



PUBLIC MEETING AGENDA

Version: September 26, 2022

September 29, 2022, 9:00AM to 10:20AM

Via Videoconference (live streamed to the [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 to the TransLink YouTube channel, and available afterwards on the Mayors' Council's YouTube channel.

8:50AM ***Technology Test:** Members, please connect to the meeting early, by 8:50AM, to provide time to trouble-shoot any connection problems.*

9:00AM	1. PRELIMINARY MATTERS 1.1. Adoption of agenda Page 1 1.2. Approval of Minutes of the Mayors' Council Meeting (June 30, 2022) 2 1.3. Approval of Minutes of the Joint Meeting (June 30, 2022) 5
9:05AM	2. PUBLIC DELEGATES 8
9:20AM	3. REPORT OF TRANSLINK MANAGEMENT TO COME
9:40AM	4. REPORT OF FINANCE AND GOVERNANCE COMMITTEE 4.1. Next Steps on Federal Advocacy 9 • Annex A: Permanent Transit Fund submission TO COME
9:55AM	5. REPORT OF THE CHAIR 5.1. Report on Mayors' Council's 2020-22 Mandate Renewal 11 5.2. Recognition of Outgoing Members ORAL
10:15AM	6. OTHER BUSINESS 6.1. Next Meeting (in-person with videoconference) – November 17, 2022
10:20AM	7. ADJOURN 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

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, June 30, 2022 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 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
Mayor Mike Morden, Maple Ridge
Councillor Alison Morse, Bowen Island
Mayor Jamie Ross, Belcarra
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
Matt Craig, Director, System Planning, TransLink
Kevin Quinn, Chief Executive Officer, TransLink
Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink

PREPARATION OF MINUTES:

Haely Lindau, Mosaic Writing Group

CALL TO ORDER

Chair Jonathan Coté declared that a quorum was present and called the meeting to order at 9:00 a.m.

Chair Coté acknowledged that the meeting is taking place on the traditional and unceded territories of the Halq'eméylem, Semiahmoo and Skwxwú7mesh speaking people. These refer to the language groups that more widely encompass the Indigenous people of many nations who use and continue to use the land on whose territories TransLink works, operates, and serves.

1. PRELIMINARY MATTERS

1.1. Adoption of the Agenda

Draft agenda for the June 30, 2022 Public Meeting of the Mayors' Council on Regional Transportation, version dated June 29, 2022, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the June 30, 2022 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2. Approval of Minutes (May 26, 2022)

Draft minutes of the May 26, 2022 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 May 26, 2022 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. PUBLIC DELEGATIONS

Report titled "Item 2 – Public Delegate Presentations", dated June 22, 2022, was provided with the agenda material:

2.1. Joy Johnson, Simon Fraser University (SFU)

Ms. Johnson advised the Mayors' Council that SFU supports the Burnaby Mountain Urban Transit Gondola and that the gondola benefits communities throughout the lower mainland as well as SFU.

2.2. Clea Moray, UniverCity Community Association

Ms. Moray expressed support for the Burnaby Mountain Urban Transit Gondola and urged the Mayors' Council to make it a priority.

2.3. Joe Kunzler

Mr. Kunzler expressed his support for the Transport 2050 Plan.

2.4. Nathan Davidowicz

Mr. Davidowicz encouraged the Mayors' Council to refer the 10 Year Priorities report to all Metro Vancouver municipalities and First Nations for comment.

2.5. Christine Cunningham

Ms. Cunningham advised the Mayors' Council that she does not support the Burnaby Mountain Gondola Project as she believes that the arguments supporting it are weak and inaccurate. Ms. Cunningham requested that the Mayors' Council remove the Project from the current 10 Year Transportation Priorities Plan or, failing that, remove it from the list of priorities until TransLink has updated its business case and until a new Burnaby City Council is elected on October 15, 2022.

2.6. Alex Boston

Mr. Boston urged the Mayors' Council to build on TransLink's Supportive Policy Agreements for infrastructure investments and TransLink's Transit Service Guidelines to grow ridership and revenue and to take advantage of under-utilized transit land assets.

3. REPORT OF TRANSLINK MANAGEMENT

Kevin Quinn, Chief Executive Officer TransLink, led the review of a presentation and highlighted:

- Post pandemic ridership has continued to recover
- Implementation of campaigns to target new riders
- The Real Estate Development program
- The launch of a new Bike Bus
- The outstanding response to the volunteer program.

Discussion ensued on:

- Consideration of accommodating smaller bikes on busses
- Implementation of the Bike Bus program in Horseshoe Bay.

It was MOVED and SECONDED

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

CARRIED

4. REPORT OF THE NEW MOBILITY COMMITTEE

Report titled "Item 4.1 – Transit Service Partnership in Fraser Mills", dated June 10, 2022, was provided with the agenda material.

Matt Craig, Director, System Planning, TransLink, referenced the report provided with the agenda material and highlighted:

- The background of transit service partnerships
- Direction from the TransLink Board of Directors (TransLink Board) and Mayors' Council regarding Fraser Mills
- Key components of the Fraser Mills Service Agreement
- Fraser Mills Agreement timeline and next steps.

Discussion ensued on:

- Engaging in a future discussion on application of the Fraser Mills approach in other regions
- The need to evaluation staffing needs and future processes
- The benefits of extending this service to Metro Vancouver.

It was MOVED and SECONDED

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

CARRIED

5. OTHER BUSINESS

5.1. Next Meeting

The next Public Meeting of the Mayors' Council was scheduled for July 28, 2022 and will be held via videoconference.

6. ADJOURNMENT

There being no further business, the June 30, 2022 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a joint public meeting with the TransLink Board of Directors at 9:56 a.m.

Certified Correct:

Mayor Jonathan X. Coté, Chair

Haely Lindau, Recording Secretary
Mosaic Writing Group

**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, June 30, 2022, via videoconference.

PRESENT:

Mayors' Council on Regional Transportation

Mayor Jonathan Coté, New Westminster, Chair
Mayor Jack Froese, Langley Township,
Vice-Chair
Chief Ken Baird, Tsawwassen First Nation
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
Mayor Mike Morden, Maple Ridge
Councillor Alison Morse, Bowen Island
Mayor Jamie Ross, Belcarra
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

TransLink Board of Directors

Lorraine Cunningham, Board Chair
Andy Ross, Board Vice-Chair
Jennifer Chan
Sarah Clark
Jonathan Coté
Harj Dhaliwal

Jack Froese
Karen Horcher
Andrea Reimer
Harpinder Sandhu
Marcella Szel

ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Andrew McCurran, Director, Strategic Planning and Policy, TransLink
Kevin Quinn, Chief Executive Officer, TransLink
Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink

PREPARATION OF MINUTES:

Haely Lindau, Recording Secretary

1. PRELIMINARY MATTERS

1.1. Call to Order

Co-Chair Jonathan Coté called the meeting to order at 9:59 a.m. Due notice having been given and a quorum being present, the meeting was properly constituted.

Co-Chair Coté 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 June 30, 2022 Joint Public Meeting of the TransLink Board of Directors and Mayors’ Council on Regional Transportation, version dated June 24, 2022, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda for the June 30, 2022 Joint Public meeting of the Mayors’ Council on Regional Transportation and the TransLink Board of Directors be adopted, as presented.

CARRIED

1.3. Approval of Minutes (May 26, 2022)

Draft minutes of the May 26, 2022 Joint Public Meeting of the TransLink Board of Directors and Mayors’ Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the minutes of the May 26, 2022 Joint Public Meeting of the TransLink Board of Directors and Mayors’ Council on Regional Transportation be adopted, as presented.

CARRIED

2. REPORT OF TRANSLINK MANAGEMENT

2.1. Transport 2050: Ten-Year Priorities

Document titled “Item 2.1 – Transport 2050: 10-Year Priorities”, dated June 24, 2022, was provided with the agenda material.

Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink, led the review of a presentation titled “Transport 2050 Ten-Year Priorities” and highlighted:

- The priorities were informed by the largest public engagement process ever implemented by TransLink
- The Transport 2050: 10-Year Priorities (10-Year Priorities) outline the items that the region will commence work on immediately
- Bus Rapid Transit (BRT) differs from RapidBus in that it has dedicated lanes and uses the existing road structure
- The 10-Year Priorities will be implemented with urgency to address climate action
- Public and stakeholder input has been incorporated into the draft 10-Year Priorities
- Funding for the 10-Year Priorities will require conversations and planning.

Discussion ensued on:

- Consideration of a reliable and fast transit network for South Surrey and White Rock
- The procurement strategy for BRT buses.

Change in Chair

Lorraine Cunningham assumed the chair.

3. TRANSLINK BOARD MOTIONS
3.1. Transport 2050 Ten-Year Priorities

It was MOVED and SECONDED

That the TransLink Board of Directors:

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.

CARRIED UNANIMOUSLY

Change in Chair

Mayor Cote reassumed the chair.

4. MAYORS' COUNCIL MOTIONS
4.1. Transport 2050 Ten-Year Priorities

Discussion ensued on:

- All communities will see improvements from the 10-Year Priorities
- The importance of the 10-Year Priorities as a guiding document.

It was MOVED and SECONDED

That the 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.

CARRIED UNANIMOUSLY

5. ADJOURN

It was MOVED and SECONDED

That the June 30, 2022 Joint Public meeting of the Mayors' Council on Regional Transportation and TransLink Board of Directors be adjourned.

CARRIED

(Time: 10:44 a.m.)

Certified Correct:

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

Lorraine Cunningham, Board Chair
TransLink Board of Directors

Haely Lindau, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation
FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat
DATE: September 20, 2022
SUBJECT: **ITEM 2 – Public Delegate Presentations**

RECOMMENDATION:

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

PURPOSE:

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

BACKGROUND:

Public participation at meetings is valued by the Mayors' Council, and 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.

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: Mike Buda, Executive Director, Mayors' Council Secretariat

DATE: September 21, 2022

SUBJECT: **ITEM 4.1 – Next steps on federal advocacy – Permanent Transit Fund submission**

COMMITTEE RECOMMENDATIONS:

The Finance and Governance Committee recommends that the Mayors' Council:

1. Approve the submission on the Permanent Transit Fund attached as Annex A for release on September 29, 2022 at the Mayors' Council public meeting; and,
 2. Receive this report.
-

PURPOSE

To provide analysis on the timing and quantum of federal funding required to deliver the *Transport 2050 10-Year Priorities* (TYP) and seek direction on initiating federal advocacy to secure this funding.

BACKGROUND

At its July 28, 2022 meeting, the Mayors' Council approved the following motion:

1. *Commence advocacy and planning for the Transport 2050 10-Year Priorities "Phase One" Investment Plan as soon as possible;*
2. *Approve the outline as proposed in this report for a pre-budget submission for the House of Commons Finance Committee budget consultations in August 2022*

The key budget asks contained in the pre-budget submission outline approved on July 28, 2022 were to:

- describe the Permanent Transit Fund as sufficient to initiate TYP Phase One in 2024 if PTF is accelerated to begin in 2025 in the Budget 2023
- ask for a new approach and additional funding to be committed in Budget 2024 (the pre-election budget) to deliver the remainder of TYP.

Federal transit funding commitments

In the 2021 federal budget, following more than two years of advocacy from FCM with the support of the Mayors' Council, the Government of Canada committed:

- \$5.9 billion in stimulus funding in 2021-25 for zero-emission buses (\$2.7 billion), active transportation (\$400 million), rural transit (\$150 million) and major transit projects (\$2.5 billion) which staff estimated in 2021 would provide \$650 million in total to TransLink
- \$3 billion per year Permanent Transit Fund (PTF), beginning in 2026-27, which will provide TransLink with approximately \$340 million annually for capital projects.
- The continuation of the federal Gas Tax Fund (now called the Canada Community-Building Fund (CCBF)) which delivers ~\$140 million annually to TransLink via Metro Vancouver.

DISCUSSION

Two factors have changed since the July 28, 2022 meeting of the Mayors' Council that has resulted in adjustments to our advocacy approach:

- the House of Commons Finance Committee delayed the beginning of its budget consultations to the end of October, 2022;
- Infrastructure Canada launched major, cross-country public, stakeholder and partner government consultations on the design of the Permanent Transit Fund

Given the delay in the House pre-budget process, which overlaps with the local government election period, and that there is now a high-profile transit-focused consultation process through Infrastructure Canada, it is recommended that we use the Permanent Transit Fund process as the primary opportunity this fall for federal advocacy on the 10-Year Priorities. Accordingly, it is proposed that the Mayors' Council and TransLink release its submission to the Permanent Transit Fund consultation process either at or following the September 28, 2022 public meeting. A public release of this submission will highlight to the public our expectations of federal support for 10-Year Priorities which we will be advocating for over the next 18 months.

Permanent Transit Fund submission

The attached submission includes two major sections: a narrative overview and top-line recommendations describing how PTF and associated commitments should be delivered in the 2023 federal budget to provide the first tranche of federal funding for the 10-Year Priorities; detailed responses and recommendations on Infrastructure Canada's questionnaire about program design issues for PTF. The submission is consistent with the policy direction provided by the Mayors' Council.

A robust, sustained advocacy strategy for 2023 and early 2024, to secure the necessary senior government funding for the next Investment Plan, will be developed this fall and early winter for consideration in early 2023 and launch in spring 2023.

ATTACHMENT:

- Annex A; Submission to the Government Canada on the Permanent Transit Fund **(TO COME)**

TO: Mayors' Council on Regional Transportation
FROM: Mayor Jonathan X. Coté, Chair, Mayors' Council
DATE: September 26, 2022
SUBJECT: **LATE ITEM 5.1 – A Look Back and Ahead on the 2020-22 Mayors' Council Mandate**

RECOMMENDATION:

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

Introduction

Two years ago to the day, I submitted a report to the Mayors' Council for its meeting on October 1, 2020 with a proposed refresh of the Mayors' Council's mandate and next steps given the pandemic's impact on transit and transportation in our region. Today, at the last scheduled Mayors' Council meeting before local government elections next month and an Inaugural Meeting of the new Mayors' Council in November 17, I want to report back on the progress we have made towards the goals we set for ourselves in October 2020 and propose next steps that I hope the new Mayors' Council may consider.

A look back

In February 2020, just prior to the COVID-19 pandemic, TransLink was experiencing North America-leading ridership growth, and was rolling out a historic expansion of our transit and transportation network to every corner of our region, guided and funded by the first two phases of the widely supported Mayors' Council's [10-Year Vision for Metro Vancouver Transit and Transportation](#). As a new Mayors' Council, with 17 members out of 23 newly elected, we were united in quickly delivering the [third and final phase of the 10-Year Vision](#) and developing a new Vision to build on the momentum.

Our mandate as a Mayors' Council was clear: deliver the remainder of the 10-Year Vision, originally approved in 2014, and quickly develop, approve, fund and deliver the next generation of regional transportation strategy.

Just one month later, the COVID-19 pandemic upended our region, especially regional transportation. The crisis slashed transit ridership, devastated TransLink's finances both in the near term and what we expected to be for several years after the pandemic ended and set in motion a difficult to predict set of changes to transportation patterns and trends. The confirmation of federal-provincial Safe Restart funding shortly after our October 2020 meeting, supplemented by additional support in early 2022, helped TransLink recover pandemic-related financial losses in 2020 and 2021, marked what we called the "end of the beginning" of this crisis, and allowed us to shift our focus from near-term survival to medium-term financial recovery and transportation planning.

2020-22 Mandate Renewal

It was at this moment in time in 2020, I proposed that we reset our mandate for the remaining two years of our term prior to the 2022 local government elections so that we could focus our time on the most critical and achievable outcomes for our region. At the time, I argued – and the Mayors’ Council agreed – that although in early 2019 we felt that our work plan was an ambitious but achievable mandate, that the landscape had changed significantly which required us to adapt our own plans. We agreed at that meeting that this reset should be pragmatic, responding to the realities brought on by the COVID crisis, but retain the same good, evidence-based, region-wide planning and ambitions that has made TransLink so successful as compared to its North American counterparts. We identified two big pieces of work to commit to completing before the end of our term in October 2022:

1. COVID Recovery and Rebuilding

Complete our COVID-19 rebuilding strategy, including rebuilding our transit ridership, and stabilizing the organizations finances through an approved 10 Year Investment Plan.

2. Renewing the 10-Year Vision

Renew our transportation plans to account for the post-pandemic environment and reflect the new transportation pressures and trends we were seeing prior to the pandemic. Transport 2050 would be the foundation of this planning renewal and we committed that this process includes not just a 30-year outlook (which can be difficult to find relevance in for elected officials in 4-year terms) but also a nearer-term 10-year priority list of projects which could form a new 10-Year Vision

We agreed that approving Transport 2050 and a new Vision by the end of our term would set up the new Mayors’ Council to regain some of the momentum lost during the pandemic and once again put Translink in a position to focus its efforts towards expanding and improving our public transportation system.

Progress made on our renewed mandate

1. COVID Recovery and Rebuilding

This component of our workplan experienced the most severe headwinds, given the uncertainty and changing operating environment. The [2022 Investment Plan](#) delivered on the Mandate Renewal’s objectives to deliver the targeted elements of the 2014 Vision, including the Surrey-Langley SkyTrain, transitioning the bus fleet to zero-emission, and funding the plans and studies needed to support future expansion.

Importantly, the Investment Plan protected transit service at near pre-pandemic levels. Transit agencies in many other North American cities were unable to protect transit service and as a result are now struggling to rebuild service to support recovering ridership. TransLink’s results demonstrate the success of our strategy, with some of the highest ridership recovery rates in North America, at about 75-80% of pre-pandemic levels.

The Investment Plan we approved on May 26, 2022 did fall somewhat short of our 2020 objective to “identify the revenues needed to cover COVID losses and achieve a balanced 10-year plan.”

Although the plan is balanced, a deliberate decision was made to set tax, fare and fee increases below the levels needed to recover all losses to avoid “overtaxing” the region in the near term. This

decision, while prudent from a public affordability perspective, will likely increase the size of the funding gap for the next investment plan.

As a result of this decision to avoid larger tax increases in the 2022 Investment Plan, and in order to facilitate the quick delivery of planned expansion, the Mayors' Council has agreed that the next Investment Plan must be fast-tracked for approval in the first half of 2024. Waiting longer will delay planned expansion needed to accommodate future growth and meet national and provincial GHG and affordability targets, and runs the risk leaving us under-resourced to meet emerging challenges.

2. Renewing the 10-Year Vision and setting the course for the future

We have spent much of the past two years developing, refining, consulting on, and finally approving a new 30-Year Regional Transportation Strategy (RTS), called [Transport 2050](#), and a near-term, action-oriented priority list called the [Ten-Year Priorities](#). The development of these plans was the result of a tremendous amount of engagement and collaboration between all of the regions municipalities. The unanimous approval of these plans is a reflection of the effective and collaborative approach in which all of the members of the Mayors' Council approached this important work.

These new plans are particularly innovative and ambitious with their focus on a “bus-first” approach to transit expansion, including 9 new Bus Rapid Transit lines. This approach was selected to quickly expand mobility options to meet 2030 climate action targets, respond to the ongoing affordability crisis and meet a wide variety of RTS objectives identified through extensive public engagement.

Approving Transport 2050 and the Ten-Year Priorities in January and June 2022 respectively has fulfilled the objectives we set out in October 2020 and provides the new Mayors' Council with a blueprint for quick action starting right after its Inaugural Meeting in November 2020.

A look ahead

I believe we have left the next Mayors' Council with a solid work plan to focus its efforts starting right after the election. However, the path ahead will not be easy and will require careful prioritization of time, effort and resources to successfully deliver on the Ten-Year Priorities and return TransLink to financial sustainability. I would flag the following as key elements for the next Mayors' Council to consider when setting its 2023 work plan:

- a) **Adapting to a “new normal:”** It is not yet clear how, when or even if our region will return to pre-pandemic travel patterns and growth. It is likely – but not yet certain – that working from home will permanently change the timing and peaks of commuter travel. By the same token, there is evidence that travel demand may increase in what used to be considered “off-peak” hours, as residents and businesses adapt to a work-from-home environment, higher gas prices and continued growth in traffic congestion. These and other factors suggest that the first phase of the Ten-Year Priorities to be approved in 2024 will need to consider if and how to adjust transit service and other transportation network improvements to best meet the needs of a post-pandemic region.
- b) **The opportunities and challenges of a “bus-first approach:”** The need to adapt to a new normal is already contemplated in Transport 2050 and the Ten-Year Priorities with the focus on using additional bus service as the backbone of our expansion strategy. This approach allows expansion to roll out much more quickly and flexibly than our traditional strategy. However, because the scale of

this bus service increase is new to our region, there are likely to be hurdles to cross along the way, including unfamiliarity with this mode from senior government who are more used to funding “big ticket” rail projects, questions from residents about whether a bus-first approach is “good enough” for our region, and friction with competing road users. I think the next Mayors’ Council will need to focus much of its efforts on understanding and then communicating clearly and compellingly on why and how we have decided to deliver BRTs and massive bus service expansion as the key component of Transport 2050.

- c) **Funding challenges:** The next Mayors’ Council, working with the Province of BC, will need to craft the next Investment Plan with a careful approach to generating the revenues needed to complete the recovery from COVID and pay for this new plan with attention to regional and social inequities, and the decreasing revenue from the regional fuel tax. To bring long term sustainability to the finances of Translink and allow the region to implement its ambitious transit expansion plans we will need to implement new ways to fund our transportation system. Developing consensus on a new funding model amongst the Mayors Council, Provincial government and the general public will be the most difficult and important task facing the next Mayors’ Council.

- d) **Continued action on affordability and climate crises:** I want to end with a comment on the importance of all governments working together to continue to take collective action to address the affordability crisis plaguing our region, and to meet important provincial and regional GHG, mode share and vehicle travel targets designed to avert the worst effects of climate change. I am confident that the new Mayors’ Council will understand the need to weigh all decisions against the impact on these two crises; however, I also know that both of these challenges are too big for any one level of government, which is why it will be critical for the new Council to be relentless in its work to bring and keep senior governments to the table to jointly agree on and then fund and deliver lasting solutions. I understand a joint strategy, *Driving Down Emissions*, with specific policy measures that will be required to achieve the targets is under development now at Metro Vancouver and TransLink, with a report back in early winter 2023.

Next steps

In my 8 years on the Mayors’ Council, I have seen the Mayors’ Council set and deliver on some very ambitious agendas. This work has not been easy and we have faced many obstacles along the way.

I believe the secret to our successes over the last four years, and before that stretching back to the approval of the 10-Year Vision in 2014, has been our ability to work collaboratively and stay united around a long-term regional plan. Along the way, disagreement over the timing or shape of particular decisions is inevitable and healthy; but our ability to stay focused on our long term, big picture objectives has been critical to the successes we have achieved.

Chairing the Mayors Council has been one of the most challenging, but rewarding opportunities I have taken on. I am grateful for the support and dedication from all of the members of the Mayors’ Council as we took on the unprecedented challenges of the past 4 years. I am passionate about this work and although it will be tough to say farewell I look forward to seeing the new Mayors’ Council get to work and keep our region moving.

Mayor Jonathan X. Cote
Chair