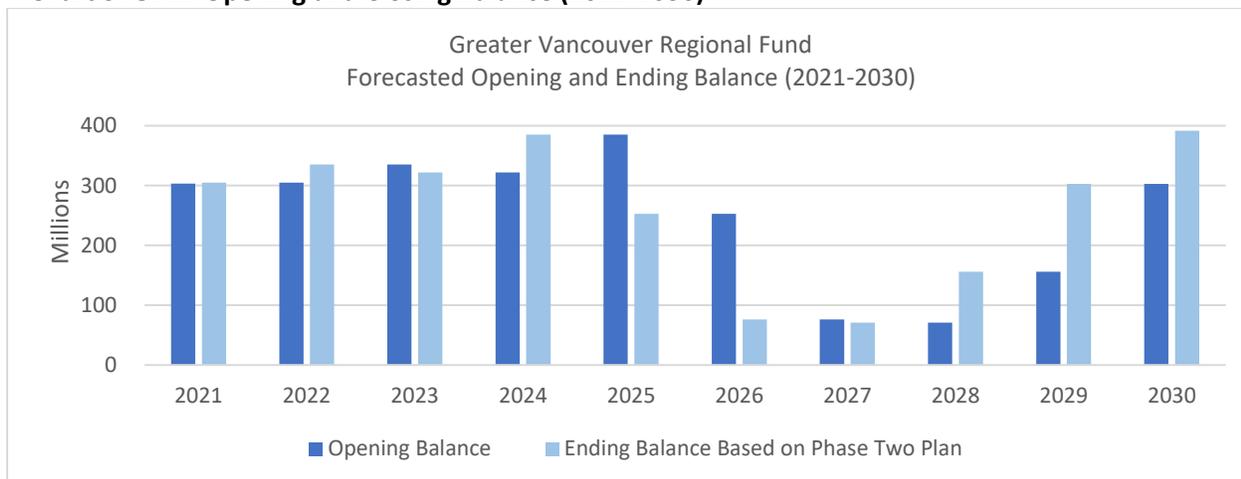
**Phase Two Plan approved GVRF funding for transit fleet expansion, replacement and system modernization projects**

The Greater Vancouver Regional Fund (GVRF) pools 95% of Metro Vancouver municipalities' federal Gas Tax Fund allocations to support regional transportation projects delivered by TransLink. Projects funded

with GVRF funding must be proposed by TransLink, typically through an Investment Plan, and approved by the Metro Vancouver Board.

The GVRF fund generates approximately \$140M a year and grows at 1% bi-annually. The Phase Two Plan (2018-2027) forecasted spending \$1.74 billion in GVRF funding over the ten-year period for transit fleet expansion, fleet replacement, and system modernization projects. The chart below shows the current opening and closing balance for the GVRF fund for 2021-2030. It is estimated there will be \$391M in GVRF funding remaining by the end of 2030.

**Chart 3: GVRF Opening and Closing Balance (2021-2030)**



Note: 2021-2024 actual gas tax allocations have been confirmed with Canada. 2024 onwards assume a 1% bi-annual increase.

Every year, in consultation with Metro Vancouver staff, TransLink prepares an application for GVRF funding and informs both the TransLink Board and Mayors’ Council prior to submitting to the MVRD Board for approval. If the submission differs materially in scope than was specified in an Investment Plan, staff seek approval from policymakers prior to submission.

**In February 2020, the Mayors’ Council approved using \$104 million in GVRF “top-up” funds to advance the LCFS**

In March 2019 the Federal government announced a one-time GVRF “top-up” of \$138M to Metro Vancouver. At their February 27, 2020 meeting the Mayors’ Council directed staff to use this money to support the implementation of the Low Carbon Fleet Strategy, by applying a minimum of \$104M in GVRF “top-up” to purchase battery electric buses (BEBs) in 2023 and to cover the electrification costs for the Marpole Transit Centre (MTC). These projects were to be included in TransLink’s 2021 GVRF funding application alongside the fleet replacement and system modernization projects outlined in the Phase Two Plan.

## DISCUSSION

### **TransLink’s 2021 GVRF gas tax application requests funding for BEBs and PTC depot chargers to ensure we remain on track, despite delays to MTC, to purchase no new diesel buses starting in 2023**

Discussion with Metro Vancouver staff on the 2021 budgeting process indicates that the Metro Vancouver Board remains fully committed to making progress on regional GHG reduction targets. This includes the policy that GVRF applications demonstrate a project’s impact on regional GHG emissions reduction.

To make progress on regional GHG targets and keep with the commitment of purchasing no new diesel buses starting in 2023, TransLink’s 2021 GVRF application includes a request to fund 57 battery-electric buses and vehicle charging infrastructure at Port Coquitlam Transit Centre (PTC). This is a change in the original sequence approved by the Mayors’ Council in February, to account for the fact that the Marpole Transit Centre (MTC) will not be open by the end of 2023 as initially planned and to enable TransLink to stay on track to pursuing the “Aggressive” LCFS option.

The 2021 GVRF application requests \$43.9 M<sup>1</sup> in gas tax funds to fund the incremental costs of purchasing BEB replacement buses and for PTC infrastructure.<sup>2</sup> The lifecycle GHG reduction associated with this project is 7,300 metric tonnes CO<sub>2</sub>e relative to diesel-hybrid propulsion. TransLink’s Low Carbon Fleet Transition Plan sequenced buses being dedicated to MTC as the initial step in the 10-year electrification plan and Port Coquitlam Transit Centre being the second property receiving battery-electric buses. However, due to changes in the MTC schedule, staff re-sequenced the plan, and PTC is now identified as the first property to house battery-electric buses. The \$104M approved in principle in February 2019 to pursue TransLink’s aggressive electrification plan, allocated funds for MTC. Funding-for MTC electrification is currently proposed to be part of a future 2022 GVRF application. For a breakdown of all 2021 GVRF application projects, see Table 1 below.

**Table 1: Projects in 2021 GVRF Application**

| Category                             | Purpose   | Details   | Total Cost | GVRF Request     |
|--------------------------------------|---|---|------------|------------------|
| <b>LCFS projects</b>                 | Replace aging fleet and transition to low carbon fleet          | 57 Battery-electric buses   | \$88.7 M*  | \$86.1M          |
|                                      |   | PTC charging infrastructure (note: instead of \$80M for MTC as proposed in February 2020) | \$30.6 M   | \$27.8 M         |
|                                      |   | Sub-total   | \$119.3 M  | \$113.8 M        |
| <b>State of good repair projects</b> | Replace aging fleet and maintain system in state of good repair | 64 HandyDART vehicles   | \$6.7 M    | \$6.5 M          |
|                                      |   | 44 Community shuttles   | \$15.9 M   | \$15.4 M         |
|                                      |   | 28 Service support vehicles   | \$1.8 M    | \$1.8            |
|                                      |   | Elevators and escalators  | \$18.5 M   | \$15.9 M         |
|                                      |   | Sub-total   | \$42.9 M   | \$39.6 M         |
| <b>Total GVRF Request</b>            |   |   |            | <b>\$153.5 M</b> |

\*Note: Of the \$88.7M BEB cost, \$17.9M represents the incremental cost to purchase an electric vehicle instead of previously planned diesel hybrid vehicles. Of that \$17.9M, \$16.1M is eligible for GVRF.

<sup>1</sup> This is the sum of \$27.8 million for PTC infrastructure and \$16.1 million for the incremental cost of purchasing BEB instead of diesel hybrid replacement vehicles.

<sup>2</sup> These projects require funding approval in 2021 because of the lead time required to procure buses and to plan, procure, and install the charging infrastructure.

**Battery electric buses will yield ongoing operational savings to TransLink**

Over the 17-year service life of the 57 proposed electric buses, operating cost savings for TransLink are estimated to total \$14.4 million.<sup>3</sup> This savings is in operating costs only – it does not include capital amortization or financing costs for the incremental purchase cost of the electric buses, or the cost of required charging infrastructure and depot modifications. These are projections; there are many unknowns that will only be discovered with full-scale operational experience. TransLink is learning from the experience of other transit operators and once in service, TransLink will closely monitor the overall operating cost profile of this new fleet and update operations and maintenance budgeting accordingly. Approximately \$400M in additional funding is required to fully implement the LCFS. As part of the next Investment Plan process, TransLink will work with the Mayors’ Council and senior government to identify ways and funding required to stay on track for the “Aggressive” implementation of the LCFS.

**Recent deferral of expansion fleet orders does not impact this 2021 GVRF application**

As a result of COVID-19 TransLink has deferred purchase of the 2020 and 2021 service expansion vehicles until at least 2022. These vehicles were approved for GVRF funding as part of TransLink’s 2019 and 2020 GVRF applications and deferral of these vehicle purchases does not have an impact on this 2021 application for GVRF funding.

**NEXT STEPS:**

TransLink staff will prepare the 2021 GVRF application for the projects outlined in this report for consideration at the January 2021 meeting of the Metro Vancouver Board. Substantive changes will be brought to the Joint Finance and Audit Committee for their concurrence prior to a formal application with Metro Vancouver.

Discussions on potential future funding for LCFS will occur as part of the scope development for the 2021 Investment Plan.

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<sup>3</sup> In 2020 dollars.

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Geoff Cross, VP, Transportation Planning & Policy  
**DATE:** October 9, 2020  
**SUBJECT:** **ITEM 4.3 - Update on Investment Plan Process**

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**JOINT COMMITTEE RESOLUTION:**

That the Mayors' Council on Regional Transportation:

1. Endorse Option 3, as presented in the report; and,
2. Receive the report

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**PURPOSE:**

With the September confirmation of the provincial government's Economic Recovery Plan, TransLink will initiate preparation of the 2021 Investment Plan under the requirements of the *South Coast British Columbia Transportation Authority Act* (SCBCTA Act). This memo provides an update on the investment planning process, legislative requirements, risks, and scheduling options. Staff are seeking feedback on the proposed process and options.

**BACKGROUND:**

Under the *SCBCTA Act*, TransLink must update its 10-year investment plan every three years (or more often if TransLink desires to do so). The current 10-year investment plan, the Phase Two Plan, was submitted to the TransLink Board and Mayors' Council and approved by them on June 28, 2018. Accordingly, the 2021 Investment Plan must be submitted to the TransLink Board and Mayors' Council no later than June 28, 2021.

TransLink's primary revenue sources are transit fares, property taxes, fuel tax, and parking rights tax. In the wake of the COVID-19 pandemic and the ensuing economic recession, TransLink will face shortfalls in these sources, likely for several years. While senior government has provided relief funding for TransLink revenue losses in 2020 and 2021, the 2021 Investment Plan will have to establish how TransLink intends to maintain transit as an essential service and ensure state of good repair while restoring its financial stability through 2030.

Once adopted, the 2021 Investment Plan will serve as TransLink's strategic plan and financial plan.

**DISCUSSION:**

**Ability to fund 2021 Investment Plan is limited without new revenue sources**

Despite the \$644 M of senior government funding allocated by the Economic Recovery Plan to help cover TransLink's pandemic-related losses for 2020-2021, the pandemic is expected to have lasting impacts on TransLink's revenues. The next Investment Plan will have to address shortfalls of anywhere from \$1-3 billion over the 2021-2030 period, or \$100-\$300 M annually.

Over Summer 2020, TransLink staff worked closely with the Province to align analysis for raising additional regional revenue required to cover the financial gap created by COVID-19. Prior to the release of the province’s Economic Recovery Plan and subsequent election announcement, discussions had already begun on a wide range of revenue sources, many of which will require provincial legislation. Any increases to existing sources or new sources that could be part of the 2021 Investment Plan would have to be confirmed by the Mayors’ Council and/or senior government by March 2021.

**Priorities for the 2021 Investment Plan to guide decision-making**

Unlike recent Investment Plans, which were focused on expansion and delivering new major projects, this next Investment Plan will need to focus on stabilizing TransLink’s funding – through any combination of increases in regional revenues or additional senior government funding, or reductions to service and capital expenditures.

At their October 1<sup>st</sup> meeting, the Mayors’ Council received a report from the Chair on a mandate renewal for the body over their remainder of their term, the first priority being COVID Rebuilding and Recovery, the mechanism which is a “Funding Stabilization Investment Plan in 2021. The Mayors’ Council adopted the resolution and directed staff to develop a structure and process to implement the renewed mandate. The Chair identified the following priorities to focus on for the Funding Stabilization Plan:

- identifying the revenues needed to cover COVID losses and achieve a balanced 10-year plan;
- delivering the remaining elements of the Phase Two Plan (approved in June, 2018) some of which were delayed due to the pandemic;
- approving the already-funded projects in the Phase Two Plan (i.e. SLS to Fleetwood; next stage of the Low-Carbon Fleet Strategy) so that these shovel-ready projects are not further delayed;
- ensuring resources are available to complete the project plans and studies needed to support the T2050 and 10-Year Vision Renewal process (see next section).

To guide nearer-term expenditure trade-offs that may be required in the 2021 Investment Plan, management recommends referencing the 2021 Corporate Priorities adopted by the TransLink Board this summer as guiding principles for setting the 2021 budget:

| Priorities used for setting the 2021 budget                        | Potential applications to 2021-2030 Investment Plan  |
|--|--|
| Rebuild customer ridership   | Maintain existing service levels to provide essential service and ensure capacity is available when demand returns                           |
| Foster a safe, skilled and resilient workforce                     | Find operational efficiencies while ensuring ability to adapt to future of work  |
| Deliver a reliable transportation system in a state of good repair | Focus on state of good repair projects critical to maintaining the safety and reliability of the system                                      |
| Achieve financial sustainability                                   | Raise new regional revenue sources and continue to negotiate for additional senior government funding in order to meet objectives 1-3 above. |

## Legislation sets June 2021 deadline for next investment plan

The following milestone schedule shows the proposed path forward:

|                             |   |
|-----------------------------|---|
| <b>September 2020</b>       | Project kick-off<br>Transition engagement with Province from 2020-21 funding gap to 2021-30 funding gap<br>Prepare long-range financial model                           |
| <b>October 2020</b>         | Confirm baseline financial position   |
| <b>November 2020</b>        | Engage TransLink Board and Mayors' Council on service options, capital options, revenue options through web-based workshops   |
| <b>December 2020</b>        | Confirm senior government contribution amounts  |
| <b>January – March 2021</b> | Confirm new regional funding sources and rates<br>Confirm senior government contribution details, such as cash flow and asset allocation for Treasury Board submissions |
| <b>April – May 2021</b>     | Submit consultation plan and discussion guide to TransLink Board and Mayors' Council<br>Public consultation period<br>Metro Vancouver consultation period               |
| <b>June 2021</b>            | Submit consultation report and draft investment plan to TransLink Board and Mayors' Council   |

The *SCBCTA Act* does not permit us to pass a 10-Year Investment Plan that shows a deficit. There are several key uncertainties that pose a challenge to passing a financially balanced investment plan by June 2021:

- Whether the acute phase of the pandemic will end before 2022;
- If revenue losses through 2021 exceed the \$644 million of relief funding (based on the medium scenario), whether the Federal Government will provide additional transit funding beyond the Safe Restart Agreement, for 2022 and beyond;
- If demand for transit is slow in recovering and thus the range of future revenue losses remain large;
- Whether the new Provincial Government will consider enabling new funding sources for 2022 and beyond, rather than approving increases to existing ones

### Consequences of Delay

Given the uncertainties and risks that could impact the investment plan schedule, TransLink management have assessed the consequences of a delay in delivering the next investment plan, on the order of one to six months:

### Legal Impacts:

- We would be in non-compliance with TransLink's governing legislation, which sets out the parameters in which TransLink can operate.

- We would be unable to provide the certifications required under credit agreements. The credit agreement requires executive certification that, amongst other items, TransLink is compliant with legislation. There is no “materiality” threshold to this certification.
- Further research would need to be conducted to confirm whether the non-compliance with legislation would also impact:
  - any obligations we have to bondholders;
  - the securities exemption we have from the BC Securities Commission;
  - the representations we make to insurance companies in order to get insurance policies; and
  - directors’ fiduciary duties or ability to avail themselves of Directors & Officers (D&O) insurance

***Credit rating impacts:***

- Bond rating agencies will meet in July-August 2021 and will likely inquire about the status of our investment plan. An updated Investment Plan enables more up-to-date and relevant analysis of TransLink’s financial position.
- A one to six months delay to having a funded investment plan is presumed to be acceptable to Bond rating agencies if there is a clear commitment or path forward to an approved investment plan by the end of 2021.
- Moody’s has revised our credit outlook from stable to negative based on our early pandemic revenue losses. With the safe restart funding of \$644M, this may be adjusted back to stable in the next month or so.

***Impacts to Surrey-Langley Skytrain:***

- The size of the SLS Stage 1 project requires that it be named in an investment plan unless the Provincial Government offers to assume TransLink’s contribution share for the project as part of the funding stabilization efforts.
- The cost of delay is estimated at approximately \$4m per month. This cost includes TransLink’s project management costs and additional escalation beyond that assumed in the current cost estimate.
- The federal Investing in Canada Infrastructure Program (ICIP) requires projects be completed by October 2027. Based on the current SLS project schedule, procurement must commence no later than March 2022 to meet this deadline.

***Impact to the 10-Year Vision Refresh:***

- Delays in approving the next investment plan would impact the timing and resources available for the refresh of the 2014 Ten-Year Vision, requested by the Mayors’ Council and currently scheduled to start in July 2021.

**Alternative Options**

If extenuating circumstances such as a change in senior government, or intensified Covid-19 impacts prevent the June passing of an investment plan, TransLink staff have discussed the possibility of three fallback options:

**1. Produce an investment plan by December 2021**

Without legislative changes, TransLink would be in non-compliance, and subject to the impacts described in the preceding section. The government in power does not have the ability to provide a waiver to requirements set by the legislature.

**2. Request a deferral through legislation to deliver an investment plan by December 2021**

Legislative relief would require changes to the SCBCTA Act, and the time frame for such a change is unknown, given that there may be a new provincial government in place later this fall.

**3. Deliver a balanced investment plan by June 28, 2021, showing reductions in service**

Staff would prepare an investment plan with two sets of financial tables: one that maintains service levels as agreed upon in the MOU (including an extension of MRN and municipal cost-sharing funding at current levels to 2022 and beyond), and another set that shows service reductions within the 10-Year plan (exact years to be discussed) in the event that new revenue sources do not materialize, or if transportation demand falls precipitously due to the pandemic.

Staff recommend that given the current information available, Option 3 as the current fallback option for staff developing the 2021 Investment Plan. Discussions with a new Provincial government later this fall could impact or change this recommendation.

**CONCLUSION:**

After the provincial election results are known in late October/early November, staff will bring forward refined scope and revenue options for the 2021-2030 investment plan. Per the October 1st Mayors' Council resolution on the mandate renewal, staff have drafted an implementation plan report contained in the same meeting agenda package. That report contains a proposal for the future structure and meeting frequency of the joint Board and Mayors' Council committees to oversee both the COVID Rebuilding and Recovery efforts and Transport 2050.

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Sarah Ross, Director, System Planning  
**DATE:** October 8, 2020  
**SUBJECT:** **ITEM 5.1 – Progress update for “Improving Travel Times for Bus Customers: Bus Priority Rapid Response Assessment”**

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## **RECOMMENDATION**

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

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## **PURPOSE**

The purpose of this report is to report back to the Mayors' Council on the implementation status of the Bus Priority Rapid Response Assessment, as directed at the July 31 meeting.

## **BACKGROUND**

As part of TransLink's COVID-response, staff have worked to accelerate bus priority efforts while supporting municipal-led pandemic street changes. Starting in June, TransLink staff identified near-term opportunities to improve travel times for bus customers, mitigate the impacts of increased driving and congestion observed during the pandemic, and temporarily increase space for walking, queuing and patios. These opportunities are in support of public health objectives and the vitality of local businesses.

Improving travel times for bus customers is critical to both rebuilding transit ridership and decreasing bus operating costs. As described in the “Bus Delay Due to Congestion” staff report (Oct 25, 2019), each year, the region spends an additional \$5 million to mitigate the impact of bus delay due to congestion. With scarce financial resources during the current pandemic, financial efficiency is even more critical than before.

A report titled “Improving Travel Times for Bus Customers: Bus Priority Rapid Response Assessment” was endorsed by the Mayors' Council on July 31. It identified dozens of near-term bus priority opportunities of four distinct types: bus priority lanes, bus bulbs, tactical changes & bus stop balancing. TransLink staff shared these opportunities with municipal staff, provided funding opportunities and technical assistance to support engagement and quick-build implementation.

## **DISCUSSION**

### Significant progress on Bus Priority Rapid Response

The Bus Priority Rapid Response Assessment has built on existing work by TransLink and municipal partners to deliver bus priority through the region. From 2018 to 2020, over 25 km of new bus priority lanes and over 20 tactical changes were funded and delivered through the RapidBus and Bus Speed and

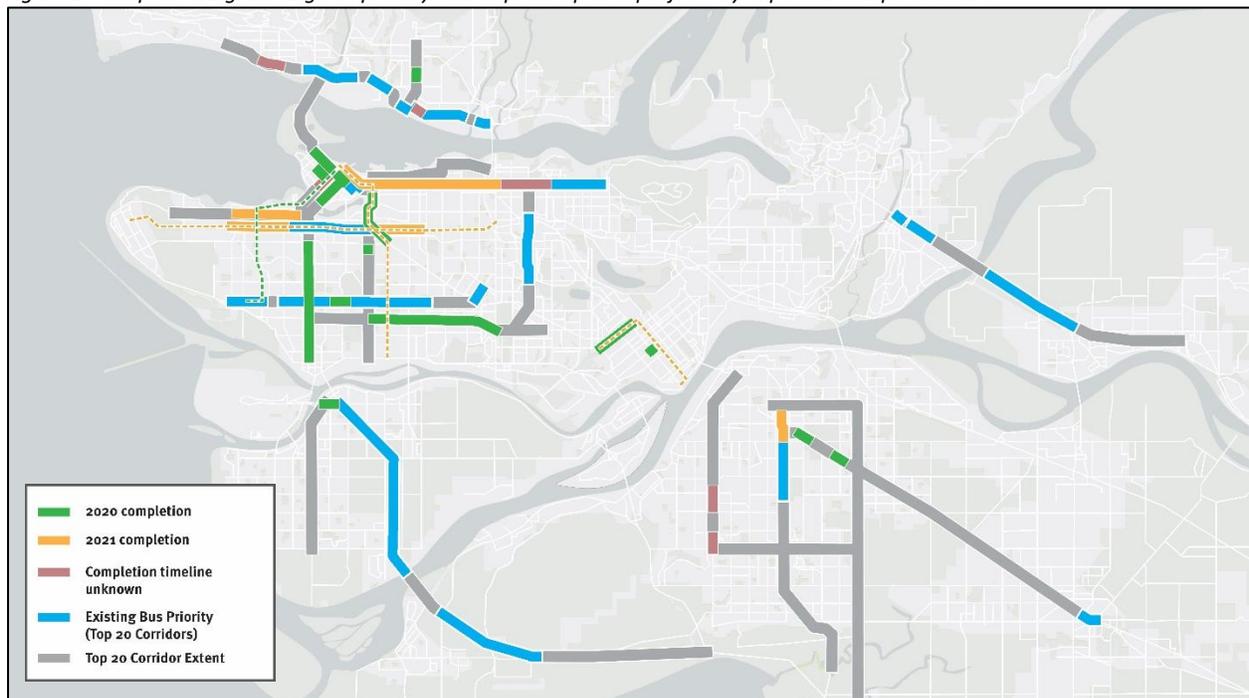
Reliability Programs – see the “existing bus priority” category in Figure 1 for these projects and other existing projects. This initial work has been critical in developing the processes and partnerships required to quickly deliver the projects identified in the Bus Priority Rapid Response assessment.

Since July, TransLink staff has worked with municipal partners to advance the opportunities identified in the Bus Priority Rapid Response Assessment. Significant progress has been made on many of the identified opportunities, with the majority anticipated to be delivered in 2020. Five projects have been delivered already, with nine more anticipated to be implemented before the end of 2020. Another five projects are expected to be implemented in 2021.

Based on funding awards from TransLink’s Bus Speed & Reliability program in July, TransLink had expected to be investing over \$1.5 million in Bus Priority Rapid Response projects by the end of 2020. Based on current progress, we estimate that approximately \$1 million worth of these projects will be delivered this year, with the remainder now anticipated for 2021. Delayed delivery of some projects has been related to limited municipal staff capacity to deliver bus priority as well as other pandemic street changes, such as slow streets and patios, during the limited summer construction season.

See Figure 1 for a map of the existing and recently delivered bus priority as well as the Rapid Response bus priority projects by anticipated completion date. Additional information about the rapid response projects is outlined in the remainder of this report.

Figure 1 – Map showing existing bus priority and Rapid Response projects by expected completion date



### Projects Completed in Summer 2020

Five rapid response projects have already been delivered, primarily in the City of Vancouver:

- *Bus bulbs and tactical changes<sup>4</sup> – Robson St, Main St, Granville St (Vancouver)*  
Several changes to bus stops and curbs were implemented along Robson St, Main St and Granville St in Vancouver to support businesses during the pandemic. On Robson and Main Streets, these include new temporary bus bulbs that reduce delay, increase sidewalk space and compliment temporary linear plazas and patios. On Granville St downtown, northbound bus-only lanes were extended to Nelson St.

Preliminary results for Robson St indicate bus travel times have improved by 13% within the pilot area; these changes are particularly beneficial as this corridor has the slowest average bus speeds in the region and the changes benefit the 18,000 daily passengers that use routes 5 and 6.

- *Tactical Changes - Fraser Highway (Surrey)*  
New bus approach lanes at 96th Ave and 148th St intersections approaching Green Timbers were implemented to help reduce delays for buses. This project benefits up to 28,000 daily bus passengers on the Fraser Hwy corridor, which is ranked 8<sup>th</sup> for passenger delay and is a future rapid transit corridor.
- *Bus stop balancing pilot – Route 2 (Vancouver)*  
TransLink has launched a [bus stop balancing pilot initiative on Route 2](#) MacDonal/Downtown, which had many closely spaced bus stops. The intent of the pilot is to achieve a balance between providing people with close, convenient access to transit and having a reliable, fast, and cost-effective service. Over 16,000 passengers board route 2 daily with only 14% of boardings occurring at discontinued stops.

In advance of the pilot, TransLink engaged various community groups including seniors, people with disabilities, schools, medical facilities and others. TransLink continues to accept customer feedback during the pilot phase to inform both recommendations for permanent changes and future bus stop balancing initiatives.

#### Projects Expected to be Completed from July to Dec 2020

In addition to the five bus priority projects completed in Summer 2020, a further nine projects are expected to be completed by the end of 2020, including:

- 19 km of new or extended bus priority lanes on Granville St, Main St, 41st Ave, and Georgia St (Vancouver)
- Tactical changes on 49th Ave (Vancouver), Edmonds St (Burnaby) and Bridgeport Rd (Richmond)
- Bus bulb on 8th St (New Westminister) and Lonsdale Ave (City of North Vancouver)

See Table 1 for further information on the remaining 2020 projects.

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<sup>4</sup> Tactical changes refer to small changes such as turn restrictions, turn pockets, bus approach lanes, traffic signal adjustments and temporary changes.

*Table 1: Projects expected to be completed in Fall 2020*

| Project Category | City                    | Corridor           | Location                      | Corridor Delay Rank | Daily Passengers Affected (up to) | Bus Network Kms (or # of Projects) |
|------------------|-------------------------|--------------------|-------------------------------|---------------------|-----------------------------------|------------------------------------|
| Priority Lane    | Vancouver               | 41st Ave           | Willow St to Columbia St      | 3                   | 35,000                            | 0.8 Kms                            |
| Priority Lane    | Vancouver               | Georgia St         | Nicola St to Richards St (WB) | 9                   | 33,300                            | 2.8 Kms                            |
| Priority Lane    | Vancouver               | Granville St       | SW Marine Dr to 16th Ave      | 10                  | 15,500                            | 11 Kms                             |
| Priority Lane    | Vancouver               | Kingsway & Main St | Fraser St to Terminal Ave     | 15                  | 55,000                            | 4.5 km                             |
| Tactical         | Vancouver               | 49th Ave           | Main St to Boundary Rd        | 11                  | 35,300                            | 3.5 km                             |
| Tactical         | Richmond                | Bridgeport Rd      | Great Canadian Way            | 2                   | 15,900                            | (1)                                |
| Tactical         | Burnaby                 | Edmonds St         | Griffiths Dr to Canada Way    | N/A                 | 35,000                            | 3.4 Kms                            |
| Bus Bulb         | City of North Vancouver | Lonsdale Ave       | 15th to 18 <sup>th</sup> St   | 20                  | 22,400                            | (3)                                |
| Bus Bulb         | New Westminster         | 8 <sup>th</sup> St | 8 <sup>th</sup> Ave           | N/A                 | 1,100                             | (1)                                |

An additional five bus priority projects are expected to be completed in 2021, the scope and timing of which are still being finalized by municipal staff:

- Bus priority lanes – Burrard St (Vancouver), and King George Boulevard (Surrey)
- Tactical changes - Hastings St, Broadway, W 4th Ave (Vancouver)
- Bus bulbs and other tactical changes –W 4th Ave (Vancouver)

The remaining four bus priority opportunities, as identified in the July assessment, have not been confirmed by municipalities and currently have no anticipated timeline for completion.

TransLink is also anticipating further bus stop balancing on priority bus corridors in 2021, subject to the results of the current pilot on route 2.

#### Continuing to work with the business community

Many of the above bus priority projects have been developed in collaboration with Business Improvement Associations (BIAs), in recognition of the importance of the small business retail sector and the need to support regional economic recovery. In addition to the projects listed, TransLink has worked closely with municipal staff and BIAs to support the installation of a large number of temporary patios on transit corridors.

Some municipalities are exploring extending patios and other pandemic street changes into the winter and beyond. As such TransLink staff will need to re-assess impacts of those changes to bus customers based on current conditions, and work with municipal staff to identify ways to mitigate any impacts to bus customers. TransLink will continue to work with municipal partners to engage the business community and other stakeholders in developing solutions that support both economic and ridership recovery.

## Next Steps

All rapid response bus priority projects will be monitored by TransLink and municipal partners for effectiveness, to understand whether they are performing as expected, and to guide changes as conditions evolve. While there has been a need to respond quickly during the current pandemic and implement rapid response measures, there are some limitations to the effectiveness of certain temporary materials used (e.g. less visible signage and line markings). TransLink staff will work with municipal staff to find opportunities to improve or adjust temporary measures to address any observed issues, and where appropriate recommend they be made permanent.

TransLink staff will continue developing rapid response bus priority projects with staff from willing municipalities for delivery in 2021 and beyond. TransLink has also begun reaching out to municipal staff to support project development in preparation for the Bus Speed and Reliability 2021 call for project (funding of \$4.15m). TransLink staff will also continue to explore and advance bus priority opportunities of larger scope and longer timelines.

## **CONCLUSION**

Important progress is being made across the region to expand bus priority measures, some of which has been accelerated since beginning of the pandemic. Cities have demonstrated the ability to quickly advance solutions that support bus customers and ridership recovery, while also supporting local economic recovery. Municipal staff and councils, particularly in the City of Vancouver, have demonstrated the ability to respond quickly to deliver bus priority and help give transit its best chance.

There are many more opportunities for bus priority across the region, including some that can be delivered quickly and at low cost. The pace and scale at which these opportunities can be delivered will require ongoing municipal leadership. To make more significant progress will require municipalities to make sometimes difficult and bold decisions. Members of the Mayors Council can advance these efforts by helping their councils understand how change to streets to support bus priority is in the interest of their citizens who take transit and is consistent with their local strategic transportation plans. TransLink will continue to provide technical and funding support to willing municipal partners to advance bus priority measures.



# Bus Priority Rapid Response Update

## Mayors' Council – Oct 29, 2020

Sarah Ross, Director, System Planning

**T** Together all the way



### Significant Progress on Bus Priority across Region

- Significant bus priority already delivered in 2019 & early 2020
- **5 rapid response projects** already delivered since July 2020
- **+9 more projects** are expected to be completed by the end of **2020**
- **+5 projects** expected to be completed in **2021**



**T** Together all the way



## Examples of New Bus Priority Projects



Robson St, Vancouver



Edmonds St, Burnaby



Fraser Hwy, Surrey

**T** Together all the way

TRANS LINK

## Many more opportunities for bus priority in 2021

- Bus priority remains a quick and low-cost approach to improve travel time for customers and reduce operating costs
- Staff will continue developing bus priority projects with willing partners for delivery in 2021 and beyond
- **\$4.15m** available in 2021 through the **Bus Speed and Reliability Municipal Funding Program**
- The pace and scale at which these opportunities can be delivered will depend on ongoing municipal support & leadership.

**T** Together all the way

TRANS LINK

**TO:** Mayors' Council on Regional Transportation

**FROM:** Mike Buda, Executive Director, Mayors' Council Secretariat  
Carol Lee, Recording Secretary

**DATE:** October 20, 2020

**SUBJECT:** **ITEM 6.1 – Voting procedures for 2021 Chair and Vice-Chair Elections**

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**RECOMMENDATIONS:**

That the Mayors' Council on Regional Transportation:

1. Use Zoom's polling feature, administered by the Recording Secretary, to facilitate secret ballot voting for the 2021 Chair and Vice-Chair elections at the December 3, 2020 meeting;
  2. Receive this report.
- 

**PURPOSE:**

To propose a videoconference-based procedure for electing the 2021 Chair and Vice-Chair of the Mayors' Council at the December 3, 2020 meeting.

**BACKGROUND:**

Section 2 of the Mayors' Council's [Rules of Procedure for the Conduct of Meetings](#) applies to the election of Chair and Vice-Chair:

**ELECTION OF CHAIR AND VICE-CHAIR**

- 2.1** The Chair and Vice-Chair are elected at the last meeting of each year of the Mayors' Council.
- 2.2** Any Council Member may be nominated for the positions of Chair and Vice-Chair at the Mayors' Council meeting where the election of the Chair and Vice-Chair is to be considered. The nomination must be seconded by another Council Member and must be accepted by the Council Member so nominated.
- 2.3** If more than one person is nominated for the position of Chair or Vice-Chair, a vote by secret ballot will be taken to determine the outcome at the meeting when the nominations are made. The person who receives the most votes, as determined by the Executive Director and Corporate Secretary, will be the Chair and Vice-Chair.
- 2.4** The election of Chair and Vice-Chair will be determined on the basis of one (1) vote per Council Member and Delegate present at the meeting.
- 2.5** The Chair and Vice-Chair will hold office for a one (1) year term, commencing on January 1 and ending on December 31 of the ensuing year.
- 2.6** The Chair and Vice-Chair should declare their intention to seek re-election by notifying the Council Members by email no later than November 15.
- 2.7** If the office of the Chair or Vice-Chair becomes vacant, the Mayors' Council will elect a new Chair or Vice-Chair at its next meeting, to hold office until December 31.

The election of the 2021 Chair and Vice-Chair will occur at the December 3, 2020 meeting. Due to physical distancing requirements, the Mayors' Council has directed that its remaining meetings in 2020 be held via videoconference using the Zoom videoconferencing application.

## **DISCUSSION**

The traditional approach to secret ballot voting is obviously not possible in a virtual meeting using Zoom or other videoconference applications.

It is proposed that the polling feature in Zoom, administered by the Recording Secretary, be used to provide a secret ballot procedure for the election of Chair and Vice-Chair on December 3. This feature is simple to use for members, but allows for secret balloting, is limited to Mayors' Council members, and can be audited by candidates' scrutineers.

The procedure for using Zoom for a secret ballot vote is described below by the Recording Secretary, who has used this tool in other secret ballot voting.

### **Secret Ballot Voting Procedure using the Zoom Polling Feature**

The polling feature in Zoom is a simple, straightforward way to manage secret ballots elections. The results will be kept secret by changing the Zoom account settings to make the poll anonymous, which will keep the votes anonymous in the meeting and in any subsequent polling reports that are available to the Zoom account holder (for example if a report is requested by a scrutineer).

The Zoom polling feature will be created and launched by the Recording Secretary during the meeting to accommodate all those nominated for each election. The Recording Secretary can see the progress of the responses and will close the poll after all responses are received. The poll results will be calculated immediately, and the outcome shared with meeting participants by the Recording Secretary announcing the name of the person who received the majority of the votes.

## **NEXT STEPS**

If approved, the videoconference-based procedure for electing the 2021 Chair and Vice-Chair of the Mayors' Council proposed in this report will be used in the elections scheduled at the December 3, 2020 meeting.

A report on the plans and policies for 2021 Mayors' Council meetings, including virtual vs. in-person meetings, will be provided on December 3, 2020.