



Transport 2050

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2013 REGIONAL TRANSPORTATION STRATEGY
PROGRESS REPORT

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1 About this report

In 2019 TransLink will initiate development of Transport 2050, a new long-range transportation and mobility strategy for Metro Vancouver. To support and inform this process, this report provides:

- a) a summary of progress towards delivering the actions, investments and other commitments outlined in our existing long-range strategic plans: the 2013 Regional Transportation Strategy Strategic Framework and 2014 Mayors' Council 10-Year Vision
- b) a summary of considerations for the next long-range strategy to address gaps and emerging trends.

2 About the 2013 Regional Transportation Strategy and 10-Year Vision

The 2013 Regional Transportation Strategy (RTS) Strategic Framework lays out a long-range plan to support the movement of people and goods around Metro Vancouver over the next 30 years. It provides a high-level vision and top-level targets that guide the development of the transportation system.

The South Coast British Columbia Transportation Authority (SCBCTA) Act requires TransLink to update the RTS every 5 years to address new concerns and chart an updated direction for the future. The process of creating the RTS provides space to have important conversations on visions for the future, and the RTS serves as the repository of those discussions and a documentation of the agreed-upon direction. The final RTS document outlines policies, actions, investments and funding tools to advance the region's goals.

The Mayors' 10 Year Vision was adopted in 2014. That document represented a medium-term implementation blueprint of the RTS. It details and prioritizes specific investments and programs that will help achieve the goals and objectives of the RTS. The actions outlined in the Mayors' Vision are being delivered in phases as senior government funding becomes available.

3 The importance of monitoring and understanding progress

Monitoring plays an important role in good planning. Assessing and communicating what has been achieved since the adoption of the plan helps identify gaps in the existing RTS that can be addressed in future updates. It is worth noting that while local, Provincial, and Federal governments have an important role to play in the achievement of the goals laid out in the RTS and 10-Year Vision, there are also many external factors beyond the control of any government that can affect progress. These can include population and employment growth, governance, and other factors.

4 Approach used to develop this report

TransLink staff developed an inventory of all the actions outlined in the 2013 RTS and assessed progress made to date. The review focuses primarily on the processes, policies and strategies contained in the RTS Strategic Framework. A more detailed plan for physical infrastructure and investments was provided in the Mayors' Vision, and an ongoing

inventory of investments outlined in the Mayors' Vision is available online at tenyearvision.translink.ca.

Key learnings are offered that will be useful to consider in the development of Transport 2050 – Metro Vancouver's next long-range strategic transportation plan.

5 Progress on delivering the 2013 Regional Transportation Strategy

The actions, strategies and initiatives outlined in the 2013 RTS are organized under 3 key themes – Invest, Manage, Partner – with 14 headline actions. Headline actions are further broken down into 66 sub-actions.

The table below summarizes the progress made on delivering the commitments in the existing strategic framework.

Status of sub-action	Count	Percent
<i>Complete</i>	3	5%
<i>Work ongoing</i>	60	91%
<i>To be initiated</i>	3	5%
<i>Total</i>	66	100%

Many of the actions outlined in the current strategy are framed as ongoing tasks, for example "improve road safety". This results in a high proportion of actions being categorized under the 'work underway' category. Work is underway or complete in over 90% of the sub-actions, with work on 4 sub-actions classified as 'to be initiated'.

A detailed progress overview of each action and commitment outlined in the 2013 RTS is provided in Appendix A.

6 Progress on delivering the Mayors' Council 10 Year Vision

The implementation strategy for the RTS was contained in the Mayors' 10-Year Vision on Transit & Transportation. This was approved in 2014 following the approval of the 30-Year RTS Strategic Framework in 2013. The Vision was split up into several phases to align with anticipated funding availability. Phase 1 was approved in 2017 representing a \$2 billion investment, and Phase 2 was approved in 2018 representing a further \$7.3B investment. The next Investment Plan is anticipated in the early 2020s and should complete the 10-Year Vision. Together, the first two phases have funded the following services, infrastructure and improvements laid out in the Mayor's 10-year Vision.

- 100% funding for the Millennium Line Broadway Subway Extension from VCC-Clark to Arbutus Street
- \$1.7 billion towards rapid transit expansion in Surrey
- 72% of planned bus improvements
- 95% of planned SkyTrain improvements
- 31% of planned transit exchange upgrades
- 100% of planned SeaBus investments

- 59% of walking and cycling improvements
- 45% of improvements to the Major Roads Network
- 24% of funding towards Mobility Innovation

A full list of projects identified in the Mayors' Council 10 Year Vision delivered through Phases 1 and 2 of the Investment Plan is available at tenyearvision.translink.ca.

7 Considerations for developing Transport 2050

The inventory and assessment of the 2013 RTS Strategic Framework and Mayors' Council 10-Year Vision point to some key learnings that will be useful to consider in the creation of Transport 2050 – Metro Vancouver's next long-range strategic transportation plan. These are detailed below:

a) The strategy is a key document that sets strategic direction for the region and brings continuity to planning processes

There is a strong consensus among staff that the 2013 RTS is a key document that is successful in setting the strategic direction for the organization. There has been a remarkable consistency of the regional transportation vision over the last few decades driven in large part by the the resiliency and constancy of the RTS and the process used to create it.

b) Keep the strategy simple and accessible

The 2013 RTS contained sections whose titles were not easily distinguishable from each other. There were two different vision statements, and the actions and strategies section contained a mix principles, investments, objectives and policies. There is an opportunity to simplify the structure of the document and language to make it more accessible to members of the public as well as practitioners.

c) Clearly define the roles and responsibilities of TransLink and its partners where possible

As the region's transportation authority responsible for providing a multi-modal regional transportation system that moves people and goods - TransLink plays a multifaceted role in regional planning and service delivery. While TransLink facilitated and authored the 2013 RTS, the actions and strategies were intended for multiple partners across all levels of government and between the public, private, and non-profit sectors. More detail on roles and responsibilities in the achievement of the goals would be a helpful addition to the RTS. One method to achieve this could be a chart or table that indicates the roles and responsibilities for each partner with a stake in the regional transportation system.

d) Balance the strategic nature of the objectives with specificity needed for implementation, and develop proactive processes to deal with topic areas that receive less attention in the strategy

Finding the right mix of strategic objectives with specific actionable items requires a careful balancing act. Establishing a clear planning framework and processes to

consider and redirect ideas that are less appropriate for a regional-level long-range strategic plan would be helpful for partners and stakeholders to understand their other avenues for input.

e) Incorporate tools and language to elaborate on the principle of resiliency and address the rapid nature of change.

Resiliency was one of the 4 principles communicated in the 2013 RTS, but few actions and strategies were directly related to this principle. Given the increasing pace of change and impact of outside forces, more emphasis and tools on how to achieve a resilient future would benefit the RTS.

Appendix A: Inventory and progress summary of actions, projects, and initiatives in the Regional Transportation Strategy – 2013 Strategic Framework

Theme 1: INVEST strategically to maintain and expand the transportation system

TransLink will maintain the regional transportation system to ensure its safety, reliability and resilience. Where basic networks are incomplete or supply is insufficient to meet demand, we will consider expansion that promotes regional goals as cost-effectively as possible. Experience has shown – in Metro Vancouver as in other parts of the world – that investment alone cannot resolve transportation problems, especially if new infrastructure acts to encourage people to travel farther or more frequently. Accordingly, TransLink will make investment decisions in tandem with decisions on land use and demand management.

In an effort to ensure that new projects enhance goods movement and travel time reliability without increasing general purpose traffic, TransLink will base investment decisions on as full as possible an understanding of what land uses and demand-management measures are in place and anticipated for the future.

TransLink recognizes that the Agricultural Land Reserve (ALR) is an important regional asset that requires protection. There are a number of communities in this region that are surrounded by large areas of protected agricultural land, reducing potential population density and increasing the cost of transit services. TransLink will consider the shared value of this land and endeavour to provide appropriate service levels such that no community is unfairly disadvantaged by the presence of protected agricultural land.

Inventory of Actions and Strategies

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
1.1. Maintain what is needed in a state of good repair		
1.1.1. Evaluate an asset’s condition, vulnerability and importance to the performance of the transportation system when balancing state-of-good-repair funding against other investment priorities.	Work Ongoing	<ul style="list-style-type: none"> - TransLink developed the Capital Asset Prioritization and Investment Tool which now supports an ongoing Advanced Lifecycle Management Program (CAPITAL-M). - In 2015, TransLink developed a Decision Support

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		Tool which is now used to support annual capital project prioritization and decision-making for both expansion investments and state-of-good-repair projects.
1.1.2. Upgrade infrastructure to respond to climate and seismic risks	Work Ongoing	<ul style="list-style-type: none"> - In 2013, TransLink conducted a study to assess the climate change and seismic vulnerabilities of its assets, with strategies and actions now underway to address risks. - In 2019, TransLink signed the Green Bond pledge which commits it to including climate change adaptation measures in all future investments.
1.2. Make early investments to complete the walkway and bikeway networks		
1.2.1. As a near-term regional priority, invest in the walkway network to improve connectivity, especially connecting to and within the Frequent Transit Network.	Work Ongoing	- Mayors' Council approved \$12.5M in 2016 and a further \$10M in 2018 towards the Walking Infrastructure to Transit Program (WITT) to improve walking connections to the frequent transit network.
1.2.2. Make significant and early investments to complete the bikeway network, as outlined in the Regional Cycling Strategy, with a focus on Class 1 facilities in Urban Centres and other high cycling potential areas.	Work Underway	- Mayors' Council approved \$30M in 2016 and a further \$24M in 2018 in new funding to expand the Bicycle Infrastructure Capital Cost Sharing (BICCS) Program, as well as \$12M in 2016 and \$9M in 2018 towards expanding the TransLink Owned Bicycle Infrastructure (TLOBI) Program.
1.3. Invest in the road network to improve safety, local access and goods movement		
1.3.1. Ensure the effectiveness of road investments by making concurrent commitments to appropriate optimization actions (see Strategy 2.3), pricing measures (see Strategy 2.4); and land use measures (see Strategy 3.1).	Work Ongoing	<ul style="list-style-type: none"> - In 2014, Mayors' Council implemented a Project Partnership Agreement between TransLink, New Westminster, and Surrey for the Pattullo Bridge replacement that would include land-use, optimization and pricing measures. - In 2017, TransLink initiated a Regional Road Network Strategy to achieve regional agreement on

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		how to make decisions about managing and investing in the region's road network.
1.3.2. Increase road connectivity in support of better local access, especially in Urban Centres and Frequent Transit Development Areas (FTDA).	Work Ongoing	<ul style="list-style-type: none"> - Increasing road connectivity in FTDA's is now incorporated as a criterion in the funding formula for the Major Road Network Expansion program, which has led to improvements in connectivity in Richmond Centre and Surrey Centre. - Connecting regionally significant destinations and urban centres is included in the Major Roads Network Strategy, with a focus on an interconnected and complete network.
1.3.3. Make infrastructure changes that improve road safety.	Work Ongoing	<ul style="list-style-type: none"> - Safety is incorporated as a performance metric in Regional Roads Network Strategy (RRNS) reporting. - Work is underway to incorporate safety into the Major Roads Network (MRN) Expansion funding formula.
1.3.4. Provide additional capacity where needed to improve travel-time reliability on key goods movement corridors in a way that does not increase general purpose traffic.	Work Ongoing	<ul style="list-style-type: none"> - TransLink partnered with the federal and provincial governments on the Rail Communication Information System - TransLink and other project partners completed the Roberts Bank Trade Area Improvements that includes grade separation for the rail corridor
1.3.5. Find and implement a long-term solution for the Pattullo Bridge.	Complete	<ul style="list-style-type: none"> - In 2014, the Mayors' Council approved a long-term solution for the Pattullo Bridge. In 2017, following extensive planning work, TransLink transferred responsibility for the construction of the new bridge to the Province, with progress currently underway.
1.3.6. Find and implement a long-term solution to address goods movement along the north shore of the Fraser River.	To be initiated	<ul style="list-style-type: none"> - Proposal to create a connection between Highway 91 and HW 1 has not substantially advanced. The Province is leading discussions over the Brunette interchange, which represents a key component of this

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		initiative.
1.3.7. Work with the Province to ensure a replacement to the Massey Tunnel is integrated with the regional network in a way that is consistent with the Regional Growth Strategy and the Regional Transportation Strategy.	Work Ongoing	- In 2018, the Province initiated a Massey Tunnel Review Project with support and input from the region in order to ensure that the project was consistent with regional plans and priorities.
1.4. Make investments in the transit network to increase ridership		
1.4.1. Ensure the effectiveness of transit investments by making concurrent commitments to appropriate optimization actions (see Strategy 2.3), pricing measures (see Strategy 2.4); and land use measures (see Strategy 3.1).	Work Ongoing	<ul style="list-style-type: none"> - In 2018, prior to approving funding for rapid transit expansion, the Mayors' Council initiated Project Partnership Agreements between TransLink, Vancouver, and Surrey outlining the supportive policy measures each city would commit to implementing. - In 2016 and again in 2018, the Mayors' Council approved new funding for a Bus Speed & Reliability (BSR) Program that funds transit priority and optimization projects.
1.4.2. Invest in transit service to maximize ridership where possible while maintaining coverage service in neighbourhoods that meet minimum ridership criteria.	Work Ongoing	<ul style="list-style-type: none"> - Updated Transit Service Guidelines were published in 2018 that define the criteria for different levels of service. These guidelines have been used to assess investments and balance ridership and coverage service. - Area Transport Plans completed for the following areas: Southwest - Richmond & Delta, NE Sector - Coquitlam and Port Coquitlam; Maple Ridge and Pitt Meadows ATP currently underway - New bus service introduced to 5 areas
1.4.3. For ridership-focused service, focus on matching service levels with current transit demand.	Work Ongoing	<ul style="list-style-type: none"> - Annual Transit Service Performance Reviews undertaken to help optimize service levels, routes, and manage crowding on the system. - 10% increase in bus service approved in 2016, with

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		<p>a further 8% in 2018. Bus service expansion allocated according to specific objectives outlined in Mayors' Vision including reducing wait times, overcrowding, expanding Frequent Transit Network, etc.</p> <ul style="list-style-type: none"> - Major expansion of Expo and Millennium Line capacity approved in both 2016 and 2018.
<p>1.4.4. Set priorities and provide higher service levels in advance of demand in areas where demand is predicted to grow in the future based on committed plans and a reasonable level of certainty.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Investment Plans (I & II) included investments to reduce wait times and bring service to new areas - Funding for 5 more B-Lines approved in 2016 and 2 new B-Lines in 2018. - Surrey Rapid Transit study and engagement currently underway.
<p>1.4.5. Develop and communicate meaningful, manageable, and measurable transit service performance guidelines to clarify the conditions under which different levels of transit will be provided.</p>	<p>Complete</p>	<ul style="list-style-type: none"> - In 2018, TransLink introduced new Transit Service Guidelines that laid out what conditions warrant different levels of transit service.
<p>1.4.6. Use development review process to align expectations for transit in planned communities with service standards.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - TransLink initiated a Development Review Process with municipalities for major developments accessible by rapid transit to help ensure transit supportiveness.
<p>1.4.7. Complete high-priority rapid transit projects including: Expo Line upgrades, Surrey (104th Ave, Fraser Hwy, and King George Blvd), Broadway-UBC corridor, and Burnaby Mountain/SFU.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - In 2018 the Mayors' Council approved a plan that will deliver Expo & Millennium Line Upgrades, the first stage of South of Fraser Rapid Transit, and the Broadway Subway to Arbutus. These projects are all in various states of design and procurement. - Planning studies are underway for Burnaby Mountain gondola and rail from Arbutus to UBC.
<p>1.5. Ensure continued provision of coverage transit services to low-demand neighbourhoods</p>		
<p>1.5.1. Maintain coverage services in stable, low-</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Transit Service Guidelines were published in 2018

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
demand areas where use stays above a critical threshold, based on meaningful, manageable, and measurable transit service performance guidelines.		that define the criteria for different levels of service. These guidelines have been used to guide investment and balance ridership and coverage service. - Area Transport Plans completed for the following areas: Southwest - Richmond & Delta, NE Sector - Coquitlam and Port Coquitlam; Maple Ridge and Pitt Meadows ATP currently underway - Funding approved for bus service to 5 new areas in 2016 and 2 new areas in 2018.

Theme 2: MANAGE the transportation system to be more efficient and user-focused

Metro Vancouver’s integrated transportation system offers users a complex array of choices for every trip. To help people and businesses make choices that are best for them and for the transportation system requires excellence in design, regulation and pricing – and in making available the information that will help individuals and businesses make efficient travel choices and provide a better travel experience. Technology and supply-management solutions can also make the transportation system more space and energy efficient.

Inventory of Actions and Strategies

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
2.1. Make travel safe and secure for all users		
2.1.1. Support laws, enforcement, skills, training and designs that improve road safety and protect the vulnerable.	Work Ongoing	- Safety incorporated as a performance metric in Regional Roads Network Strategy (RRNS) reporting. Work underway to incorporate safety into the Major Roads Network (MRN) Expansion funding formula.

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		<ul style="list-style-type: none"> - Bicycle Infrastructure Cost Share Program (BICCS) updated to improve the quality of projects and focus on AAA facilities for improved safety outcomes. - TransLink hosted training sessions with municipal partner staff on safe cycling infrastructure.
<p>2.1.2. Use physical design and enforcement to deter crime.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Principles developed in the Transit Passenger Facility Design Guidelines were applied in both the design of actual projects and the development of more detailed design guidelines such as the SkyTrain Design Manual. - Crime prevention through environmental design (CPTED) principles informed the increased use of glass in new elevator designs and platform screening, improved lighting, and increased passive surveillance through integration of commercial retail units in new and upgraded stations (e.g. Metrotown, Joyce-Collingwood, Main Street Station, Commercial-Broadway, Evergreen Extension). - Safety barriers to protect bus drivers installed on all new buses as of 2017, with retrofit of older buses occurring concurrently.
<p>2.1.3. Be prepared to respond effectively in the event of natural disasters and other emergencies</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - TransLink established Emergency Preparedness protocols and planning group, with a focus on: Processes, Knowledge Building & Inventory of Risks, Investments in physical infrastructure, Training and partnership building - Ongoing TransLink participation in BC Earthquake plan and Emergency management and response centre
<p>2.2. Make travel easy and attractive for all users</p>		
<p>2.2.1. Design to maximize accessibility for people of all ages and abilities.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Custom Transit Service Delivery Review completed in 2017 to help address responsiveness, standards

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		<p>and quality, service model and integration of HandyDART service with the conventional system.</p> <ul style="list-style-type: none"> - Universal Fare Gate Access Program launched in 2018 that facilitates fare gate accessibility for customer unable to physically tap their Compass Cards. - Bus Infrastructure Design Guidelines sets accessibility standards for new and upgraded bus passenger facilities. - Walking infrastructure to Transit and programs prioritized accessible walking connections to transit, including sidewalks, curb cuts, and the Bicycle Infrastructure to Transit cost share program prioritized inclusive all ages and abilities cycling facilities
<p>2.2.2. Make it easy to share – by supporting carsharing, ridesharing, bike sharing and taxis including undertaking research on how best to increase trips by multiple-occupancy vehicles.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - TravelSmart team promoted shared-used mobility in all outreach activities - In 2017, TransLink formed the New Mobility team within Planning to specifically study, pilot, and scale shared-use mobility initiatives - In 2017, TransLink partnered with Modo and Evo to offer car-share spaces at stations - In 2017, TransLink modified its bicycle infrastructure program to enable funding for bike-sharing and helped fund Mobi expansion - In 2018, TransLink partnered with UBC to pilot dockless bike-sharing - In 2018, TransLink partnered with Modo and UBC to prototype shared-use vanpooling - In 2018, TransLink launched a prototype on-demand micro-transit on Bowen Island - In 2019, TransLink partnered with Modo, Evo, and Mobi to prototype an integrated package for registration, payment, and vehicle access across all 4 services from a single account. - In 2019, Mayors' Council provided formal input to

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		Province to help enable ride-hailing in ways that would best support regional goals.
2.2.3. Work towards developing regional and sub-regional targets for multiple-occupancy vehicle trips.	Work Ongoing	- In 2018, TransLink initiated updates to the Regional Transportation Model to better account for shared-use and automated mobility to help model future scenarios.
2.2.4. Provide incentives, marketing, information, and support programs to help make travel easier for people and for businesses moving goods and services.	Work Ongoing	- TransLink continued to deliver TravelSmart outreach programs to schools, seniors, and new Canadians.
2.2.5. Offer protection from the elements and provide places to rest.	Work Ongoing	<ul style="list-style-type: none"> - TransLink's new Transit Passenger Facility Design Guidelines support more weather protection and seating at stops and stations. - Starting in 2018, upgrades to all bus exchanges now include substantially expanded and improved weather protection and seating for bus passengers.
2.2.6. Provide on-demand access to a full range of transportation services with the Compass Card.	Work Ongoing	<ul style="list-style-type: none"> - In 2017, TransLink introduced bike parkades at major transit nodes that are accessible with the Compass Card. - TransLink is currently investigating on-demand bike lockers accessed through Compass Card. - In 2017, TransLink developed a report on Mobility as a Service guidelines to guide future work.
2.2.7. Make the transportation system easy to understand and navigate, with a consistent region-wide wayfinding system and real-time travel information for all modes.	Work Ongoing	<ul style="list-style-type: none"> - Expo and Millennium Line Signage Coordination and Upgrades undertaken between 2014 to 2019. Canada Line and West Coast Express signage upgrades are ongoing. - Introduced updated "T" signage and rebranded bus stops, uniforms and other public facing amenities in 2018 - Introduced updated Bicycle Wayfinding Guidelines

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		<ul style="list-style-type: none"> - TransLink is implementing new Rapid Bus Arrival Time Signage and Passengers Info Displays at high ridership bus stops
2.3. Optimize roads and transit for efficiency, safety and reliability		
<p>2.3.1. Integrate Intelligent Transportation Systems, incident management, road works management, lane management, and signal priority for goods and transit.</p>	Work Ongoing	<ul style="list-style-type: none"> - In 2016 and again in 2018, the Mayors' Council approved new funding for a Bus Speed & Reliability (BSR) Program that funds transit priority and optimization projects. - Regional Roads Network Strategy (RRNS) and Regional Goods Movement Strategy (RGMS) developed to address priority goods movement corridors. - Ongoing participation in the Regional Traffic Management Centre that centralizes the coordination of the major roads network.
<p>2.3.2. Explore opportunities and potential impacts of new vehicle technologies including low carbon, connected, and self-driving automobiles.</p>	Work Ongoing	<ul style="list-style-type: none"> - Funding approved in 2016 for the Launch of New Mobility Group, which has led several new programs included a VanPool and on-demand micro-transit pilot on Bowen Island - TransLink published the Future of Driving report in 2016 that proposed recommendations for new mobility future. - TransLink adopted a Low Carbon Fleet Strategy in 2018 that sets a path for low carbon future for TransLink's conventional fleet - In 2018, TransLink launched electric bus pilot project
<p>2.3.3. Reallocate road space where appropriate to improve capacity, safety and reliability for walking, cycling, transit and goods movement.</p>	Work Ongoing	<ul style="list-style-type: none"> - TransLink adopted the Regional Roads Network Strategy (RRNS) that provides clear prioritization for sustainable modes. - In 2016 and again in 2018, the Mayors' Council approved new funding for a Bus Speed & Reliability

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		(BSR) Program that funds transit priority and optimization projects
2.3.4. Continue to reallocate savings from system efficiency measures into initiatives that most cost-effectively achieve regional transportation goals.	Work Ongoing	<ul style="list-style-type: none"> - In 2016 and again in 2018, the Mayors' Council approved new funding for a Bus Speed & Reliability (BSR) Program that funds transit priority and optimization projects. Cost savings achieved through BSR program are reinvested back into the corridor from which the savings were achieved. - Coast Mountain Bus Company and SkyTrain ongoing efficiency improvement programs
2.4. Use integrated mobility pricing for fairness, efficiency and revenue		
2.4.1. Adopt a mobility pricing strategy that commits to making transport pricing decisions in an integrated fashion considering all modes of travel.	Work Ongoing	- In 2017-2018, scoped, funded and launched a Mobility Pricing Independent Commission to study and consult on possible mobility pricing strategies.
2.4.2. Link pricing decisions to investment commitments and introduce changes in mobility pricing in tandem with the introduction of major transportation investments (e.g. opening of a new bridge or rapid transit line).	To be Initiated	
2.4.3. As a priority, consistently apply mobility pricing to the transit system and to the road system to allow for more fine-grained variation in prices based on time, distance travelled or location.	Work Ongoing	- Comprehensive Transit Fare Policy Review undertaken from 2017 to 2018, with implementation of the recommendations ongoing.

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
2.4.4. Undertake a near-term study and supporting technical work to understand the impacts and implementation requirements of applying mobility pricing to the road system.	Complete	<ul style="list-style-type: none"> - Convened Mobility Pricing Independent Commission in 2017 that provided recommendations for the future of decongestion charging for the region. - Phase 2 of the Mobility Pricing study underway to further investigate equity and affordability concerns related to congestion pricing.
2.4.5. As a near-term priority, work with governments and community and service organizations to develop a multi-agency strategy to improve affordable access to transportation for the economically vulnerable.	Work Ongoing	<ul style="list-style-type: none"> - Working group struck in 2018 with the Provincial government to identify opportunities and funding to improve transportation options for low income residents.
2.4.6. Monitor and, where necessary, adjust pricing implementation to protect system access for those who have no options to change their transportation behaviours.	Work Ongoing	<ul style="list-style-type: none"> - Phase 2 of the Mobility Pricing work underway to further investigate equity and affordability concerns related to congestion pricing - Implementation of the Transit Fare Review recommendations, including exploration of low-income discounts, is ongoing.
2.5. Manage parking for fairness, efficiency and revenue		
2.5.1. Install sufficient bicycle parking in Urban Centres and Frequent Transit Development Areas.	Work Ongoing	<ul style="list-style-type: none"> - Bike parking funding provided through BICCS cost share program. - Secure bike parkades build at Main Street Science World Station (2017), Joyce Collingwood station (2017), King Edward station (2018), Metrotown (2018), with five more identified for funding in future investment plans.
2.5.2. Ensure that automobile parking requirements are not excessive and reflect availability of walking, cycling, transit, taxi, carsharing, and carpooling options, local demographics and housing tenure type.	Work Ongoing	Worked with Metro Vancouver to undertake comprehensive Regional Parking Study to be published in 2019.

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
2.5.3. Help developers and building owners charge for parking spaces separately from the cost of the unit so that people and businesses have an opportunity to save money if they don't need the parking space.	Work Ongoing	Worked with Metro Vancouver to undertake comprehensive Regional Parking Study to be published in 2019.
2.5.4. Use pricing and/or time limits to make most efficient use of on-street and off-street parking in Urban Centres and Frequent Transit Development Areas.	Work Ongoing	Adopted pricing policy for regional Park & Ride lots to make optimal use of limited capacity.
2.5.5. Facilitate area-wide parking management and other opportunities for shared parking	Work Ongoing	Worked with Metro Vancouver to undertake comprehensive Regional Parking Study to be published in 2019.

Theme 3: PARTNER to make it happen

A successful Regional Transportation Strategy will require sufficient funding and strong partnerships. Consistent monitoring and evaluation will also maximize the effectiveness of collective actions.

Inventory of Actions and Strategies

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
3.1. Support regional land use objectives		
3.1.1. Continue to support and implement transportation-related actions contained in the Regional Growth Strategy, including to connect Regional City Centres with the Frequent Transit Network.	Work Ongoing	- Funding approved for new Frequent Transit Network expansion to connect regional centres in support of the Regional Growth Strategy, for example the Lougheed Highway B-Line and North Short Marine Drive B-Line to be launched in 2019.

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
3.1.2. Make transportation investment decisions concurrent with partner mandated (and supportive) land use decisions.	Work Ongoing	<ul style="list-style-type: none"> - In the 10-Year Vision, the Mayors' Council operationalized this concept in the form of Project Partnership Agreements documenting the mutually supportive actions (including land use planning) that each partner will undertake to make the transportation investments a success.
3.1.3. Establish mechanisms such as partnership agreements and joint planning to provide greater certainty around expected and agreed-upon land use, policies and investments.	Work Ongoing	<ul style="list-style-type: none"> - TransLink, Vancouver and Surrey negotiated and signed Project Partnership Agreements for Broadway Rapid Transit and South of Fraser Rapid Transit and submitted these to the Mayors' Council for their consideration in advance of approving the Phase 2 Investment Plan in 2018. - In 2016 and again in 2018, the Mayors' Council approved new funding for a Bus Speed & Reliability (BSR) Program that funds transit priority and optimization projects in coordination with municipal partners.
3.1.4. Develop corridor and area plans, and provide supportive funding, to improve access to and within frequent transit areas.	Work Ongoing	<ul style="list-style-type: none"> - Area Transport Plans completed for the following areas: Southwest - Richmond & Delta, NE Sector - Coquitlam and Port Coquitlam, Maple Ridge and Pitt Meadows ATP currently underway - Funding approved for new bus service introduced to 5 areas in 2016 and 2 new areas in 2018. - In 2016, the Phase 1 Investment Plan introduced a new municipal capital cost-sharing program designed to fund walking infrastructure improvements connecting to transit.
3.1.5. Ensure that siting of major port, airport, gateway and industrial facilities allow for safe and efficient regional goods movement.	Work Ongoing	<ul style="list-style-type: none"> - Ongoing participation on the Regional Industrial Lands Strategic Taskforce working to protect and enhance supply of industrial land.
3.1.6. Encourage affordable and rental housing along the Frequent Transit Network.	Work Ongoing	<ul style="list-style-type: none"> - Collaborated with Metro Vancouver on a Transit Oriented Affordable Housing Study.

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		<ul style="list-style-type: none"> - Project Partnership Agreements with municipalities encourage affordable housing investment near future rapid transit investments.
<p>3.1.7. Continue to develop and communicate resources to help support local governments and the development community in the implementation of transit-oriented communities.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Transit Oriented Communities Guidelines updated in 2018. - Updated Transit Service Performance Guidelines published in 2017.
<p>3.2. Ensure effective coordination through strong partnerships</p>		
<p>3.2.1. Convene and facilitate ongoing regional dialogue through stakeholder forums, standing advisory committees, and a goods movement council.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - TransLink convened and chairs the Urban Freight Council that provides an avenue to coordinate and collaborate on strategic issues related to regional goods movement. - TransLink convenes and supports the Regional Transportation Advisory Council (RTAC) and its several subcommittees – representing the transportation leads from our local, regional, provincial, and federal government partners.
<p>3.2.2. Advocate for a regional economic development strategy that clearly addresses transportation priorities.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - TransLink supported the launch and maintains ongoing participation in the development and implementation of the Regional Prosperity Strategy.
<p>3.2.3. Develop strategies to ensure that a skilled and qualified labour force is available to plan, build, operate and maintain the transportation system.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - TransLink and its operating companies have developed and launched major recruitment and hiring strategy to meet needs of the expanding system - People Plan and Current State Assessment updated yearly. - Diversity and Inclusion Task Force launched in 2019.
<p>3.3. Establish funding that is stable, sufficient, appropriate and influences travel choices</p>		

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
<p>3.3.1. The Mayors’ Council on Regional Transportation has set forth transportation funding principles, including:</p> <ul style="list-style-type: none"> - Transportation should be priced more accurately to better align behaviour and transportation objectives. - Transit fare rates should be sensitive to public affordability. - Funding should be generated from the goods movement sector to recognize the costs. - The proportion of funding from property taxes should not increase. - Collectively, funding sources should be reliable and predictable, but adjustable against each other. - Funding options should be economically efficient in their administration and collection. - As newer, more effective revenue sources are introduced, reductions should be considered for funding sources that are less consistent with these principles. 	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - After discussing several promising revenue tools, the Mayors’ Council ultimately proposed a 0.5% regional increase to the Provincial Sales Tax to fully fund the 10-Year Vision. This proposal was not supported in the 2015 plebiscite. The 10-Year Vision was subsequently broken into smaller phases to fund and deliver in increments. The Mayors’ Council included regional funding contributions for the first and second phase Investment Plans from increases to transit fares, property taxes, fuel sales tax, parking sales tax, and a new Development Cost Charge. - Mobility Pricing Independent Commission convened in 2017. Recommendations included congestion pricing as a potential future funding source
<p>3.3.2. The Government of British Columbia has specified that new transportation funding mechanisms should take into account the following considerations:</p> <ul style="list-style-type: none"> - Affordability for families; - Effects on the provincial economy; - Revenue generation across the region; - Ability for TransLink to share in the local benefit of transit investments. 	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Starting in 2017, Government of BC passed series of legislation to enable regional transportation funding increases to property tax, fuel sales tax, parking sales tax, and a new Development Cost Charge.
<p>3.3.3. Advocate and advance immediate and longer-term transportation funding solutions that reflect the principles set forth by the Mayors’ Council and the Province.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Mobility Pricing Independent Commission convened in 2017, with recommendations provided in 2018 for congestion pricing in the region. - Real Estate Strategy implemented to maximize returns from TransLink owned property.

Action/Strategy	Status	List of projects/initiatives undertaken by TransLink to support action
		<ul style="list-style-type: none"> - Cure Congestion Campaign spearheaded by the Mayors' Council during 2017 provincial election and again in 2019 federal election to advocate for long-term sustainable transportation funding from senior government. - Campaigned during the 2015 plebiscite in support of a 0.5% regional increase to the Provincial Sales Tax.
<p>3.3.4. Develop a sustainable funding strategy that responds to the trends affecting TransLink's existing revenue sources and supports goals for managing transportation demand.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Ongoing discussions on how to replace the volatile and declining revenue from the regional fuel sales tax.
<p>3.3.5. Balance contributions from system users and from broad-based sources, to ensure stable and resilient revenue.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Phase 1 and 2 Investment plans were funded through balanced and modest increases to all regional funding sources.
<p>3.3.6. Enable policy-based adjustments to funding rates and sources over time, to account for changes in travel patterns and other trends.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - 2018 Investment plan adjusted several funding sources including fares, development cost charges, Gas Tax, and municipal property tax.
<p>3.3.7. Advocate for regional transportation funding at the provincial and national level.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Cure Congestion Campaign during the 2017 provincial election and 2019 federal election. - Yes Campaign during 2015 Transit Referendum.
<p>3.3.8. Continue to broaden TransLink's non-transportation revenue base – from real estate, advertising, and commercial partnerships.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Commercial Programs and Partnerships department and Commercial real estate strategies developed - Advertising programs maximize returns on TransLink owned properties.
<p>3.4. Monitor progress towards our desired outcomes</p>		
<p>3.4.1. Establish a robust and coordinated system of monitoring, evaluation, and reporting, including feedback loops to adjust course as necessary.</p>	<p>Work Ongoing</p>	<ul style="list-style-type: none"> - Online Accountability Centre and Dashboard regularly published to regional outcomes with public.

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3.4.2. Build into funding framework the ability to adjust the mix and rates of different revenue tools to respond to changes in behaviour.	Work Ongoing	- Investment plans passed in 2017, 2018 and ongoing work on future investment plans including mobility pricing and land value capture.
3.4.3. Collaborate with partners to continuously improve data collection and evaluation tools.	Work Ongoing	- Regional Transportation Advisory Committee - Analytics subgroup convened that includes municipalities, province, ICBC, and other partners - Ongoing coordination of Regional Transportation Model by TransLink that is used extensively by municipal partners and contractors brings consistency to regional planning efforts.
3.4.4. Make transportation data available in an open format whenever possible to enable third party analysis and tool development.	Work Ongoing	- Dashboard & Accountability Centre regularly published; - Transit Service Performance Review published annually (new format available online since 2017 providing detailed route and stop level data); - Anticipated release of Trip Diary Data in second quarter of 2019 through online visualization tool to support data sharing and regional planning. - Open Data & Data Sharing policy currently under development