

TransLink Board of Directors
Mayors’ Council on Regional Transportation
PUBLIC JOINT MEETING AGENDA

Revised: June 29, 2022

June 30, 2022, 9:45AM to 10:50AM

Via Videoconference (live streamed to the [TransLink YouTube Channel](#))

CO-CHAIRS:

Mayor Jonathan X. Coté, Chair, Mayors’ Council on Regional Transportation
Lorraine Cunningham, Chair, TransLink Board of Directors

Joint Discussion – Chaired by Mayor Coté

- 9:45AM** **1. PRELIMINARY MATTERS**
 - 1.1. Call to order
 - 1.2. Adoption of agenda Page 1
 - 1.3. [Approval of Joint Public Meeting Minutes \(May 26, 2022\)](#) Page 2

- 9:55AM** **2. REPORT OF TRANSLINK MANAGEMENT**
 - 2.1. [Transport 2050 Ten-Year Priorities](#) 6
 - **Annex A:** Transport 2050 Ten-Year Priorities [DOWNLOAD HERE](#)
 - **Annex B:** Staff Presentation 8

TransLink Board Motions – Chaired by Lorraine Cunningham

- 10:10AM** **3. TRANSLINK BOARD MOTIONS**
 - 3.1. [Transport 2050 Ten-Year Priorities](#) 6

Mayors’ Council Motions – Chaired by Mayor Coté

- 10:25AM** **4. MAYORS’ COUNCIL MOTIONS**
 - 4.1. [Transport 2050 Ten-Year Priorities](#) 6

Joint Discussion – Chaired by Mayor Coté

- 10:50AM** **5. ADJOURN** to closed meeting of the Mayors’ Council (Meeting #3)

Note that Mayors’ Council and Board members will be participating via Zoom videoconferencing. Zoom connection information sent separately via email.

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

Minutes of the Joint Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) and TransLink Board of Directors (Board) held Thursday, May 26, 2022, via videoconference.

PRESENT:

Mayors' Council on Regional Transportation

Mayor Jonathan Coté, New Westminster, Chair
Mayor Jack Froese, Langley Township, Vice-Chair
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Councillor Craig Cameron, West Vancouver
Mayor Bill Dingwall, Pitt Meadows
Mayor George Harvie, Delta
Mayor Mike Hurley, Burnaby
Mayor Mike Little, North Vancouver District
Mayor Doug McCallum, Surrey

Director Jen McCutcheon, Electoral Area A
Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Councillor Alison Morse, Bowen Island
Mayor Jamie Ross, Belcarra
Mayor Kennedy Stewart, Vancouver
Mayor Richard Stewart, Coquitlam
Mayor Robert Vagramov, Port Moody
Mayor Val van den Broek, Langley City
Mayor Darryl Walker, White Rock
Mayor Brad West, Port Coquitlam

TransLink Board of Directors

Lorraine Cunningham, Board Chair
Andy Ross, Board Vice-Chair
Jennifer Chan
Sarah Clark

Jonathan Coté
Harj Dhaliwal
Jack Froese
Marcella Szel

REGRETS:

Mayors' Council on Regional Transportation

Chief Ken Baird, Tsawwassen First Nation

Mayor Mike Morden, Maple Ridge

TransLink Board of Directors

Karen Horcher
Harpinder Sandhu

Andrea Reimer

ALSO PRESENT:

Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Christine Dacre, Chief Financial Officer, TransLink
Kevin Quinn, Chief Executive Officer, TransLink

PREPARATION OF MINUTES:

Haely Lindau, Recording Secretary, Mosaic Writing Group
Carol Lee, Recording Secretary, Mosaic Writing Group

1. PRELIMINARY MATTERS

1.1 Call to Order

Co-Chair Lorraine Cunningham called the meeting to order at 10:00 a.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

Co-Chair Cunningham commented that we acknowledge, respect, and celebrate the Indigenous Nations on whose territories we are fortunate to live, work, operate and serve. We recognize that in planning and managing the region's transportation system, we have a role to play in supporting reconciliation with Indigenous peoples.

1.2 Adoption of Agenda

Draft agenda for the May 26, 2022 Joint Public Meeting of the TransLink Board of Directors and Mayors' Council on Regional Transportation, version dated May 20, 2022, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda for the May 26, 2022 Joint Public meeting of the Mayors' Council on Regional Transportation and the TransLink Board of Directors be adopted, as presented.

CARRIED

2. REPORT OF TRANSLINK MANAGEMENT

2.1 2022–2031 Investment Plan

Report titled "Item 2.1 – 2022–2031 Investment Plan", dated May 19, 2022, was provided with the agenda material.

Kevin Quinn, Chief Executive Officer, TransLink, led the review of a presentation titled "2022–2031 Investment Plan" and highlighted:

- Focus on keeping TransLink financially stable through 2024
- Investments focus on maintaining services and systems while advancing high priority projects
- Affordability impacts will be limited by addressing the funding gap over two investment plans
- Acknowledgement of the federal and provincial government capital contributions and COVID-19 stabilization funding
- Results of public consultation on the 2022–2031 Investment Plan.

Discussion ensued on:

- Concern regarding TransLink's financial stability if transit ridership does not fully recover and if senior government COVID-19 funding is not provided to offset the revenue shortfall
- The funding for the development of business cases will be allocated when the projects to be included in the Transport 2050: 10-Year Priorities are confirmed.

3. TRANSLINK BOARD MOTIONS

3.1 2022 Investment Plan

During discussion, the TransLink Board noted the challenge of developing the 2022–2031 Investment Plan within the environment of the COVID-19 pandemic.

It was MOVED and SECONDED

That the TransLink Board of Directors:

1. Approve the “Investment Plan (2022–2031 Investment Plan)”, attached as Appendix A to the May 19, 2022 report titled “2022–2031 Investment Plan”; and
2. Provide the “Investment Plan (2022–2031 Investment Plan)”, and the associated bylaws and resolutions in relation to revenue measures and borrowing limits, attached in Annex A to the May 19, 2022 report titled “2022–2031 Investment Plan”, to the Mayors’ Council on Regional Transportation.

CARRIED UNANIMOUSLY

Change in Chair

Co-Chair Jonathan Coté assumed the chair.

4. MAYORS’ COUNCIL MOTIONS

4.1. 2022 Investment Plan

Discussion ensued on:

- Confirmation that the 2022–2031 Investment Plan includes a small property tax increase, in addition to the 3% annual increase provided in the *South Coast British Columbia Transportation Authority Act*
- Concern that those municipalities with the highest assessed property values are underserved by transit
- Concern regarding the continued use of property tax to fund transit:
 - The need for the provincial government to provide TransLink with sustainable funding sources
 - The need to advise the provincial government that the Mayors’ Council will not accept further property tax increases to fund future investment plans
- The increased property taxes that were approved by the Mayors’ Council in 2018 were utilized to fund the shortfall in fare revenues during the COVID-19 pandemic
- Benefits of the 2022–2031 Investment Plan:
 - Addresses regional equity
 - Improves service for front-line workers, many of whom are transit dependent
 - Funding for high priority projects, including the Surrey Langley SkyTrain (SLS) and Low Carbon Fleet Strategy.

It was MOVED and SECONDED

That the Mayors’ Council on Regional Transportation:

1. Approve the Investment Plan (2022–2031 Investment Plan)”, attached as Appendix A to the May 19, 2022 report titled “2022–2031 Investment Plan”; and
2. Receive this report.

CARRIED UNANIMOUSLY BY WEIGHTED VOTE

Change in Chair

Co-Chair Cunningham assumed the chair.

5. ADJOURN

It was MOVED and SECONDED

That the May 26, 2022 Joint Public meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors be adjourned.

CARRIED

(Time: 11:03 a.m.)

Certified Correct:

Mayor Jonathan X. Coté, Chair
Mayors' Council on Regional Transportation

Lorraine Cunningham, Board Chair
TransLink Board of Directors

Jennifer Breeze, Corporate Secretary
TransLink

TO: Mayors' Council on Regional Transportation and TransLink Board of Directors

FROM: Kevin Quinn, CEO
Sarah Ross, Vice President, Transportation Planning and Policy

DATE: June 24, 2022

SUBJECT: **ITEM 2.1 – Transport 2050: 10-Year Priorities**

RECOMMENDATIONS:

That the TransLink Board and Mayors' Council on Regional Transportation:

1. Endorse *Transport 2050: 10-Year Priorities*, attached in Annex A, as TransLink's implementation priorities to begin delivering the 30-Year Regional Transportation Strategy, *Transport 2050*; and
 2. Receive this report.
-

PURPOSE:

To provide the final document of *Transport 2050: 10-Year Priorities* for consideration at the Joint Meeting of the TransLink Board and Mayors' Council.

BACKGROUND:

In October 2020, the Mayors' Council approved its [2020-2022 mandate](#) to begin renewing the 2014 implementation blueprint for investment priorities called the [10-Year Vision for Transit and Transportation for Metro Vancouver](#) (also known as "10-Year Vision" or "Mayors' Vision").

A New Vision Working Group, made up of the chairs and vice-chairs of the Mayors' Council and Board and its committees was struck to provide advice to staff and both bodies during the development of a refreshed 10-Year Vision. Five joint workshops of the Mayors' Council and Board have been held to:

- provide feedback on the evaluation framework and the non-transit scope (September 2021);
- provide feedback on the transit scope (November 2021);
- provide preliminary feedback on the overall recommended package (February 2022);
- confirm the scope of investments for public consultation (March 2022)
- review the results of public and Indigenous engagement and approve the final scope (May 2022)

Sub-regional workshops of members of the Mayors' Council and their senior staff were held in March 2022 to get more detailed feedback and address specific concerns and priorities of each sub-region.

From April 20 through May 4, 2022, TransLink conducted an [engagement program](#) to seek feedback from public and key stakeholders on both the *2022 Investment Plan* and *Transport 2050: 10-Year Priorities*. TransLink engaged with Indigenous Nations and urban Indigenous organizations from February 28 to May 17, 2022.

DISCUSSION:

In January 2022, the Mayors' Council and TransLink Board of Directors approved [Transport 2050](#) – the region's new 30-year transportation strategy. *Transport 2050* provides a bold vision of Access for Everyone, where every person in Metro Vancouver can easily connect to the opportunities they need to thrive. Where we all have real choices, that we can count on, that we can afford, and that we can safely enjoy for generations to come.

The Mayors' Council and Board agreed that to deliver on the ambitious vision of *Transport 2050*, and make real progress on the pressing challenges facing Metro Vancouver, the province and the country – the climate emergency, an affordability crisis, increasingly crippling traffic congestion, advancing reconciliation, and addressing social equity concerns on gaps in customer experience and amenities, safety and security, and first/last mile connections – would require bold and immediate action on a scale unprecedented in our region's history. To that end, the attached *Transport 2050: 10-Year Priorities* identifies those actions in the 30-year regional transportation strategy to advance in the first decade. These priorities build on the previous 2014 Mayors' Council 10-Year Vision by incorporating remaining investments yet to be implemented. It also continues to reinforce TransLink's commitment to advancing reconciliation, social equity, and resilience in all that we do.

For TransLink to deliver on *10-Year Priorities* will require unprecedented collaboration with local governments, Metro Vancouver, Indigenous Nations, the Government of British Columbia, and the Government of Canada, including substantial new funding and revenue tools as well as commitments by road authorities to provide significant transit priority measures on our region's streets.

Transport 2050: 10-Year Priorities, while not yet funded, represent a regional consensus on where TransLink should focus its efforts and prepare initiatives to be funded and implemented through a series of future Investment Plans. TransLink aims to deliver the next investment plan by 2025, and that will be the first opportunity to begin initiating the bold program of expansion described in *Transport 2050: 10-Year Priorities*. In the next several months, an initial analysis on senior government funding requirements for *Transport 2050: 10-Year Priorities* will be provided as the beginnings of a funding strategy to deliver this implementation blueprint.

NEXT STEPS:

Pending the June 30th Mayors' Council and Board approval of the attachment, the report will be desktop published and launched on a new *10-Year Priorities* microsite. Through the month of September, the TransLink CEO and Executive are available for *Transport 2050: 10-Year Priorities* presentations to council and community groups.

ATTACHMENTS:

1. **Annex A:** *Transport 2050: 10-Year Priorities* (full document) – [DOWNLOAD HERE](#)
2. **Annex B:** Staff Presentation – see below



Transport 2050: 10-Year Priorities

What's next for transportation in Metro Vancouver

Item 2.1, Annex B



Joint Meeting of TransLink Board of Directors
and Mayors' Council

June 30, 2022





Transport 2050 is Metro Vancouver's new 30-year Regional Transportation Strategy.

-  Convenient
-  Reliable
-  Affordable
-  Safe and Comfortable
-  Carbon-Free

Regional Transportation Strategy

For the purposes of the *South Coast British Columbia Transportation Authority Act*, this document constitutes the long-term strategy for the regional transportation system in Metro Vancouver, adopted January 2022.



Transport 2050: 10-Year Priorities – ‘People need solutions now’



NEWS POLITICS TRANSPORTATION CITY HALL URBANIZED

TransLink to double bus service, including 9 new Bus Rapid Transit lines

Kenneth Chan | Apr 20 2022, 2:02 pm



British Columbia

Mayors, TransLink commit to rapid transit connection to congested North Shore

OPINION

What's wrong with the bus? Slow, late, unreliable. One city aims to deliver the opposite: Fast, on time, all day

THE EDITORIAL BOARD
PUBLISHED APRIL 26, 2022



VANCOUVER SUN

New network of high-tech, low-emission buses dominate TransLink priorities for next decade

Nine new corridors for buses to drive on dedicated traffic-separated lanes, and 450 kilometres of new traffic-separated rolling/walking paths.

Gordon McIntyre
Apr 20, 2022 • 13 hours ago • 3 minute read • Join the conversation



'People need solutions now': Major transit improvements coming to Metro Vancouver

There's a lot in the region's 10-year plan, but almost all of the new rapid transit lines will use buses, not SkyTrain



Brent Richter
Apr 20, 2022 2:05 PM



North Shore bus rapid transit a top priority in TransLink's 10-year plan

The plan also calls for a doubling of bus service, a zero-emissions SeaBus, and two new RapidBus lines downtown.



Brent Richter
Apr 20, 2022 4:49 PM



10-Year Priorities outlines which of the investments in **Transport 2050** TransLink will focus on delivering over the first decade.



Transit and Shared Mobility

Safer Streets, Walking, Biking

Major Transit Network

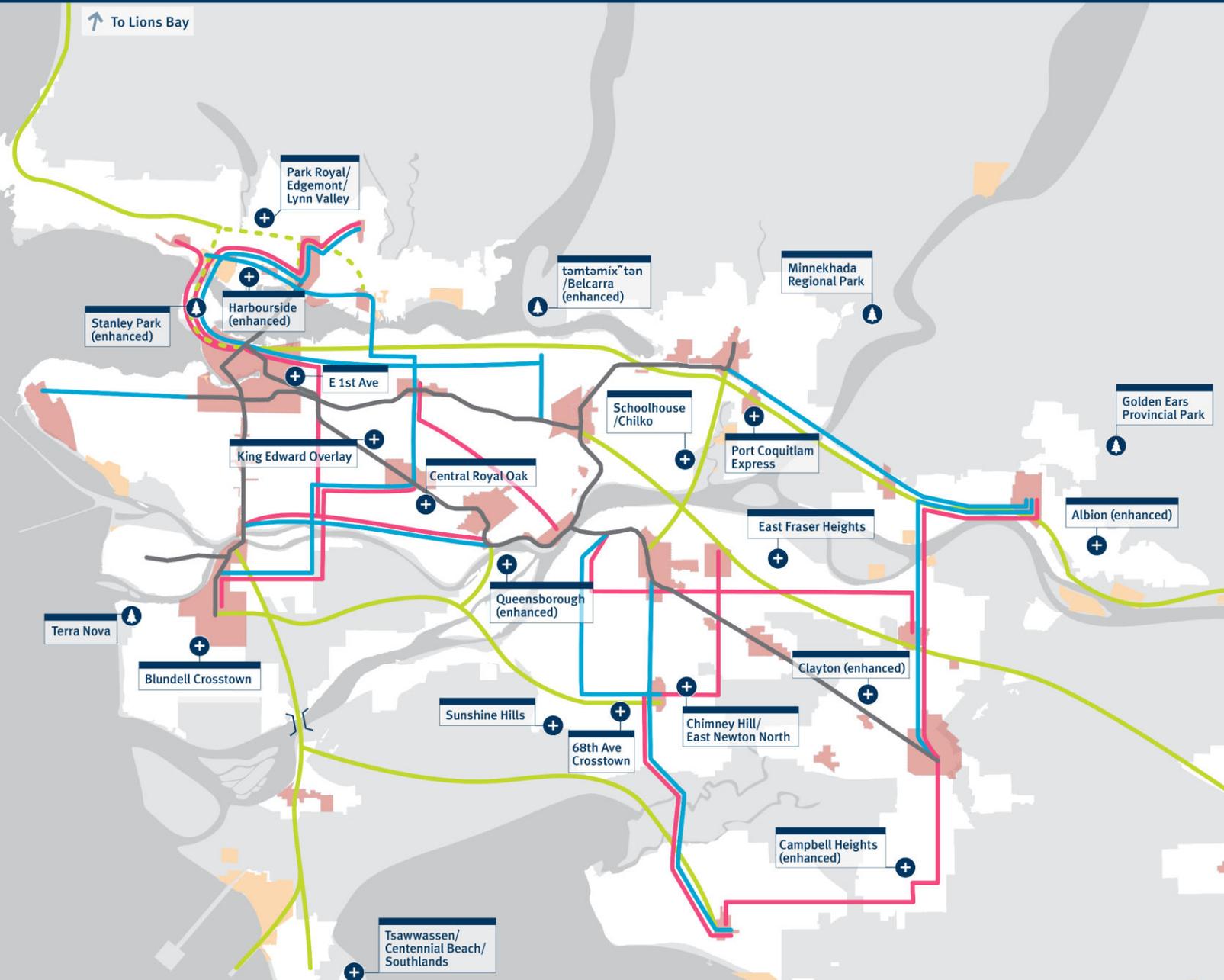


Transit and Shared Mobility

- Takes a “bus-first” approach with an historic investment to more than double local bus service over the next ten years.
- Increase HandyDART service to meet future ridership demand and improve convenience by increasing to 24-hour service.
- Improvements to SeaBus, SkyTrain, and West Coast Express.
- Significant improvements to passenger safety and comfort at transit stops, stations and exchanges.

Transport 2050: 10-Year Priorities (Transit)

↑ To Lions Bay



Legend

- Major Transit Network**
 - Existing / Committed ¹
 - 10-Year Priority
- Express: Regional and Interregional**
 - Existing / 10-Year Priority ²
- RapidBus**
 - 10-Year Priority
- New or Enhanced Service Areas ³**
 - New or Enhanced Service Area
 - New or Enhanced Service to Natural Areas
 - First Nation Reserves and Tsawwassen Treaty Lands ⁴
- Other**
 - Urban Centres and Frequent Transit Development Areas
 - Urban Areas (within the Urban Containment Boundary)
 - Non-Urban Land
 - New Highway 99 Tunnel (Provincial Project)

Map reflects Metro 2050 geographies as of 2021. Additional FTDA's may be designated over time.

Not shown on this map but included in the 10-Year Priorities is significant investment in Local Bus and HandyDART service throughout the existing network.

All route alignments, including termini, are shown for illustrative purposes only and are subject to refinement through future studies.

(1) Includes service increases to SeaBus and Expo, Millennium, and Canada SkyTrain lines.

(2) Potential Sea to Sky termini to be determined, including further work with inter-regional and Provincial partners.

(3) The new or enhanced service areas shown here are illustrative and subject to change based on further consultation.

(4) The design and implementation of transportation service to First Nations Reserves and Tsawwassen Treaty Lands will be determined through a separate planning process and in consultation with First Nations.



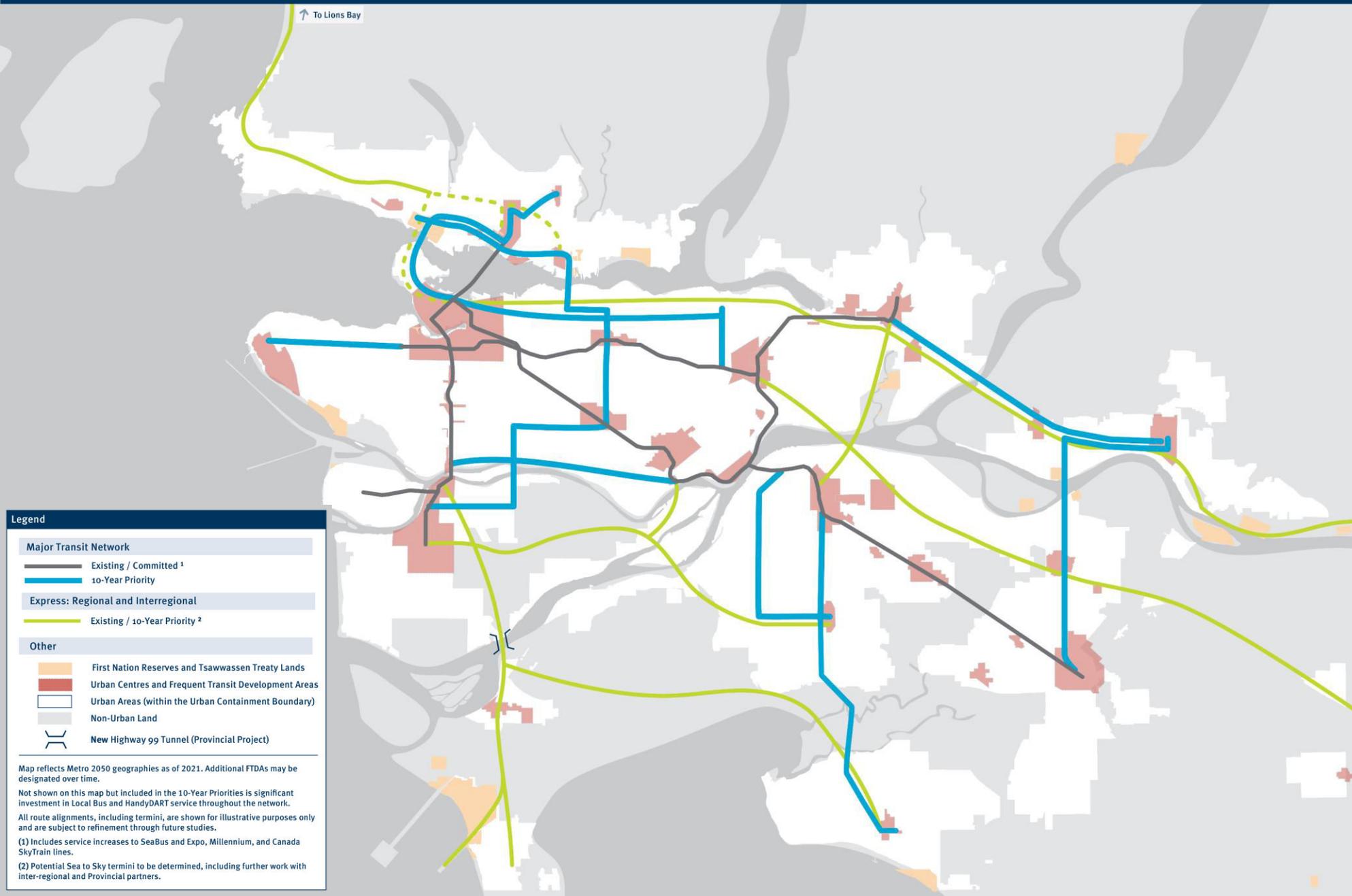
Major Transit Network

Over the next 10 years, we propose to build ~170 km of rapid transit in our region, including:

- Up to 9 Bus Rapid Transit corridors
- Burnaby Mountain Gondola
- Millennium Line UBC Extension

We'll also study additional rapid transit corridors for potential future investment including connection to Port Coquitlam Centre and Newton, upgrades to Expo Line and Canada Line, and 41st/49th Ave corridor.

10-Year Priorities: Reliable & Fast Transit Network



170 km of new rapid transit:

- Burnaby Mountain Gondola
- Hastings Street
- King George Blvd
- Langley – Haney Place
- Lougheed Highway
- Lynn Valley – Downtown/Lonsdale
- Marine Dr Station – 22nd St Station
- Metrotown to Park Royal
- Millennium Line UBC Extension
- Richmond Centre – Metrotown
- Scott Road

What is BRT?

Dedicated lanes & transit signal priority
for quick & reliable travel



Modern stations: real-time information, pre-payment at fare gates & level boarding



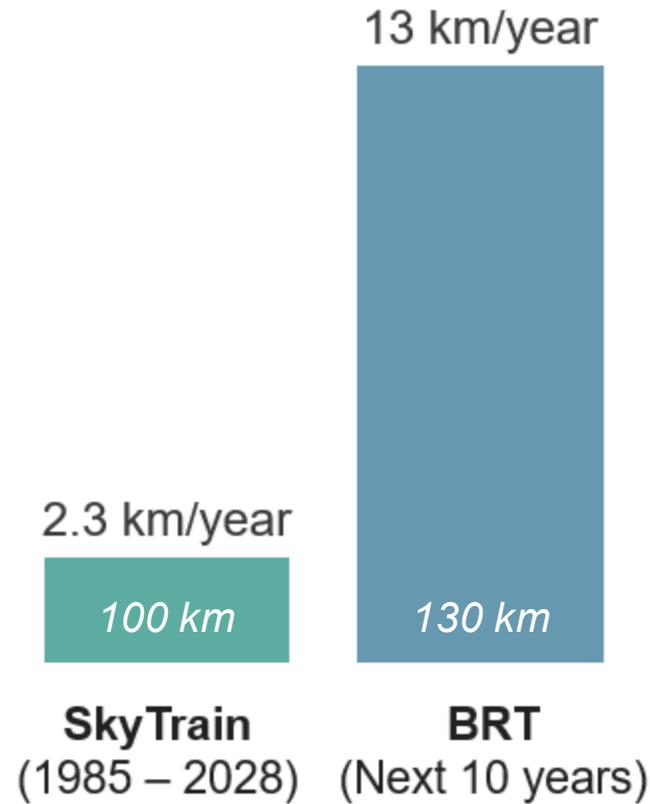
Specialized vehicles: zero-emission, sleek, spacious, comfortable



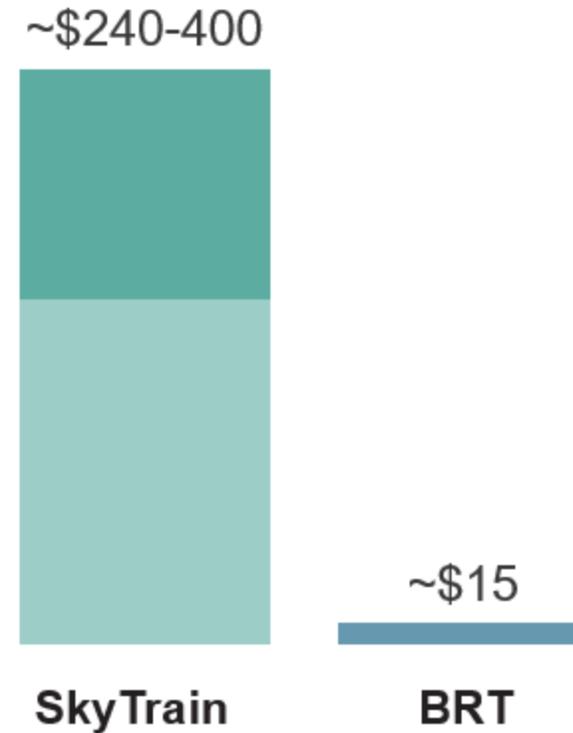
Why BRT?

Deployment Speed + Cost-Effectiveness

Kilometres built over time period



Cost per kilometre (million)



BRT Around The World



Buenos Aires, Argentina



Guangzhou, China



Nantes, France



Photo: City of North Vancouver

Safer Streets, Walking, Biking

A transformation to more **people-first streets** where active transport is the most convenient choice for short trips

Walking, Biking, & Rolling Infrastructure

- Complete up to 75% (450 km) of the 2050 Major Bikeway Network, and bikeway networks in all Urban Centres, with a ten-fold increase in available funding
- Complete up to 66% of the 2050 walkway network
- Install new bike lockers, bike parkades, and counters
- Upgrade the BC Parkway

Consultation and Engagement

	What we Heard	What we Included
Indigenous Engagement	<ul style="list-style-type: none"> • Transportation options to reserves and treaty lands • Improving safety and comfort • Collaborating on engagement and long-term transportation planning • Indigenous representation in governance and decision-making bodies at TransLink 	<ul style="list-style-type: none"> • Action to collaborate on introducing transit and transportation options to treaty and reserve lands • Action to create a TransLink Reconciliation Action Plan • Action to work with Indigenous Nations on their transportation priorities
Social Equity Engagement	<ul style="list-style-type: none"> • Gaps in customer experience that require examination with an equity lens, including safety and security, facilities, and first/last mile connections 	<ul style="list-style-type: none"> • Action to accelerate the funding of transit passenger facilities in next Investment Plan • Action to work with disadvantaged groups to prioritize the types of investments and locations for improvements
Public Engagement	<ul style="list-style-type: none"> • High level of support was expressed • Some confusion of what is BRT 	<ul style="list-style-type: none"> • BRT Backgrounder • BRT Action Plan to begin planning and coordination

10-Year Priorities is double the scale of the 2014 Vision

Preliminary Cost Estimates for 10-Year Priorities Program Areas

(all costs approximate and in 2022\$)

MAJOR PROGRAM AREAS	CAPITAL	OPERATING (annual)*
Transit & Shared Mobility		
Transit Passenger Facilities and Customer Experience	~\$1B	~\$20M
Bus, RapidBus, Bus Priority Infrastructure, SkyTrain, SeaBus, West Coast Express, HandyDART	~\$9B	~\$880M
Reliable & Fast Transit Network Expansion (up to 11 new rapid transit corridors; up to 8 new express transit corridors; additional major planning studies)	~\$7B	~\$200-250M
Streets		
Funding for major roads & bridges, more efficient and cleaner goods movement, and safer streets	~\$1.5B	~\$60M
Funding for expanded walkway and bikeway networks	~\$1.5B	~\$10M
Infrastructure and Asset Resilience		
State of good repair backlog; climate and seismic upgrades	~\$1B	N/A
Technology		
Digitalization, electric, connected and automated mobility	~\$0.5B	~\$20M
TOTAL	~\$20B+	~\$1.2B

Note: Costs are subject to further refinement through the investment planning process and associated business casing.

*Does not include any financing costs.

Next Steps

1. Approve the 10-Year Priorities
2. Prepare for future Investment Plan to begin delivery of the priorities (aiming by 2025)
 - a) Work with senior governments on creative thinking around funding – need a redesign in transit funding
 - b) Work with local governments, Indigenous Nations, stakeholders on further scoping, refining, business casing, and phasing of investments; including working with local and relevant road authorities on design of BRT, particularly road space allocation





Thank You



“Shimmer Time” by Aliya Orr, Lonsdale Quay Exchange